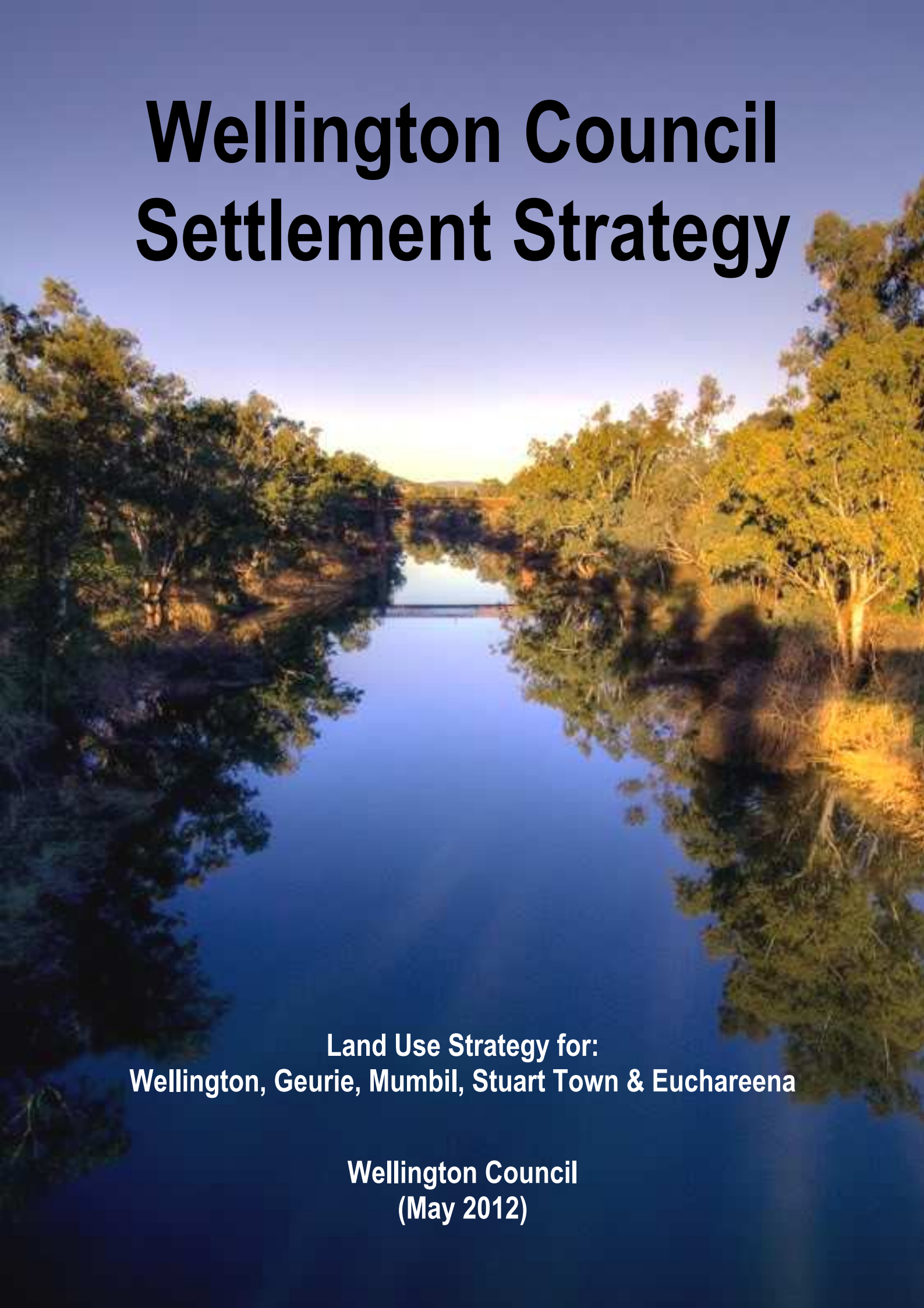
Wellington Council Settlement Strategy



Land Use Strategy for:
Wellington, Geurie, Mumbil, Stuart Town & Euchareena

Wellington Council
(May 2012)

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Settlement Strategy

Volume A: Settlement Strategy

Document Control

Version	Date	Author	Summary	Reviewed
A	August 2011	Strong/Napier	Draft Table of Contents	AA/JC
B	January 2012	Strong/Napier	Settlement Strategy (Draft for Public Exhibition)	Approved by Council for Public Exhibition

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- Wellington Council Officers (particularly John Clague (Director of Environmental Services), Mr Ashley Albury (Planning Services Supervisor), Miss Erin Strong (Town Planner) and Ms Natalie Bennett (GIS Officer).
- The Wellington LEP Steering Committee and Councillors; and
- Each of the participating Government Departments / Agencies.

Acronyms / Terminology Used in this Strategy

The following acronyms are used in this Strategy. Please note that some NSW Government Department names will change over time so references in this document to one name refer to all future names of that Department that has similar responsibilities.

	Government Departments
CTW	Central Tablelands Water
DoP	Department of Planning & Infrastructure
DECCW	Department of Environment, Climate Change and Water (former Department of Environment and Climate Change) – Note that since March 2011 they are known as Office of Environment & Heritage
DPI	(former) Department of Primary Industries (now part of Department of Industry and Investment) – Note that since March 2011 they are known as Department of Primary Industries
DWE	(former) Department of Water & Energy (now split between DECCW (Office of Water) and Department of Industry and Investment)
EPA	Environmental Protection Authority (part of DECCW) (now Office of Environment & Heritage)
I&I	Department of Industry & Investment – Note that since March 2011 they are known as Department of Primary Industries
LPMA	Land and Property Management Authority (former Department of Lands)
NoW	New South Wales Office of Water (part of DECCW) (now Office of Environment & Heritage)
NPWS	National Parks & Wildlife Service (part of DECCW) (now Office of Environment & Heritage)
	Planning Terminology
EPI	Environmental Planning Instrument
SEPP	Statement Environmental Planning Policy
LEP	Local Environmental Plan
WLEP1995	Wellington Local Environmental Plan 1995
DCP	Development Control Plan
LGA	Local Government Area

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Document Control

Version	Date	Author	Summary	Reviewed
A	August 2011	Strong/Napier	Draft for Councillors/Section 64	JC/AA
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1. Strategy Overview

1.1. What is a Settlement Strategy?

The Wellington Settlement (Land Use) Strategy ('Settlement Strategy' or 'Strategy') is a plan that identifies key issues facing each of the five (5) key settlements in the Wellington LGA and develops strategies to address those issues and manage the future growth and enhancement of each of the settlements for the next 10-20 years.

It is important that the community and key stakeholders have a say in the future development of their settlements and the Strategy will aim to summarise what the community (and Council) see as the vision for each settlement and how it will be achieved.

The strategies and recommended future land use arrangements will inform the drafting of new planning controls including a new Local Environmental Plan and Development Control Plan that will guide future development in each settlement.

1.2. List of Settlements/Study Area

This Strategy is limited to the Town of Wellington, which currently operates under 'complex zoning' and those settlements that are currently classified as Zone 2(v) Village under Wellington Local Environmental Plan 1995. Zone 2(V) Villages include:

- Geurie
- Mumbil
- Stuart Town
- Euchareena

The Settlement Strategy appreciates that there are other areas in the LGA where there are historical settlements and existing groups of dwellings. However, these rural settlements do not currently have a Village Zone. This includes areas such as Elong Elong and North Yeoval. These areas may be reconsidered in the future.

1.3. Why is a Settlement Strategy Important?

The value of documenting a Settlement Strategy is that it:

- Provides the community and key stakeholders with a chance to have a say in the future development outcomes for each settlement;
- Illustrates the desired future character and land use outcomes that the community (and Council) are aiming for and how the Council expects to achieve them;
- Helps Council staff and Councillors interpret and administer the planning instruments intended to implement the outcomes of the strategy and ensures greater consistency in land use decision-making;
- Promotes forward planning and increased certainty for the community and investors in each settlement and decreases the costs associated with assessing development;
- Assists with an improved understanding of how and why there may be changes to existing planning controls in the Wellington LGA.

1.4. Objectives of the Settlement Strategy

The objectives of the Settlement Strategy for Wellington's key settlements are:

- To determine the desired future character and vision;
- To review the key opportunities and constraints to sustainable growth;
- To set out key land use principles that will guide future development;
- To recommend strategies to address key challenges;
- To encourage sustainable development for future generations;
- To protect the environmental and cultural values and assets;
- To inform the drafting of new planning controls (a new Local Environmental Plan and Development Control Plan for the LGA) that will implement the recommended strategies and land use arrangements for each settlement;
- To ensure the strategy and future planning controls are in accordance with the legislative and policy framework for the Wellington LGA.

A key piece of legislation influencing this Strategy and future planning controls is the *Environmental Planning and Assessment Act* 1979 ('EP&A Act'). The objectives of the EP&A Act are also directly relevant to the objectives of this Strategy as follows (Part 1 - Clause 5) (*our underline*):

(a) to encourage:

(i) the proper management, development and conservation of natural and artificial resources, including agricultural land, natural areas, forests, minerals, water, cities, towns and settlements for the purpose of promoting the social and economic welfare of the community and a better environment,

(ii) the promotion and co-ordination of the orderly and economic use and development of land,

(iii) the protection, provision and co-ordination of communication and utility services,

(iv) the provision of land for public purposes,

(v) the provision and co-ordination of community services and facilities, and

(vi) the protection of the environment, including the protection and conservation of native animals and plants, including threatened species, populations and ecological communities, and their habitats, and

(vii) ecologically sustainable development, and

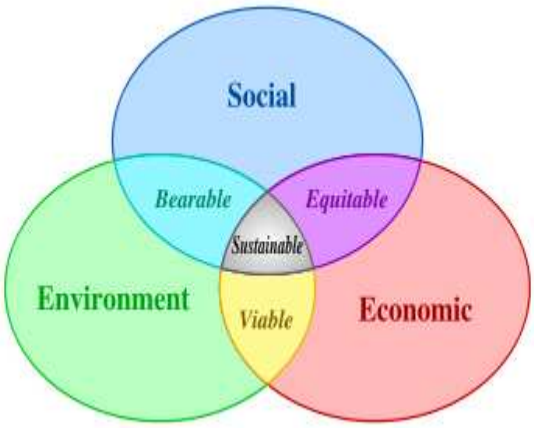
(viii) the provision and maintenance of affordable housing, and

(b) to promote the sharing of the responsibility for environmental planning between the different levels of government in the State, and

(c) to provide increased opportunity for public involvement and participation in environmental planning and assessment.

1.5. Sustainable Development

A key principle that will guide the Wellington Settlement Strategy is that of 'Sustainable Development'. 'Sustainable Development' is defined as *'development which meets the needs of the present without compromising the ability of future generations to meet their own needs'* (United Nations; Brundtland Report 1987). This is also often known as the principle of 'inter-generational equity'. Sustainability seeks to integrate the requirements of social, environmental, and economic sustainability (see opposite).



Proper management of growth is essential for land use planning. Sustainable growth / development is about maximising the efficient and economic use of land, managing the social issues associated with growth, and protecting and preserving the environmental values and assets of an area for future generations.

For example, the long-term sustainability of each settlement may consider:

- **Environmental Issues:** such as identifying environmentally sensitive lands and land severely constrained by natural hazards and locating land uses to as to enhance environmental outcomes and minimise hazards;
- **Economic Issues:** such as the provision of land for employment generation, the location of lands in each settlement where the cost of development is minimised (by avoiding sites with natural hazard constraints and encouraging growth where utilities and infrastructure can easily be augmented), and minimising land use conflicts that may restrict the efficient use of land;
- **Social Issues:** such as the demographics and socio-economic backgrounds of each community so that demand for community services, employment, open space & recreation etc can be provided to promote equity across the LGA, between settlements, and between different groups in society.

Sustainable development can only occur if the social, economic and environmental opportunities and constraints are addressed together. For example, environmental protection is not sustainable if no-one has a job to feed their family. Likewise, developing the 'cheapest' land available may not take into account long term social and environmental costs.

1.6. Structure of the Document

There are three (3) core aspects of the Strategy including:

- **A Local Profile:** This explains the physical, social and economic circumstances of the LGA and its people that are known at this time and that define the character of the LGA and its settlements;
- **An Issues Paper:** This explains the opportunities and constraints facing the LGA and each of its settlements and seeks to estimate how the local profile may change in the future; and
- **A Land Use Strategy:** This presents recommendations for land use arrangements that will seek to address the key opportunities and constraints facing the LGA's settlements both now and in the future.

These three components are integrated throughout the document and addressed at the level of each settlement (summarising local opportunities and constraints and then place-based recommendations that may affect future land use patterns in each settlement).

1.7. Integration with other Strategies

1.7.1. Local Profile and Issues Paper ('LPIP')

Wellington Council (2009) *Local Profile & Issues Paper – Wellington Local Government Area* ('LPIP') was prepared by Council to document the key characteristics of the Local Government Area ('LGA') and issues that relate to land use planning. The document states at page 6 that:

> *"The focus of this study is to provide an inventory of existing urban land use activity, to provide some insight into future urban demand, and to provide some comment on the geographic attributes that might constrain or facilitate urban land use in the near future. An overview of rural land use activity is also included, to highlight the broad range of issues that need to be considered when decisions on urban/rural land use allocations are being taken.*
>
> *The primary aim of preparation of this Paper is to inform the preparation of a new Wellington Local Environmental Plan (LEP) in accordance with the new State requirements for a standardised LEP format and zoning categories (see Section 1.3 – Planning Framework). The issues that are generated by this Paper will be used to create comprehensive land use strategies for each of the key land uses in the Wellington area. These strategies will inform the preparation of the new controls in the LEP."*

The LPIP provides a detailed analysis of a range of factors including the following factors: context, social and community, economic, transport, zone and servicing, land use, environmental and biophysical, and site specific issues and consultation feedback. However, it does not reach any final conclusions as this was intended to be addressed as part of the subsequent land use strategies.

1.7.2. LPIP Consultation

Wellington Council commenced the drafting of the LPIP in December 2006. The process was undertaken in accordance with the NSW government planning framework which began with a round of community consultation in February 2007 with a first draft of the LPIP in December 2007. The LPIP was revised in March 2008 incorporating comments from the Department of Planning and Infrastructure (DoP).

A second round of community consultation was undertaken (April 2008) and further DoP comments led to a third revision of the LPIP in July 2008. The July 2008 version of the LPIP was forwarded to State Agencies for comment. All agency comments were reviewed and appropriate changes made in November 2008. Final comments were received from the DoP on the 17 December 2009 and these were addressed in the Final December 2009 version.

The three rounds of consultation sought community and government agency feedback, provided a geographic profile of the Wellington LGA and issues for consideration and provided the community with opportunity to participate and have a level of ownership of the LEP.

1.7.3. Adoption of LPIP by Council

The LEP Steering Committee reviewed the Final LPIP in December 2009, with a formal resolution for its endorsement on 23 June 2010 for public display. Furthermore Council resolved that the LPIP be the basis for the future revision of Council's Local Environmental Plan in accordance with the Standard Instrument.

1.7.4. Recognition of the LPIP by the Department of Planning

Council received documentation on the 22 January 2010 that the LPIP is endorsed by the Department of Planning. This letter stated the LPIP provided a good basis for the development of the land use strategies and as such Council should proceed with the preparation of the comprehensive strategies which will inform the new Local Environmental Plan.

1.7.5. Summary of Recommendations & LEP Response

As this is only a Local Profile & Issues Paper it does not make any recommendations as to final land use outcomes. However, it does make a variety of suggestions about ways in which key issues may be resolved.

The Draft Wellington Settlement Strategy has utilised this work to deliver land use strategies for each of the key settlements. A future Rural Residential (Land Use) Strategy and Rural (Land Use) Strategy will address the outcomes for areas outside each of the key settlements across the LGA. As the Draft Plan (LEP) will be primarily a 'conversion' of existing controls in the rural areas then it is not necessary to have these strategies to inform the Draft Plan.

1.7.6. Heritage Study

At the time of preparing the Draft Plan the only items that had undergone the full consultation process and were approved by the Heritage Committee for listing were those items already listed in the existing WLEP1995 and the DCP. These items will be included in the new Draft Plan. Additional items recommended by the Community Heritage Study for listing will be considered as part of a future Planning Proposal once consultation has been completed.

Please note that the LEP Steering Committee has instructed staff to remove all items of Aboriginal significance from the LEP until there has been approval by the relevant Aboriginal bodies. They still have protection under other legislation.

1.8. Overarching Principles for Strategy

The following principles should guide this Strategy and the outcomes for land uses in Wellington:

1) Promoting land use efficiency

a) Provide a LGA-wide local planning context to future planning in the Wellington LGA that will inform the preparation of a new LGA-wide Local Environmental Plan ('LEP') and Development Control Plan ('DCP');

b) Establish a hierarchy of settlements that supports social, economic and environmental principles at the LGA and regional levels;

c) Recognise and address supply and demand for each land use at a LGA-wide level utilising a realistic appreciation of opportunities and constraints for the LGA and each settlement but looking optimistically towards the future;

d) Maintain and enhance the liveability and amenity of Wellington as a place to live, work and pursue a lifestyle of choice;

e) Foster links between the various settlements and communities in such a way that recognises the role of each settlement and the needs that place may have both within and outside the LGA;

f) Recognise the primary service centre role that the township of Wellington has to all areas of the LGA;

g) Build on the existing and desired characters for each settlement as guided by each community;

h) Provide for a variety of lot and housing sizes and types which acknowledge changing household structure, caters for all sections of the community, and accommodates the future growth in residential housing

i) Promote the provision of affordable housing in Wellington;

j) Integrate rural residential lands surrounding settlements and ensure that development of these areas is relatively unconstrained and meets sustainability objectives.

2) Supporting employment and economic development

a) Ensure this Strategy and supporting planning provisions support and promote sustainable employment, industrial lands and specialised centres;

b) Provide for and facilitate future economic growth in Wellington;

c) Ensure innovative and sustainable growth in the tourism sector;

d) Encourage and support commercial and retail development in Wellington;

e) Ensure the provision of well-located, suitable land for future industrial purposes in key settlements.

3) Caring for the natural environment and heritage

a) Minimise the risks and development expense associated with developing land subject to natural hazards;

b) Protect and enhance areas supporting higher conservation values;

c) Avoid fragmentation of the landscape and agricultural lands and seek to enhance and protect ecological corridors;

d) Protect and enhance the quality and quantity of local water resources;

e) Protect the heritage values of Wellington.

4) Providing an appropriate level of facilities and services

a) Recognise the diverse needs of a broader cross-section of Wellington's community;

b) Recognise that the level of provision of facilities and services is related to the settlement's needs and aspirations, the economic viability of those services, and the relationship of each settlement to other settlements (both within and outside Wellington);

c) Provide facilities that will seek to attract and support a range of ages and their needs to maintain a diverse community in each settlement;

d) Promote accessibility of facilities;

e) Provide for the recreational needs of the current and future population.

5) Integrating transport and infrastructure provision with land uses

a) Integrate land uses, infrastructure and transport to reduce development cost and promote sustainable development;

b) Leverage off existing transport and infrastructure and support greater economic growth in areas with higher levels of transport and infrastructure;

c) Minimise the cost to Council, developers, and the community of extension of transport, utilities and infrastructure by promoting urban consolidation and careful release of land for new development that is aligned with efficient infrastructure provision;

d) Ensure the provision of a secure and reliable water supply to all settlements;

e) Ensure appropriate levels of sewer services for each settlement;

f) Ensure the adequate provision of electricity and telecommunications infrastructure;

g) Manage and minimise stormwater impacts and waste and encourage recycling and waste management.

1.9. Land Use Principles

This Strategy seeks to recommend appropriate locations for future land uses within each of the key settlements. These recommendations are guided by a set of 'land use principles' that can be applied equally to all settlements. This improves the transparency of the decision-making process and ensures equity among each of the key settlements.

1.9.1. General Principles (All Land Uses)

The recommendations in this Strategy are based on the following general principles that apply to all land uses. The aim for all settlement land uses:

1. **Existing Character:** Build on the existing zoning pattern and existing dominant land uses / development patterns / character to ensure land owners are given reasonable development potential based on existing opportunities (equity);
2. **Desired Character:** Recognise desired future land uses / development patterns / character;
3. **Land Use Conflicts:** Avoid / minimise land use conflicts and protect social, economic and environmental amenity to maximise the efficient use of land;
4. **Environmental Impacts:** Avoid / minimise environmental impacts by determining for each land use the appropriate location, density, setbacks and buffers to environmentally sensitive lands (including land / water / biodiversity sensitivity);
5. **Drinking Water Catchment:** Avoid / minimise development in drinking water catchments where there is a risk of reducing water quality or quantity;
6. **Natural Hazards:** Avoid / minimise impacts of natural hazards by identifying these hazards and determining for each land use the appropriate location, density, setbacks and buffers to these hazards;
7. **Heritage:** Protect key heritage assets and heritage streetscapes by identifying the desired character and ensuring new development is sensitive to and integrates with this desired character whilst not unduly preventing adaptive re-use of heritage items;
8. **Development Cost:** Direct development to sites with less natural hazards, less environmental sensitivity, less heritage constraints, and good access to utilities and infrastructure to reduce the overall cost of development and delay in development assessment;
9. **Site Planning:** Use good site planning to guide the choice of building site to maximise environmental opportunities and constraints and integrate with the character of each settlement;
10. **Utilities & Infrastructure:** Promote growth and development in areas with higher level utilities and infrastructure to avoid expensive extensions of utilities and costs to the community and to increase the competitive advantage of the land use;
11. **Complementary Uses:** Integrate complementary business and community land uses to create strong settlement 'cores' with pedestrian activity, active street frontages, strong streetscapes, and a contribution to the settlement character;
12. **Efficient Use of Land:** Promote efficient use of land by avoiding unnecessary urban sprawl and promoting better serviced development;

13. **Land Supply:** Ensure sufficient land supply for 10 years for each key land use with a buffer to allow for unseen changes or changed growth rates;
14. **Dwelling Demand:** Recognise the current demand for dwelling lots with a more rural or landscape character and enhance those settlements with the ability to provide that development pattern;
15. **Development Expectations:** Clarify development expectations to community/applicants so energy and investment are directed towards sustainable development and the development assessment process can be streamlined for improved economic outcomes;
16. **'Split Zoning':** Match zone boundary to cadastre/lot where possible to avoid confusion over mixed zoning and development permissibility.

1.9.2. Community Facilities

Community land uses include a range of services including but not limited to educational establishments (including schools), emergency services facilities, health services facilities (hospitals, medical centres, health consulting rooms), information and education facilities, places of public worship, and public administration buildings.

Some community uses may be permissible in a wide variety of zones under the Standard LEP or through operation of the State Environmental Planning Policy (Infrastructure) and as such do not require a specific designated area or 'zone'.

The key land use principles for community facilities in the LGA are as follows:

- **Social Inclusion:** Provide essential community services and facilities that meet local needs and promote social and economic well-being, equity, inclusiveness, and a sense of community;
- **Accessibility:** Utilise sites that are easy-to-find, with ease-of-access to the public, proximity to key transport routes and public transport, and ability to accommodate and manage parking and pedestrian connections and issues;
- **Adaptability:** Maximise adaptability and flexibility within the design to cater for a broad cross-section of the community and individual needs;
- **Land Use Conflicts:** Minimise conflicts with any sensitive neighbouring land uses (especially residential uses);
- **Activity:** Co-locate with other community or business uses to reinforce settlement centres and main streets;
- **Infrastructure / Utilities:** Ensure provision of adequate utilities, infrastructure, and supporting services;
- **Character & Design:** Ensure facilities are well designed and make a positive contribution to the streetscape and community identity (particularly in heritage conservation areas, in proximity to heritage items or as an adaptive re-use of heritage buildings);
- **Environmental Sustainability:** Set benchmarks for each settlement for water and energy efficiency and minimisation of environmental impacts.

1.9.3. Industrial Land Uses

Definitions for Industrial Land Uses

According to the Standard Instrument (Local Environmental Plans) Order 2006:

- ***"industry** means the manufacturing, production, assembling, altering, formulating, repairing, renovating, ornamenting, finishing, cleaning, washing, dismantling, transforming, processing or adapting, or the research and development of any goods, chemical*

substances, food, agricultural or beverage products, or articles for commercial purposes, but does not include extractive industry or a mine."

- ***"light industry** means an industry, not being a hazardous or offensive industry or involving use of a hazardous or offensive storage establishment, in which the processes carried on, the transportation involved or the machinery or materials used do not interfere with the amenity of the neighbourhood by reason of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit or oil, or otherwise."*
- ***"heavy industry** means an industry that requires separation from other land uses because of the nature of the processes involved, or the materials used, stored or produced. It may consist of or include a hazardous or offensive industry or involve the use of a hazardous or offensive storage establishment.".*
- ***"general industry** means a building or place (other than a heavy industry or light industry) that is used to carry out an industrial activity".*

Objective for Industrial Land Uses

Provide adequate opportunities for employment-generating activities that will support the community and the economy of the Sub-Region.

Strategic Direction

Provision of adequate industrial land

The provision of well-located and suitable serviced land is vital in ensuring that land is available for industrial development when needed. This strategy sets out the policy framework for achieveing this objective by identifying the key areas and locations where industrial activities can be established. These areas:

- Will be protected from encroachment by acitivites that could hiner their effective operation, such as residential dvelopment;
- Are located near to tranport and freight routes;
- Are located near existing zoned industrial land;
- Are located close to reticulated services (water and sewerare, and where necessart, natural gas) that have the capacity to accommodate the development level;
- Are free of hazards, such as flooding and bushfire; and
- Are located adjacent to areas with good access to a suitable workforce.
- Will have proximity or accessibility to markets;
- Should have topography that is relatively flat to facilitate the economic establishment of large buildings and open storage areas;
- Should be located where relative separation from sensitive land uses exists so as to minimise the potential for land use conflict (this would include avoiding industry along key highway / road entrances to towns/villages to protect the visual amenity and character AND avoiding future growth areas for residential / dwellings to minimise impact on residential land supply).
- Should not promote water intensive industry (as there is limited opportunity to provide treated or untreated water) both due to servicing costs and lack of secure water supply to meet future residential growth;
- Will provide adequate infrastructure including roads, utilities services, and sewer and water reticulation at an economically viable cost.

This Strategy suggests that there should also be an avoidance of greenfield industrial sites that are a long distance away from supporting services and retail and entertainment where this is a reliance on additional transportation and infrastructure.

Recommended Industrial Locations

It is important in this Strategy to maximise economic growth and employment through sustainable industrial activity whilst maximising integration with each of the settlements and minimising potential land use conflicts. Wellington is the key centre for large scale industry with its location on the high-voltage electricity network, reticulated sewerage and water services and dedicated industrial zones.

Therefore, it is assumed that only small-scale light industry is expected in the other settlements. Home industries are likely in the smaller settlements. Many of these settlements would not be able to service industrial developments based on the above listed requirements.

1.9.4. Business Uses

For the purpose of this Strategy, business land uses include both retail and commercial premises but do not include bulky good premises, industrial retail facilities, highway service facilities or tourism precincts that require there own specialised areas.

Retail / Commercial

The key land use principles for business land uses in the LGA are as follows:

- **Primary Centre:** Reinforce the Town of Wellington as the primary business / retail / commercial core of the Wellington LGA with local services in other key settlements;
- **Main Streets:** Locate business uses in the 'core' area of each settlement. Development outside of the business core must not compromise the role and function of the centre;
- **Accessibility:** Promote accessibility by locating businesses near major private and public transport routes, cycle-ways, and higher level pedestrian facilities that may include footpaths, kerbs and gutters;
- **Compatibility:** Co-locate compatible business uses that complement each other whilst minimising impacts on adjacent sensitive land uses such as dwellings;
- **Parking:** Provide on-street and on-site parking (as required) to cater for parking needs whilst minimising impacts on parking for adjacent uses;
- **Character & Design:** Ensure sensitivity to key streetscapes through appropriate scale, massing and design and make a positive contribution to the streetscape and community identity (particularly in heritage conservation areas/ proximity to heritage items);
- **Activity:** Cluster business land uses in defined areas (especially in mature settlements such as Wellington) to:
  - Create a clear 'centre' that contributes to settlement character and identity;
  - Minimise land use conflicts with sensitive land uses (e.g. noise, traffic etc);
  - Promote an 'urban' character that may involve higher densities;
  - Provide active street frontages with open storefronts and pedestrian activity;
- **Investment:** Support existing businesses and their ongoing development, while at the same time encouraging new business into each settlement.

Home Businesses

'Home businesses' are businesses conducted in a dwelling (or ancillary building to a dwelling) that is managed and operated by the owners of the dwelling, where the business is of such a small scale that the majority of goods or items sold are produced on the premises, and there are very limited impacts on neighbourhood amenity (e.g. traffic, noise, etc).

Whilst 'home businesses' are a type of business land use, it is Council's intent that they do not need to be located in designated business areas in each settlement and they will be permissible with consent in residential areas/ zones. This ensures that small business 'start-ups' are permissible in residential areas and it does not unduly constrict creativity or business

operations. However, if a business becomes larger, non-owner operated, or has greater impacts then it will need to be located in an area where business/retail uses are permissible (see section on 'Existing Use Rights' below).

1.9.5. Large Lot Residential

Please note that a separate Large Lot Residential Strategy is to be completed. Some aspects are dealth with in the Settlement Strategy chapters, where Large Lot Residential properties adjoin or are in close proximity to the settlements.

Development Types

This section refers to development often called either 'rural residential', 'large lot residential', or 'lifestyle blocks'. Under WLEP1995 the most applicable zone is Zone 1(c) (Rural Small Holdings). In the Standard Instrument and this Strategy they will primarily be referred to as large lot residential. In effect on the majority of these allotments the dominant use is for residential purposes and not for agricultural purposes (i.e. lot sizes are not of sufficient size to create a viable agricultural business), even if some ancillary agricultural practices are present.

Strategy Recommendations

A planned approach to subdivision for lifestyle blocks involves identifying those areas that are suitable for lifestyle blocks and permitting developemtn to occur, whilst prohibiting such development in all other rural areas.

Once the areas for lifestyle blocks have been identified a planning framework needs to be established. The planning framework will achieve four key objectives:

- Protect agricultural land use resources wherever possible, by discouraging land uses unrelated to agriculture from locating on agricultural land and minimusing the ad hoc fragmentation of rural land;
- Plan and provide for rural settlement where it can benefit and support existing communities and have access to appropraite community sercices and infrastructure;
- Minimise the potential for land use conflict by provided adequate seperation ditance between potential conflicting land uses, introducing management requiremetns that proctect existinf agricultutal land uses, identify areas that are suitable and capable for intensive agricultural pursutis as agricultural priority area; and avoid locating new rural setrtlments in areas that are likelt to create conflict with established or proposed agricultural priority areas; and
- Carefully manage natural resources by discouraging development and/ or subdivison that may result in land or environmental degredation; integrating land, catchement and water resource management requirements with land use planning controls and incorporating land management standards and sequential land uses change in the land use planning and development process.

1.9.6. Residential Land Uses (Settlements)

The key land use principles for urban residential land uses in the LGA are as follows:

- **Land Supply:** Manage the outward growth of each settlement to ensure a minimum of 10 years estimated land supply for dwellings with a range of housing and lot choices whilst promoting an orderly and efficient pattern of development;
- **Housing Choice:** Provide a variety of lot sizes (and development densities) to meet household needs and particularly the needs of an ageing population and smaller household sizes;

- **Dwelling Density:** Permit higher dwelling densities only in areas in close proximity to key transport routes, retail & community services and facilities, higher level utilities, and open space and recreation;
- **Sustainable Development:** Focus larger scale urban residential development in the Town of Wellington where there are higher levels of service, infrastructure and facilities to support that growth;
- **Settlement Pattern:** Ensure that street, block and lot patterns promote connectivity and safety, whilst responding the natural topography and environmental requirements of the land;
- **Amenity:** Establish and maintain high quality living environments to improve amenity, safety, liveability, and saleability of residential areas whilst minimising land use conflicts;
- **Environmental Sustainability:** Promote environmentally sustainable and passive design principles (especially for new development) to minimise use of water, energy and materials and maximise adaptability and accessibility.

1.9.7. Village Zone

In settlements that will retain an equivalent of a 'Village Zone' under the proposed new LEP there will not be designated areas for each land use. However, this Strategy may still nominate preferred areas for each land use and the land use principles above may still be relevant to each applicable land use. However, there is less likely to be a dense development pattern or urban / business core. Additional land use principles for the Village Zone include:

- **Character:** Preserving and enhancing the unique 'village', rural and landscape qualities that defines each settlement and makes it an attractive place to live, work and play;
- **Heritage:** Maintain and enhance the unique historic identity and heritage of each settlement;
- **Services:** Promote the use of local business and community facilities to maintain local services;
- **Community:** Recognise the important role that community facilities, services, and community spirit play in maintaining each of the settlements;
- **Housing Choice:** Promote a range of lot and house sizes to cater for a range of future needs and, where possible, allow for ageing-in-place;
- **Infrastructure:** Ensure an efficient development pattern and lower development cost by maximising development in areas that already have a good level of utilities and transport infrastructure. Investigate the feasibility of improved utilities over the next 30 years with a focus on water, sewer and telecommunications;
- **Traffic:** Manage traffic speeds through improved visual cues, including signage, and landscaping.

1.9.8. Open Space & Recreation

The key land use principles for open space and recreation in the LGA are as follows:

- **Need:** Creation of a range of quality recreational environments that meet a variety of needs including ecological, social and transport functions and both passive and active recreational needs;
- **Activity:** Provision of and integration of active sportsgrounds and sporting facilities that promote sports and activity in each settlement;

- **Character:** Location and design of open space areas that respond to natural and cultural values and contribute to the character and streetscape of each settlement;
- **Environment:** Integration of natural features such as creek lines, vegetated areas and ridgelines with appropriate protection of environmental and scenic values;
- **Accessibility:** Connection of open spaces to urban areas with linkages between key open spaces, settlement centres & activities, pedestrian and cycle routes, and key transport routes. Facilitate walking and cycling as effective means of short to medium distance travel. Walking and cycling routes should be direct, safe, and off-road as far as possible. Parks provide ideal spaces in which to provide these links, and development of a park and open space network should be viewed as an opportunity to provide for a local movement network;
- **Safety:** Focus on public safety and accessibility within open spaces with appropriate lighting, maintenance, design, and emergency escape routes in events of fire or flooding;
- **Amenity:** Provision of ancillary recreational facilities to support use of the open spaces and sportsgrounds where these facilities improve amenity without impacting on the character and scenic values of each area, safety or undue burden on Council's budgets;
- **Attraction:** Provision of open spaces that capitalise on passing tourist traffic, cater for local and regional sporting events and that encourage extended stays within the LGA.

1.9.9. Existing Use Rights

Where this Strategy proposes changes to land use arrangements, it is important to note that existing land uses will have legal rights to continue their current operations even if they are subsequently prohibited in future zones.

If any existing approved land use in a settlement is prohibited by a future 'zone' under the new Local Environmental Plan then that land use will have what are called 'existing use rights' that enable it to continue operating even though it is prohibited.

An 'existing use' (defined in Section 106 of the *Environmental Planning and Assessment Act 1979* ('EP&A Act')) is a use that is lawfully commenced but subsequently becomes a prohibited use under a new local environmental plan or other environmental planning instrument. The EP&A Act and the EP&A Regulation 2000 makes provision for the continuance of existing uses.

The existing use provisions aim to balance the potential hardship and dislocation that could result if landowners or occupiers were required to discontinue uses no longer permitted under current planning controls, against the need to transition to the new and preferred planning regime for the area. Existing use rights enable a prohibited land use to continue as if that use was permissible before the zone was changed for that property. Those land uses do not have to cease operations or move if the zoning were to change in the future.

For example, if a new business zone is introduced in the Town of Wellington then approved existing businesses that are not included in this business zone (and are likely to be prohibited in other zones) would have existing use rights to continue operating as a business.

However, there are some limitations to existing use rights including limitations on expansion of existing land uses and limitations on new developments that can occur on those properties with those rights.

For example, a business with existing use rights may have the ability to convert to another land use of a similar retail or commercial nature (even if they are both prohibited under the proposed future zoning) where the proposed use does not exceed 1,000 square metres in area.

Enlargement of these existing businesses may also be limited to 10% of the existing floor area. Minor alterations and additions are likely to be permitted but a full rebuild of the business may not be permitted.

Please note that existing use rights are a complex legal issue that is subject to change and we recommend that land owners do not rely on this information as a full interpretation of the those rights. It is recommended that you get your own legal advice if the zoning of your property is proposed to be changed.

1.10. Urban Design

Urban design is related to land use planning but also seeks to take into account the design and pattern of buildings, streets, spaces and landscape and how this affects the character and function of an area, particularly how all of these integrate to create public spaces and places. Key issues for Wellington's settlements could include, but is not limited to the design of:

- The gateways and entrances to each settlement;
- Main streets and key pedestrian areas;
- Key public spaces and places;
- Street trees master plans and landscape design;
- Advertising and signage strategies;
- Integration of connections and transport to key public spaces.

This Strategy has not been tasked with conducting a full urban design study of each of the settlements as it is not mandatory for the purposes of investigating land supply and demand. However, an urban design study can have wide ranging benefits for assisting a settlement to define its desired character and making it an attractive and functional place to live, work and play.

Issues & Strategies

- **Urban Design Study:** Council should review the opportunity for funding and resources to prepare a formal Urban Design Study for each of the settlements that address the key issues above.
- **Street Tree Master Plan:** Council should review the opportunity for funding and resources to review and upgrade the existing Street Tree Master Plan, Landscape Strategy, and Maintenance Plan for each of the settlements.
- **Integrate other Urban Design Studies:** Council should review how the Village Enhancement Program and Community Investment Program can be integrated with the Settlement Strategy for improved and strategic outcomes for each of the settlements.

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Document Control

Version	Date	Author	Summary	Reviewed
A	Dec 2010	Strong/Napier	Draft for Internal Review	JC/AA
B	March 2011	Strong/Napier	Draft for LEP Steering Committee	AA/AN
C	June 2011	Strong/Napier	Draft for Internal Review	AA/AN
D	August 2011	Strong/Napier	Draft for Internal Review	AA/AN
E	January 2012	Strong/Napier	Draft for Public Exhibition	Approved by Council for Public Exhibition
F	May 2012	Strong	Section 68 Report	Council approved for DP&I

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2. Town of Wellington

Please note that this Strategy seeks to build upon the background information set out in the Wellington Council (2009) *Local Profile and Issues Paper* ('LPIP'). A short summary of key issues and strategies is set out below to assist in identifying preferred land use outcomes for this settlement.

2.1. Regional Location

The town of Wellington is located towards the centre of the Wellington LGA. *Figure 1* illustrates the relationship between Wellington and other key cities and settlements:

- 25km (~ 20-25 minutes drive) from Geurie via the Mitchell Hwy;
- 48km (~ 35-40 minutes drive) from Dubbo via the Mitchell Hwy;
- 25km (~ 25-30 minutes drive) from Mumbil via Burrendong Way;
- 34km (~ 35-40 minutes drive) from Stuart Town via Burrendong Way;
- 54km (~ 55-60 minutes drive) from Euchareena via Burrendong Way;
- 100km (~ 1-1.15 hours drive) from Orange via the Mitchell Hwy; and
- 380km (~ 4 -4.5 hours drive) from Sydney via the Mitchell & Great Western Highways.

Figure 1: Location of Wellington within the LGA & Region (Source: Wellington Council GIS 2011).

Issues & Strategies

- **Role of Wellington:** Wellington acts as the largest centre in the Wellington LGA providing services to all of the other key settlements which are located within 1 hour's drive of Wellington. However, larger regional settlements such as Orange and Dubbo may offer a more extensive range of higher-level services and therefore act as competition for Wellington.
- **Proximity to Major Centres:** The proximity of Wellington to Dubbo allows residents to access services such as education, retail, healthcare and greater variety of public transport. The proximity of Dubbo to Wellington does however detract from the potential future development of Wellington and can have the effect of encouraging external expenditure and investment. Other significant settlements that influence Wellington include Molong (65km) and Orange (100km), however most of the population utilises Dubbo as the higher service centre.

2.2. Settlement History

This Strategy does not seek to provide a full history of the settlement. Instead, it only identifies some key dates and outcomes that would have affected the growth of this settlement and explains the existing settlement pattern as follows:

1816- Surveyor John Oxley's expedition passed through and named the Wellington Valley *(Source: www.oxleymuseum.org 2011).*

1823- Governor Brisbane sent Lieutenant Percy Simpson to establish a camp with convicts and soldiers at or near the present site of Wellington *(Source: http://www.smh.com.au/travel/travel-factsheet/wellington-20081113-5yn0.html 2011).*

1831- Simpson's settlement camp was abandoned becoming a government stock station. J. B. Montefiore was granted 5120 acres on the northern bank of the Macquarie River, later subdivided to create Montefiores estate in 1840 *(Source: http://www.smh.com.au/travel/travel-factsheet/wellington-20081113-5yn0.html 2011).*

1832- The government stock station became the headquarters of an Aboriginal mission *(Source: http://www.smh.com.au/travel/travel-factsheet/wellington-20081113-5yn0.html 2011).*

1839- A plan for the township of Wellington was first drawn up *(Source: http://www.smh.com.au/travel/travel-factsheet/wellington-20081113-5yn0.html 2011).*

1842- Lion of Waterloo Hotel was licensed, making it the oldest licensed hotel west of the Blue Mountains (still operating). The Aboriginal mission was closed *(Source: http://www.smh.com.au/travel/travel-factsheet/wellington-20081113-5yn0.html 2011).*

1846- Wellington was officially gazetted 24th April *(Source: http://www.gwahs.nsw.gov.au/userfiles/file/Wellington.pdf 2008).*

1851- The population of Wellington was 29 persons. The first school was established in Montefiores *(Source: http://www.gwahs.nsw.gov.au/userfiles/file/Wellington.pdf 2008).*

1865- Cobb & Co established a service through the town *(Source: http://www.cobbandco.net.au/trails/area-trails/61-wellington-burrendong-way.html).*

1871- The first courthouse and the first bridge over the Macquarie were both built *(Source: http://www.mrl.nsw.gov.au/default.asp?page=ULPBLY).*

1874 – Robert Porter published the first Wellington newspaper, the "Wellington Gazette". A second paper was published the "Wellington Times" and both became amalgamated to the "Times" newspaper

1875- A gold rush was sparked about 35 km south-east of Wellington in 1875 *(Source: stuarttown.org.au/Overview.htm).*

1816 – John Oxley named Wellington Valley on his passing expedition

1839 – Plans drawn for Wellington Township

1846 – Town of Wellington proclaimed

1865 – Cobb and Co. service established

1880 – Railway arrived

1903 – First gas lighting and sanitary system installed

1949 – LGA of Wellington proclaimed

1969 – Lawn Cemetery established

1981 – First 'Wellington Boot' Racing Carnival

1997 – Coles Supermarket opened

2006/2007 – Wellington Correctional Centre opened

2007 – Woolworths supermarket opened

1880- The railway arrived *(Source: http://www.heritageaustralia.com.au/search.php?state=NSW&region=102&view=462).*

1881- The population of Wellington reached 1340 people *(Source:* www.gwahs.nsw.gov.au/userfiles/file/Wellington.pdf).

1882 – Council Chambers were built on corner of Lee and Warne Streets.

1903 – First lighting of Town lit by gas and first sanitary system (Source: http://www.mrl.nsw.gov.au/default.asp?page=ULPBLY).

1922 – Original Bank of NSW was converted to the Catholic Presbytery, later in 1966 converted to the Wellington Museum and Cultural Centre (still standing).

1927 – Wellington Town lit by electricity *(Source: Wellington Historical Society Pictorial History 2003).*

1936 – Reticulated sewerage system installed in Town *(Source: Wellington Historical Society Pictorial History 2003).*

1938 – Macquarie Theatre was built and opened; later in the 1980's was re-opened as the Wellington Rugby Club *(Source: Wellington Historical Society Pictorial History 2003).*

1940 – World War Two recruiting Centre opened in Wellington; previously those who wanted to enlist had to travel to Dubbo or Orange. 210 men and women had enlisted by 1940 *(Source: Wellington Historical Society Pictorial History 2003).*

1949 – LGA of Wellington was proclaimed on 23rd December, with Macquarie LGA and Cobbora LGA amalgamated *(Source: Wellington Thematic History 2001)*

1968 – Civic Centre building destroyed by fire *(Source: Wellington Historical Society Pictorial History 2003).*

1969 – Wellington Lawn Cemetery established *(Source: http://austcemindex.com/cemetery.php?id=104)*

1976 – First PAPA (Provision of Aged Persons Accommodation) meeting held. By 1994 the units in Warruga Place were complete *(Source: Wellington Historical Society Pictorial History 2003).*

1981 – First Wellington Boot Race Carnival *(Source: Wellington Council records).*

1993 – First Wellington Vintage Fair *(Source: Wellington Council records).*

1997 – Coles Supermarket opened in Wellington *(Source: Wellington Council records).*

2000 – Police Station opened in Maughan Street *(Source: Wellington Council records).*

2006/ 2007 – Wellington Correctional Centre opened; housing both male and female inmates *(Source: Wellington Council records).*

2007 – Woolworths Supermarket opened in Wellington *(Source: Wellington Council records).*

Issues & Strategies

Understanding the History: The history of Wellington and its surrounds is an important factor both in understanding the location of the settlement, how it grew, key opportunities and constraints to its growth, and as a fundamental building block for tourism and community spirit. Wellington is the most comprehensively documented settlement; however collation of all data regarding the settlement and growth of Wellington would be of benefit, allowing greater appreciation for its history and support for the protection of heritage items and locality character.

2.3. Existing Zoning

The Village of Wellington is made up of and surrounded by a number of different land use zones under Wellington Local Environmental Plan 1995 ('WLEP1995') including (*Figure 2*):

- **Zone 1(a1) (Intensive Agriculture):** South-west section of Wellington (Total area 959.5ha);
- **Zone 2(a) (Residential):** Dominant area for urban residential uses (Total area 379.8ha);

- **Zone 2(v) (Village Zone):** Remnant zone from previous planning instruments with areas in:
  - **North:** Montefiores (1.78ha)
  - **South:** Adjacent to existing Industrial area (44.09ha)
  - **East:** Nanima - owned by the Local Aboriginal Lands Council (40.90ha)
- **Zone 1(c) (Rural Small Holdings):** Various areas located around the settlement for rural residential/ large lot developments (not addressed in detail in this Strategy):
  - **Arthur's View:** Total area 91.82ha
  - **Peppercorn Farm:** Total area 103.06ha
  - **Cadonia:** Total area 51.04ha
  - **Westerns:** Total area 49.53ha
  - **West of Wellington:** Total area 82.16ha
- **Zone 3 (Business):** Covering the core business area of Wellington along or near the Mitchell Highway (Total area 37.08ha) with the majority of retail and commercial businesses;
- **Zone 4 (Industrial):** Three areas including, one area to the south east of the centre along the railway corridor, one area near the centre of town, and a small portion in the north of the Macquarie River (Total area 58ha);
- **Zone 5(a) (Special Uses [Public purposes]):** Variety of areas throughout Wellington used for special recreation and community uses including the showground with other areas for education and health scattered through the main centre of the settlement (Total area 51.3ha); and
- **Zone 6 (Open Space):** Variety of areas throughout Wellington used as public open space (including Crown Lands) (Total area 2532.4ha).

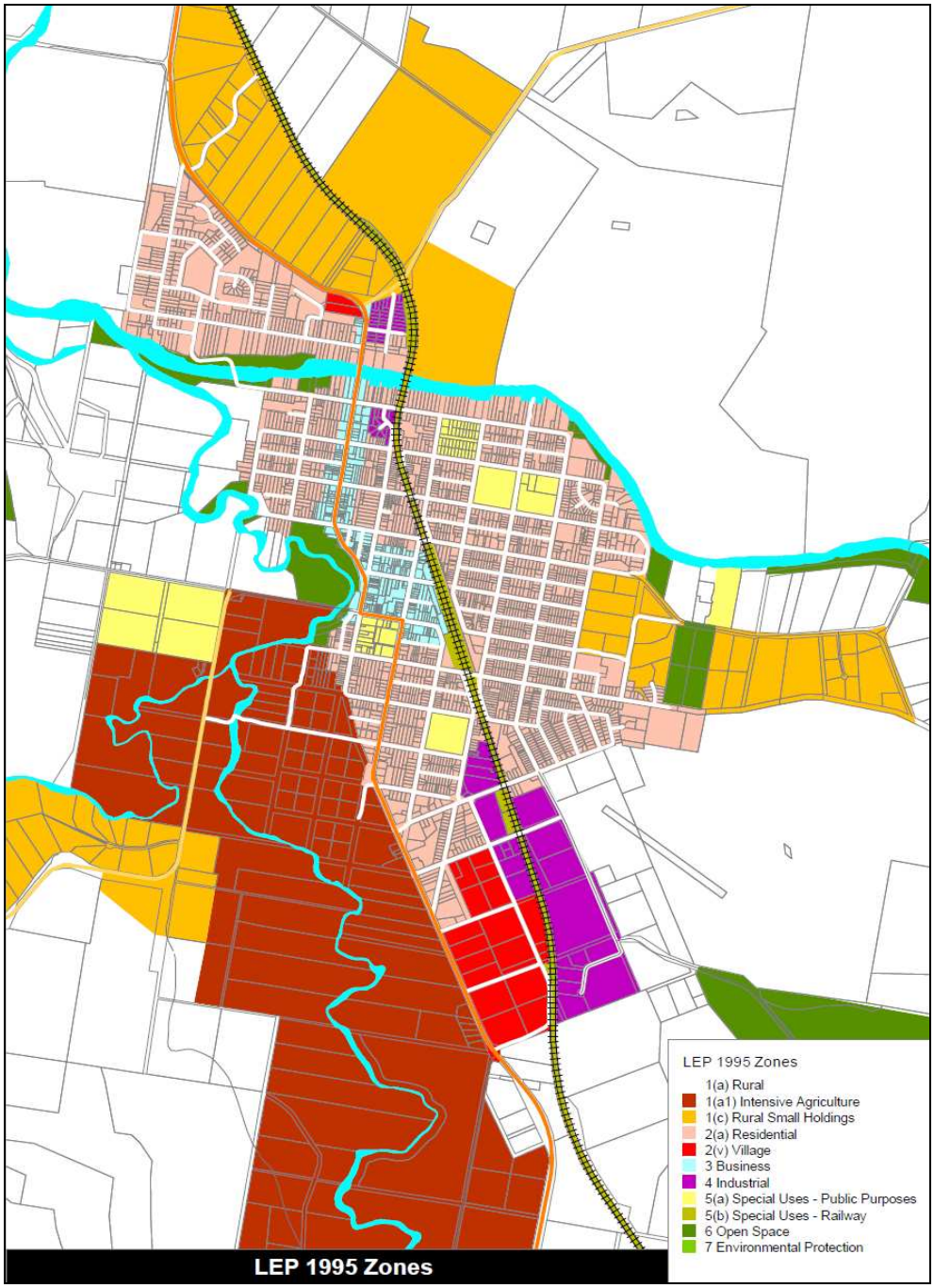


Figure 2: Existing zoning in the settlement under WLEP1998 (Source: Wellington Council GIS 2011 & Department of Lands).

Issues & Strategies

Land-Use ('Zoning') Areas: It is the role of this Strategy to define appropriate areas for each land use to ensure sufficient supply of land for the next 10 years with forward planning for the next 30 years (until 2036). This will then inform the preparation of new zoning boundaries under the proposed new Local Environmental Plan for Wellington LGA.

2.4. Settlement Pattern

Figure 2 (shown above) shows the majority of the urban area of Wellington (south of the Macquarie River) follows a grid road and subdivision pattern that is only broken by the river and railway lines. The grid configuration improves navigation and permeability for both pedestrians and vehicles allowing for a more direct and easier access to services and utilities. This block pattern has the majority of lots oriented north-south (with the lots located on the end of street blocks orientated east-west), maximising utilisation of available land and solar access.

Individual lot sizes in this area range between 560m^2 (small), 1980m^2 (medium) and 2500m^2 (large – which are generally used for business and industrial uses, not usually residential). The vast majority of the residential lots in the core of the settlement have 15 metre frontages and 45 metre depths with an area of approximately 675m^2 which results in a relatively compact development pattern. The smaller lot size is fostered by access to centralised sewage which avoids the need for onsite waste disposal areas. This results in block dimensions of approximately 90-100 metres in width and 200 metres in depth.

The variable nature of the lots size creates a heterogeneous streetscape with potential for subdivision of the larger lots. This lot size variability adds to the character of the settlement, fostering the integration of both old and new dwellings.

The Wellington Central Conservation Area contains the core historic settlement pattern and is located in the centre of the settlement. The block pattern within this area remains grid-like, but the lot layout is somewhat varied, with many lots not conforming to any particular shape or size. This may be attributed to the majority of the business zone being located in this area and the age of the area, with various subdivisions occurring over this time.

The area of the settlement located to the north of the Macquarie River does not follow any designated grid pattern either. The lot sizes are larger compared to those located in the south of the settlement, given the majority of the lots are residential. Lot sizes range from 700-800m^2 (small), 1600m^2 (medium/average) and 2500-3000m^2 (large).

Issues & Strategies

- **Ease of Connections / Permeability:** Wellington is reasonably permeable with the gird like pattern to the south of the river enabling easy access to all streets and services. The variable lot layout to the north of the river is less permeable with cul-de-sac developments and no through roads. This is not considered a constraint given the sole residential nature of the north (excluding the industrial and business zones on the highway).
- **Lot Orientation & Solar Access:** To the south of the river, the grid block pattern has the majority of dwellings orientated either north or south facing. The block network with square or rectangular shaped lots allows each lot to achieve the maximum solar access. To the north of the river the lots are orientated similarly with some exceptions in cul-de-sacs.

2.5. Historic Population

2.5.1. How is the Population Measured?

The Australian Bureau of Statistics ('ABS') measures the population and demographics of areas across Australia using Census Collection Districts ('CDs'). Wellington is made up of various CD's which overlap various zones (*Figure 3*). The combined collection districts for Wellington do encompass the majority of the urban areas of Wellington except for a small number of areas of rural residential to the north, east and west (with limited housing numbers). Therefore, the combined statistics are a reasonable representation of the population of Wellington subject to a slight addition for rural residential dwellings in surrounding areas.

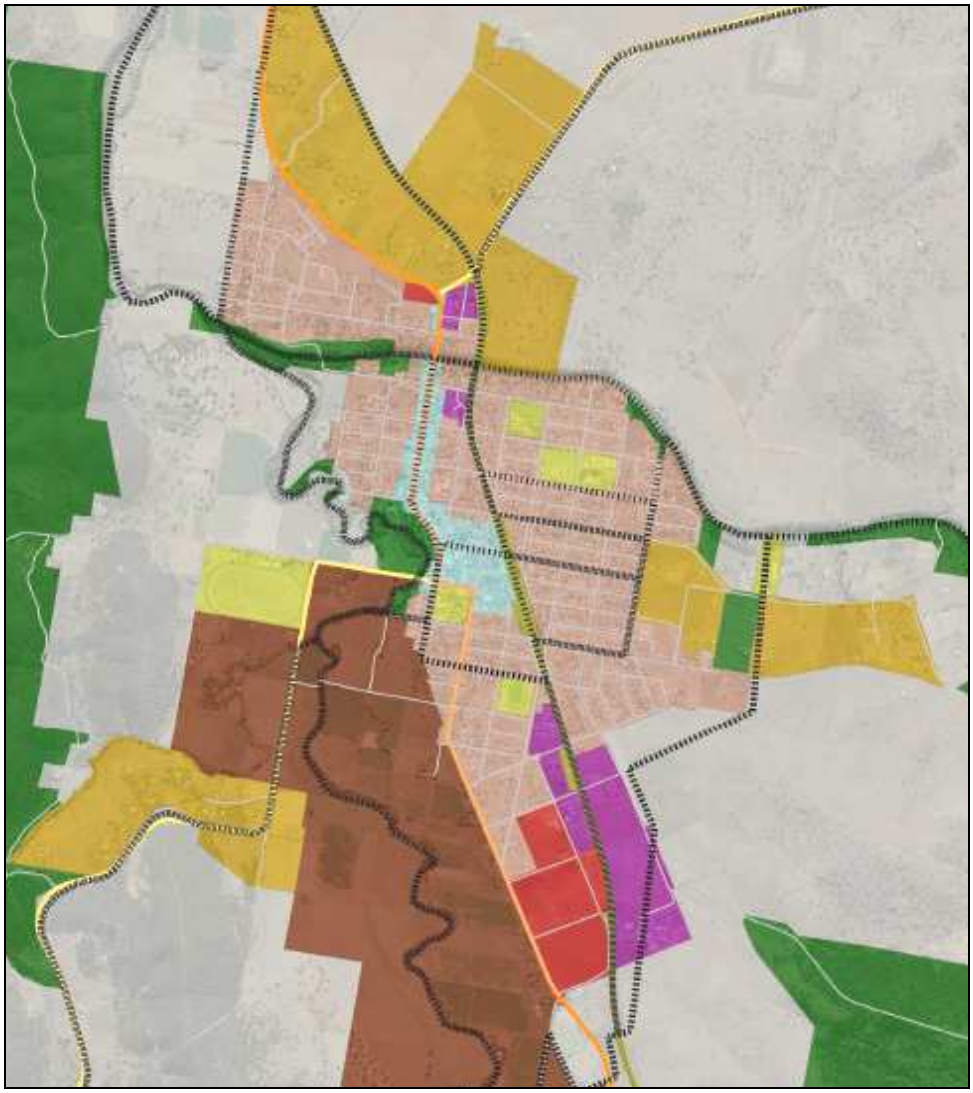


Figure 3: ABS Census Collection District relationships with the existing zones of Wellington. (Source ABS and Council Data 2010)

2.5.2. Historic Population at Census Dates

On the date of the 2006 Census, the population of the Town of Wellington was 4,660 people. The historical population and population change for Wellington is shown in *Table 1*.

Table 1: Historic population changes in the settlement (Source: ABS www.abs.gov.au).

Year	Population @ Census	Δ in Pop from previous Census	% Δ in Pop from previous Census	% Av. Ann. Δ in Pop from previous Census
'6	5395	---		
31	5280	-115	13%	426%
1986	5277	-3	-0.05%	-0.01%
1991	5433	+156	+2.9%	+0.58%
1996	4947	-486	-8.9%	-1.78%
2001	4672	-275	-5.5%	-1.1%
2006	4660	-12	-0.2%	-0.04%
1976-2006		-735	-13.6%	**-0.45%**

Year	Population @ Census	Δ in Pop from previous Census	% Δ in Pop from previous Census	% Av. Ann. Δ in Pop from previous Census
1986-2006		-617	-11.6%	**-0.58%**
1996-2006		-287	-5.8%	**-0.58%**

Issues & Strategies

Historic Population Growth: The population of the urban areas of Wellington has decreased from 5,395 (1976) to 4,660 (2006), a decrease of 735 people or 0.45%/year average. Therefore, Wellington's historic population growth has generally been in decline for the last 30 years. However, it is important to note that there has still been positive dwelling growth, as occupancy rates have decreased whilst new dwellings continue to be built; therefore demand for additional land to cater for dwelling supply is expected to continue.

2.6. Summary of Opportunities & Constraints

This section seeks to provide a brief summary of the key opportunities and constraints noted in the LPIP and the following sections of this Chapter of the Strategy. These opportunities and constraints are important because they assist Council in determining the future population and economic growth of this settlement.

2.6.1. Potential Positive Influences

Positives that may increase population and economic growth until 2036 include:

- **Wellington as Key Centre** – Wellington is the primary settlement in the Wellington LGA and, therefore, it acts as a key support centre for the other settlements and rural areas in the LGA. This includes higher level support for government, education, health, open space and recreation, entertainment, retail, and community facilities.
- **Population** – Whilst the current population is falling, Wellington has quite a substantial population for regional towns in the area and it has reached a size that can support a range of higher level services and is more robust than some of the smaller settlements in the LGA and the region.
- **Proximity to Regional Centres –** Proximity to Orange and Dubbo allows residents to live in a smaller community with the higher-level services and associated opportunities within an hours drive. In this way, people are attracted to live in the more rural community of Wellington whilst utilising the services and employment of the larger centres.
- **Services (Education)** – Wellington has primary, secondary and limited tertiary and vocational education facilities that provide a much higher access to educational opportunities compared to other settlements in the LGA and region. This will often attract and retain younger age groups and provide additional skills for improved economic and social benefits in the area.
- **Services (Health & Aged Care) –** Wellington has 21.2% of its population above the age of 65 years and this population will require additional health and aged care related services. Wellington is fortunate to support a local hospital and some aged care facilities unlike most of the other settlements in the LGA. With an ageing population there is likely to be significant demand for health and aged care services in Wellington in the future.
- **Transport (Rail) -** The main Western Rail Line passes through Wellington Railway Station. This provides a key transport (passenger and freight) connection between Sydney, Orange, and Dubbo). This is attractive for both industry and personal travel.
- **Transport (Road) -** The Mitchell Highway passes through Wellington and provides a key transport (passenger and freight) connection between Sydney, Orange and Dubbo which is

attractive for businesses seeking to respond to both passenger and freight needs, particularly for business and industrial land uses to serve passing traffic.

- **Transport (Public)** - Wellington is serviced by relatively good public transport services compared to surrounding areas in the LGA, with train access, coach and school bus services, taxi and other community transport. This is of particular advantage to those without access to private vehicles.
- **Utilities (Water)** – Wellington is fortunate to have a relatively high security of water supply from Lake Burrendong. In addition, since the introduction of 'consumer pays' systems for water use, there has been significant reductions in water consumption and the existing facilities have substantial capacity to address any growth in development.
- **Utilities (Sewer)** – Wellington is supported by a centralised sewerage system that allows for significantly smaller lot sizes than settlements only supported by septic systems. This improves amenity and environmental outcomes. The existing facilities have substantial capacity to address any growth in development.
- **Utilities (Electricity)** - Wellington is located on the high voltage electricity network and is an approved location for a gas-fired power station. High voltage and more reliable electricity networks may be an attraction for power-consuming or power-generating industries in the future.
- **Industrial Attraction –** Wellington is well placed to attract a variety of different industrial land uses that may improve economic growth in the area. As stated above, there is good road and rail access and higher level utilities and infrastructure. Wellington also has clearly zoned industrial land which is relatively unconstrained. With the development of a gas fired power station, the correctional centre, infrastructure/electricity providers, smaller scale industries, and future mining in the area there is potential to attract new industry and enhance the local economy.
- **Affordable Housing-** More affordable housing options are available compared to the larger regional centres (however there is the potential for this to be offset by travel costs to other centres, if employment is not within the region).
- **Landscape & Rural Character-** The mountains and rivers near which the settlement of Wellington is located are attractive to potential residents and tourists. The natural features such as Mount Arthur, the Macquarie River, the Wellington Caves, and Burrendong Dam provide outdoor activity and contribute to amenity and recreation.
- **Heritage & Tourism –** Wellington is fortunate to have a strong heritage streetscape and numerous heritage items that contribute to the attraction of Wellington as both a place to live and visit. Wellington also has a range of tourism infrastructure and accommodation to meet a range of needs and is located on a key road and rail route which makes Wellington a key tourism destination.

2.6.2. Potential Negative Influences

Negatives that may decrease population and economic growth until 2036 include:

- **Regional Centre Proximity** - The close proximity of larger regional centres may encourage people to move to the centres for immediate access to employment and services. There are trends that populations in regional centres are increasing whilst regional settlements and rural areas are decreasing as employment, services and facilities are increasingly centralised. There can also be a loss of expenditure to these larger centres where there is greater choice of services/goods that results in decreased support for local businesses.
- **Population Growth** - The Census data shows an overall population decline between 1976 and 2006 of approximately negative 0.45% per year. If this trend continues then there will be reduced demand for local services and land supply and lower economic growth.

- **Flood Prone Land** - 477ha of the western extent of Wellington is covered by the 1 in 20 year flood layer and 695ha of the settlement is covered by the 1 in 200 year flood layer. This is a limiting factor to potential development in Wellington.
- **Unemployment** – Wellington has quite a high unemployment rate of 11% that is well above Australian averages. This is obviously related to the lack of employment opportunities in the area including a decline in services and industry in the region and reduction in rural employment. It may also be attributed to the lower socio-economic background of the population, or Wellington's role as a key community service centre that attracts people who need greater support but have less employment options.
- **Rail (Freight)** - The Auslink Freight Strategy states that bulk freight doesn't pass through Wellington, as there are no interchanges available and it is unlikely to be one in any foreseeable future.
- **Commercial Vacancy Rates** - The high commercial vacancy rates in Wellington's town centre suggest that there has been a reduction in retail and commercial services over time which in time affects local employment and economic growth. Vacant businesses can lead to a perception that the settlement is struggling and detract from its appeal.

Issues & Strategies

Population Growth: In conclusion, there are a number of challenges to the growth of Wellington. In a worst case scenario there could be ongoing negative population growth. However, in a best case scenario there may be low but steady growth over the next 10 to 30 years with some increases in demand for land and/ or services. There are few environmental or infrastructure constraints to growth that cannot be addressed by appropriate development controls.

2.7. Projected Future Population

As stated in Section 1.5.2, Wellington has tended to experience negative growth over the past 30 years, averaging -0.45% per annum population loss. Based on the listed opportunities and constraints (Section 2.6 – Summary of Opportunities and Constraints), Council has set out a range of possible growth scenarios for Wellington until 2036 in *Table 2*.

As it is difficult to set a definitive growth rate due to a number of complex variables – a range of growth rates have been highlighted – from a recommended minimum through to a maximum growth rate. The average growth scenario is most likely to occur. However, for the purposes of determining land supply, the maximum growth rate will be used. The recommended growth scenarios are highlighted in the following table.

Table 2: Projected population based on various growth scenarios for the Town of Wellington

Potential Population Growth Rates	Rate %	2006	2011	2016	2021	2026	2031	Proj. Pop. 2036	Pop. Diff. 2006-2036
Wellington Projected Rate (Minimum)	**-0.5**	4660	4544	4431	4321	4214	4109	4007	-653
Wellington 1976-2006	**-0.45**	4660	4556	4454	4355	4258	4163	4070	-590
Well. LGA 2001-06	**-0.26**	4660	4600	4540	4482	4424	4366	4310	-350
Wellington Projected Rate (Average -)	**-0.1**	4660	4636	4612	4588	4565	4542	4519	-141
~WRI Scenario A	**0.2**	4660	4707	4754	4802	4850	4899	4948	288
~WRI Scenario B (Maximum)	**0.4**	4660	4754	4850	4948	5047	5149	5253	593
~WRI Scenario C	**0.6**	4660	4801	4947	5097	5252	5412	5576	916
Scenario (Average +)	**1.0**	4660	4898	5148	5410	5686	5976	6281	1621

Issues & Strategies

- **Regular Review:** The growth rate for Wellington should be reviewed every census period (5 years) at a minimum to see whether it accords with the projections and, if not, then the projections and the supply of land may need to be modified. Please note that the table above shows population growth based on an average growth rate per annum. Growth over 30 years will not remain at this average figure and will vary to be both lower and higher than the average. Therefore, the growth figures in any one census period (5 years) are not conclusive as to the long term growth rate.
- **Minimum Growth Rate:** The minimum growth rate assumes a negative growth rate of -0.5%. The estimated population by 2036 at this rate is 4007 for the urban settlement, a reduction of 653 people. This will severely impact demand for land and services.
- **Average Growth Rate:** The average rate assumes a slight negative rate of growth or maintenance of the current population. At -0.1% p.a the population of Wellington will decrease to 4,519 people, a loss of 141 persons from 2006. This will result in small increases in demand for land and services.
- **Maximum Growth Rate:** The maximum growth rate assumes positive growth, projected at 0.45% p.a. resulting in a 2036 population of 5,253, an increase of almost 600 persons since 2006. This population increase could be expected to require an additional 257 additional dwellings over 30 years. This will result in moderately low increases in demand for land resources.

2.8. Demographics

The following is a summary of the demographics of the Town of Wellington in the 2006 Census:

- **Age:** 32% of the population were aged between 25 and 54 and 21.2% were persons aged 65 years and over. Compared to Australia 42.2% of persons were aged 25-54 and 13.3% were aged 65 years and over. The median age of persons in Wellington was 41 years, compared with 37 years for persons in Australia.
- **Labour Force:** During the 2006 Census, 1631 people aged 15 years and over were in the labour force. Of these, 51.7% were employed full-time, 29.6% were employed part-time, 3.9% were employed but away from work, 3.7% of persons were employed but did not state their

hours worked. There was 11% were unemployed, compared to Australia's unemployment rate of 5.2%.

- **Occupations:** Labourers 17.1%, Technicians and Trades Workers 14.9%, Community and Personal Service Workers 14.1%, Professionals 13.6% and Managers 10.9%.
- **Employers:** School Education 7.5%, Local Government Administration 5.9%, Cafes, Restaurants and Takeaway Food Services 5.5%, Residential Care Services 4.3% and Sheep, Beef Cattle and Grain Farming 3.9%.
- **Income:** The median weekly individual income for persons aged 15 years and over who were usual residents was $325, compared with $466 in Australia. The median weekly household income was $580, compared with $1,027 in Australia. The median weekly family income was $704, compared with $1,171 in Australia.
- **Family Structure:** 1184 families: 36.1% were couple families without children, 33.6% were couple families with children, 28% were one parent families and 2.4% were other families.
- **Household Composition:** In the 2006 Census in Wellington (Urban Centre Localities), 62.5% of occupied private dwellings were family households, 30.3% were lone person households and 2.1% were group households.
- **Dwelling Types:** 2141 occupied private dwellings: 89.9% were separate houses, flat, unit and houses 6.8% and 2.6% were other dwellings and 0.7% were semi-detached.
- **Housing Payments:** The median weekly rent was $115, compared to $190 in Australia. The median monthly housing loan repayment was $802, compared to $1,300 in Australia.
- **Household Occupancy:** The average household size was 2.4 and the average number of persons per bedroom was 1.1.

Issues & Strategies

- **Age:** The percentage of people over 65 years is 7.9% higher compared to the Australian average and the median age is 4 years greater. Wellington does have some established health and aged care services, these services are comparatively basic compared to others offered in larger centres. This may force persons to travel or relocate to areas with more extensive services. This could exacerbate population losses unless services are maintained or increased locally.
- **Employment:** There is a reasonable mix of employment types in Wellington, with a large percentage of persons identified as Labourers, and Technicians and Trades. There is also a reliance on the rural sector for local employment given Managers (assumed farm managers) account for 10.9%. At 11% unemployment this is significantly higher than the Australian average, which affects economic growth and reliance on community services.
- **Income:** The median weekly household income is significantly lower than the Australian average. This may be linked to higher unemployment rates and reduced employment opportunities.
- **Family & Household Characteristics:** A high percentage of one parent families may require additional assistance and services. There is also a low household occupancy of 2.4 people per dwelling and a high percentage (30.3%) of lone person households. This may affect the need for greater housing choice and smaller dwellings in the future.
- **Dwelling Characteristics:** The dominance of detached housing combined with an ageing population may indicate a need for greater housing choice in the future. The future population may demand more unit style residences or care residences.

2.9. Environment & Natural Hazards

The following is a summary of the key natural hazards and environmental opportunities in this settlement.

2.9.1. Topography & Land Constraints

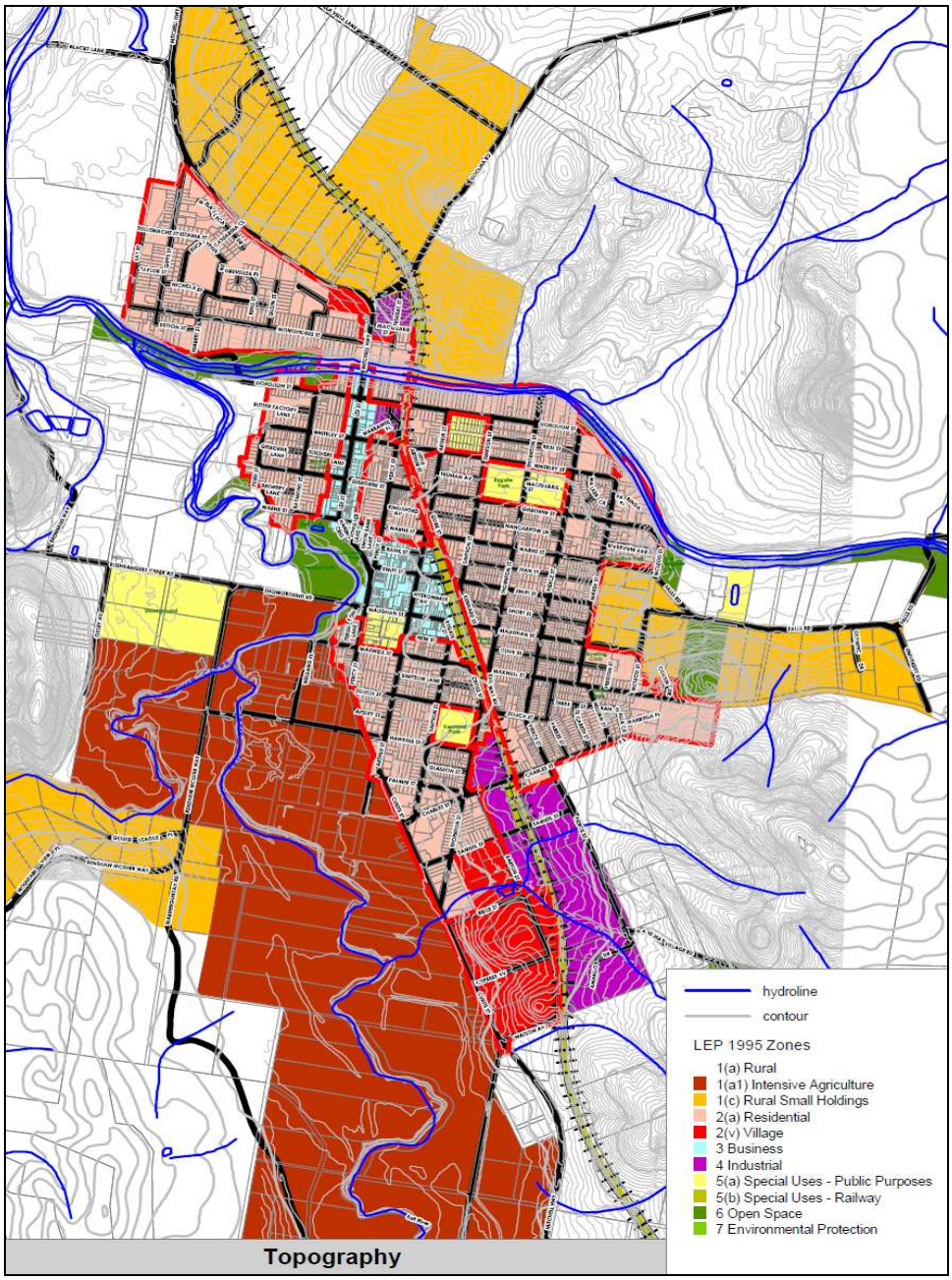


Figure 4: Contours and watercourses of the settlement of Wellington (Source: Wellington Council GIS 2010).

Wellington's strongest topographic feature is Mount Arthur Reserve which has a maximum height of 541 metres above sea level and is located to the west of Wellington in the Zone 6 (Open Space) area (*Figure 4*).

The urban settlement of Wellington is relatively unconstrained by environmentally sensitive areas resulting from topography or soils. To the south-east land capability class V and VI exist, with classes

VII and VIII to the west. Karst land is evident in the south, on the western side of the settlement. There are no sensitive land impacts that would prevent development occurring within Wellington.

Issues & Strategies

- **General:** Wellington is located in an area of relatively flat topography with only a few areas to the west that are greater in slope (<15% gradient). The low-lying areas closer to the Macquarie River are less suitable (or more costly to develop) for settlement growth as a result of flooding and inundation (see Section 2.9.2 – Watercourses and Flooding).
- **Karst:** Karst land is not situated within the urban settlement, except for an area south of Wellington on the western side of the highway. This landform makes the land less suitable to development, or growth in this direction. Controls are proposed to be incorporated into the new LEP or DCP.
- **Soil Regolith R4:** This landform is located to the west of Wellington near the Mount Arthur Reserve. The weathered rock formations or rock blanket that covers these areas does not make development impossible but consideration must be given to the stability of the land and the cost impacts of development.
- **Industrial Land Uses:** Please note that Wellington is the only location in the LGA where there is land zoned specifically for Industrial land uses (Zone 4). Industrial uses generally seek flatter lands where it is relatively cost-effective to have large flat sites for industrial buildings. The existing industrial zoned lands to the south of Wellington achieve this outcome.

2.9.2. Watercourses & Flooding

Please note that this Strategy provides only a broad overview of potential flood prone lands based on existing studies and estimations. This Strategy should not be relied upon in determining flood impacts on any particular property. Please refer to the original studies for more detailed information.

The Macquarie River dissects the settlement of Wellington dividing the northern and southern areas of the town. The Bell River converges on the Macquarie to the west of Wellington, which is joined by Curra Creek; Bushrangers Creek also meets the Macquarie River. Very severe stream bank erosion is experienced along the Bell River.

The areas along the Macquarie and Bell Rivers are identified as flood prone land (*Figure 5*). For planning purposes the 1 in 200 year flood event is used for development control. The extent of this area covers 695ha of land, covering 187 existing dwelling lots and 38 identified vacant lots. Most of the land situated in the flood zone is used for intensive agricultural purposes (not residential).

The Flood Risk Management Plan (FRMP) for Wellington is currently under review and is in the process of being completed. This review is required as a result of increased spillway discharge rates from Burrendong Dam. An FRMP is necessary before the State government will support any buyback schemes; to date, no candidates have been identified in Wellington.

Issues & Strategies

- **Flood Prone Lands:** The flood layers in *Figure 5* show most flooding occurring on the western extent of the settlement, running north-south. Those properties which are located in flood prone areas are not considered to be ideal for more intensive development. A possible change in land use zoning may be an option to allow development which is of a more sympathetic nature.
- **Additional Information:** Flood related development controls for lands which are classified as flood control lots (1 in 200 year flood event) are imposed by Council. Such controls do not apply to lands above the 0.5% Annual Exceedance Probability (AEP); however rare flood events are still possible on such lands. Note: the current state floor planning level is the 1%

AEP. It is likely that future controls will be based on this level rather than the 0.5% AEP level.

- **Constraint to Growth:** 38 vacant lots are located within the identified flood prone areas, with the majority of the land already developed to its maximum potential.

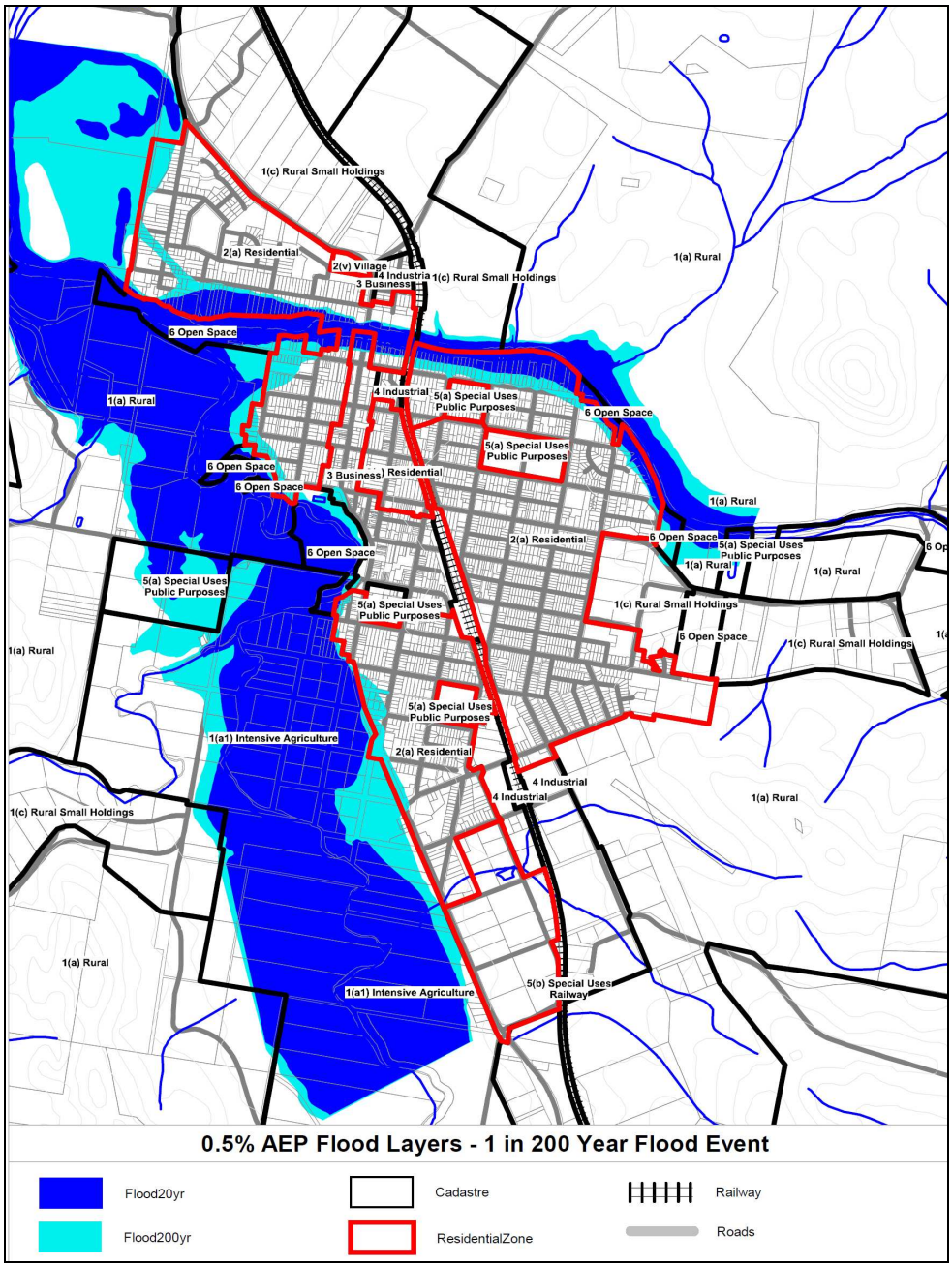


Figure 5: Flood prone lands in the settlement (Source: Wellington Council GIS 2011).

2.9.3. Groundwater Vulnerability

High groundwater vulnerability occurs across most of the urban settlement with moderately high vulnerability towards the north-east and south-east quadrants of the settlement (*Figure 6*).

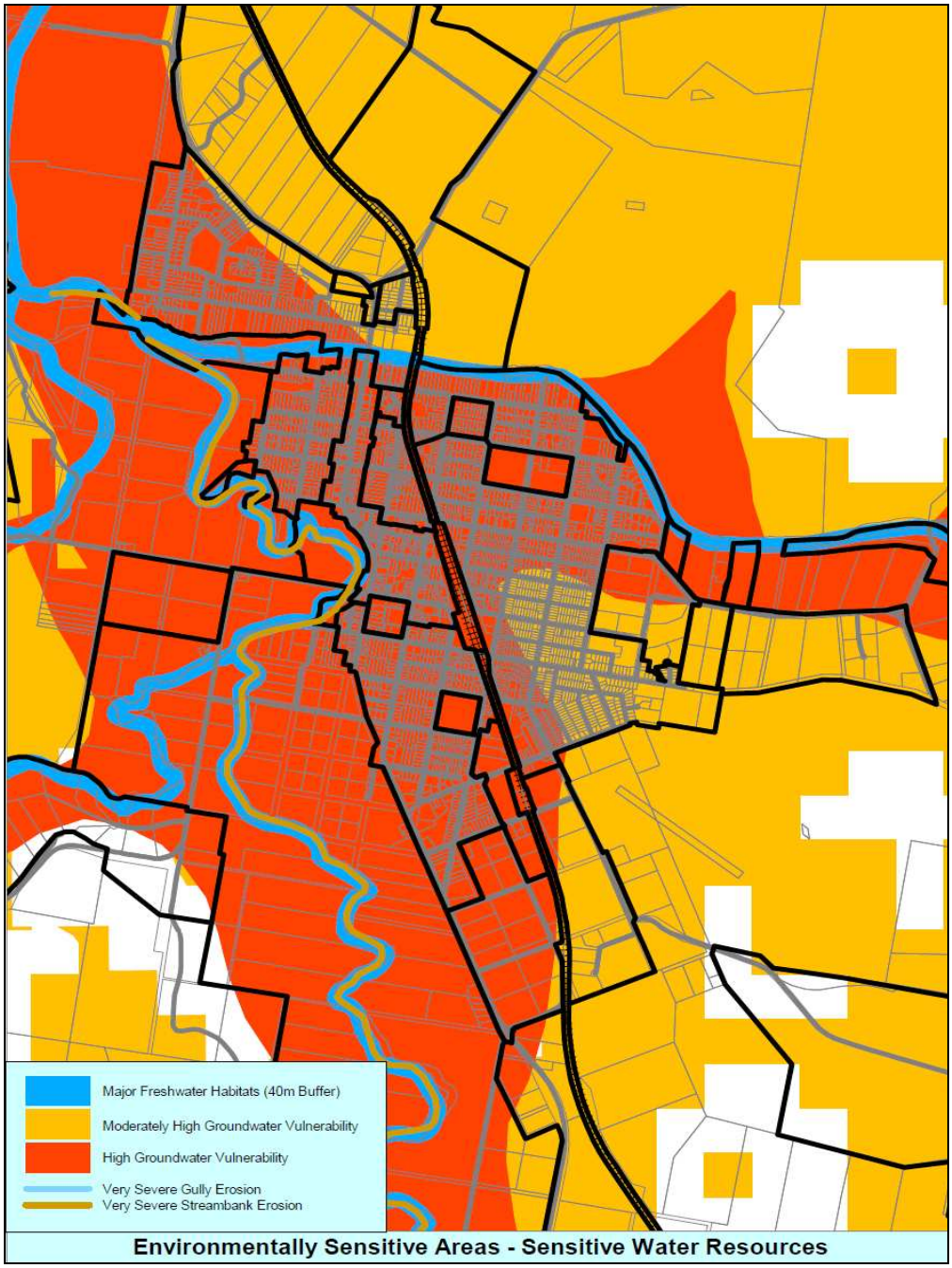


Figure 6: Environmental Sensitive Areas – Water Overlay (Source: NSW State Government 2006).

Issues & Strategies

Groundwater constraints: Areas of high and medium groundwater vulnerability may not be suitable for some types of industrial or intensive agricultural developments. These areas cover existing intensive agricultural land and industrial areas and require further review.

2.9.4. Significant Vegetation & Biodiversity

Most of the areas of significant vegetation and biodiversity in Wellington are either located outside the existing urban area or along the primary watercourses (***Figure 7***).

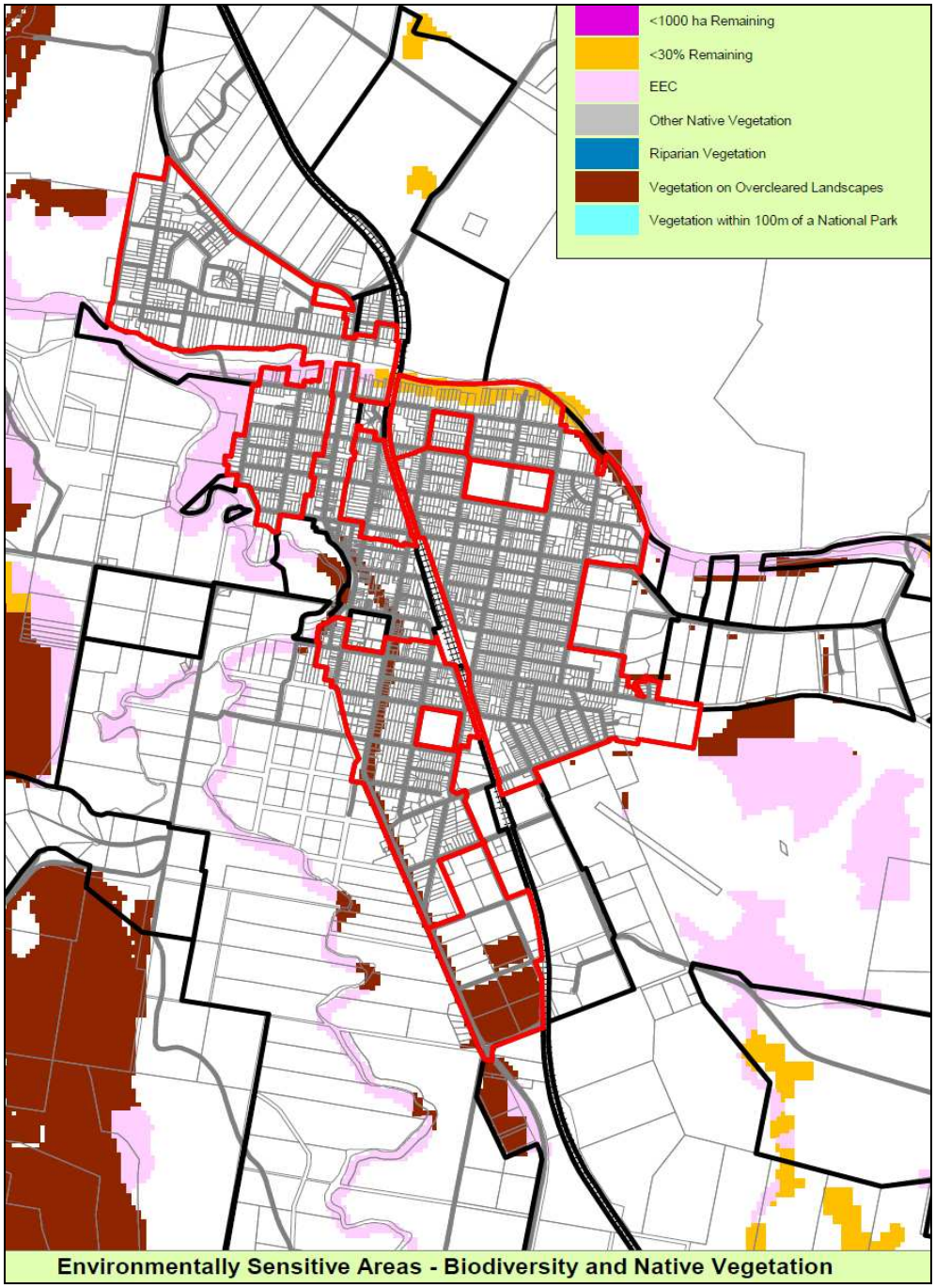


Figure 7: Environmental Sensitive Areas – Biodiversity Overlay (Source: NSW State Government 2006).

Issues & Strategies

- **Endangered Ecological Communities ('EECs'):** DECCW has noted that there is a high probability of EECs along key watercourses and to the south and east. To the west where vegetation is dense, DECCW has identified the vegetation as located on over cleared landscapes. Therefore, these patches of significant vegetation may be worthy of additional protection and consequently lower levels of development or clearing.
- **Development Constraints:** The key vegetation and identified EEC areas generally coincide with lands identified as flood prone lands. As such the development constraints that exist for flood prone lands exist for those identified areas; otherwise there are no perceived development constraints.

2.9.5. Bushfire Prone Lands

There are no lands within the urban area of Wellington that are identified by Councils mapping system as bushfire prone land, but this is likely to constrain development to the west towards Mt Arthur Reserve.

Issues & Strategies

There are no areas within the immediate urban settlement that are affected by bushfire. Therefore there are no associated development constraints. It is important that large lot sizes are retained throughout the rural lands which adjoin the settlement, to provide a buffer for the residential lands given the high risk bushfire area which covers the Mt Arthur Reserve (often used as an area of open space and recreation).

2.9.6. Summary of Natural Hazard Constraints

A summary of the level of natural hazard constraints in this section is as follows:

Table 3: Summary of natural hazard constraints in Wellington

Wellington (Urban area)	Bushfire	Flood	Karst	Topography	Summary
	LOW No areas in settlement affected by bushfire, potential to affect development to west of Wellington	**MED-HIGH** Large proportion of land flood prone. Affects growth to the west of settlement.	**LOW** No karst lands within settlement. Affects growth to south of settlement	**LOW** Relatively flat, steep lands to the west, growth affected in such areas.	**LOW-MED** Wellington's urban areas are relatively unconstrained outside of flood prone lands. Growth is least constrained to the east of Wellington

2.10. Transport & Access

2.10.1. Air

There are no available public air services at Wellington. Bodangora airstrip is located 8km from Wellington on the Goolma Road, used specifically for charter flights or for Air Ambulance and Department of Corrective Services. The closest public airports are located at Dubbo (48km), Orange (100km) and Mudgee (103km). Dubbo Airport provides reasonable access to Sydney (2-7 flights per day) with Regional Express and Qantas.

2.10.2. Roads

Wellington has a high level of access to roads for transport with its access to the Mitchell Highway. *Figure 9* shows the layout of key transport routes in Wellington. The road hierarchy in Wellington is relatively uncomplicated:

- **Arterial Roads:** The Mitchell Highway passes through the settlement (Dubbo –Bathurst) and the Golden Highway (Dubbo - Newcastle). These are state funded and managed, with B-double access.
- **Regional Roads:** Otherwise known as 'Main Roads' are partially state funded and managed by Council. All are bitumen sealed excluding MR353. B-double access is available on MR233 Goolma Road and MR353 Dunedoo Road. B-double access is not available on MR233 Renshaw McGirr Way or MR573 Burrendong Way.
- **Local Roads:** Links rural properties with the regional road network. This is locally funded and currently 28% is bitumen sealed with the remainder gravel surfaced.
- **Collector streets:** Are those located within the residential settlement which directs local traffic to the highway.

Figure 8: Intersection of Mitchell Highway (Arterial Road) and Goolma Road (State Road) (Source: Google Maps 2010).

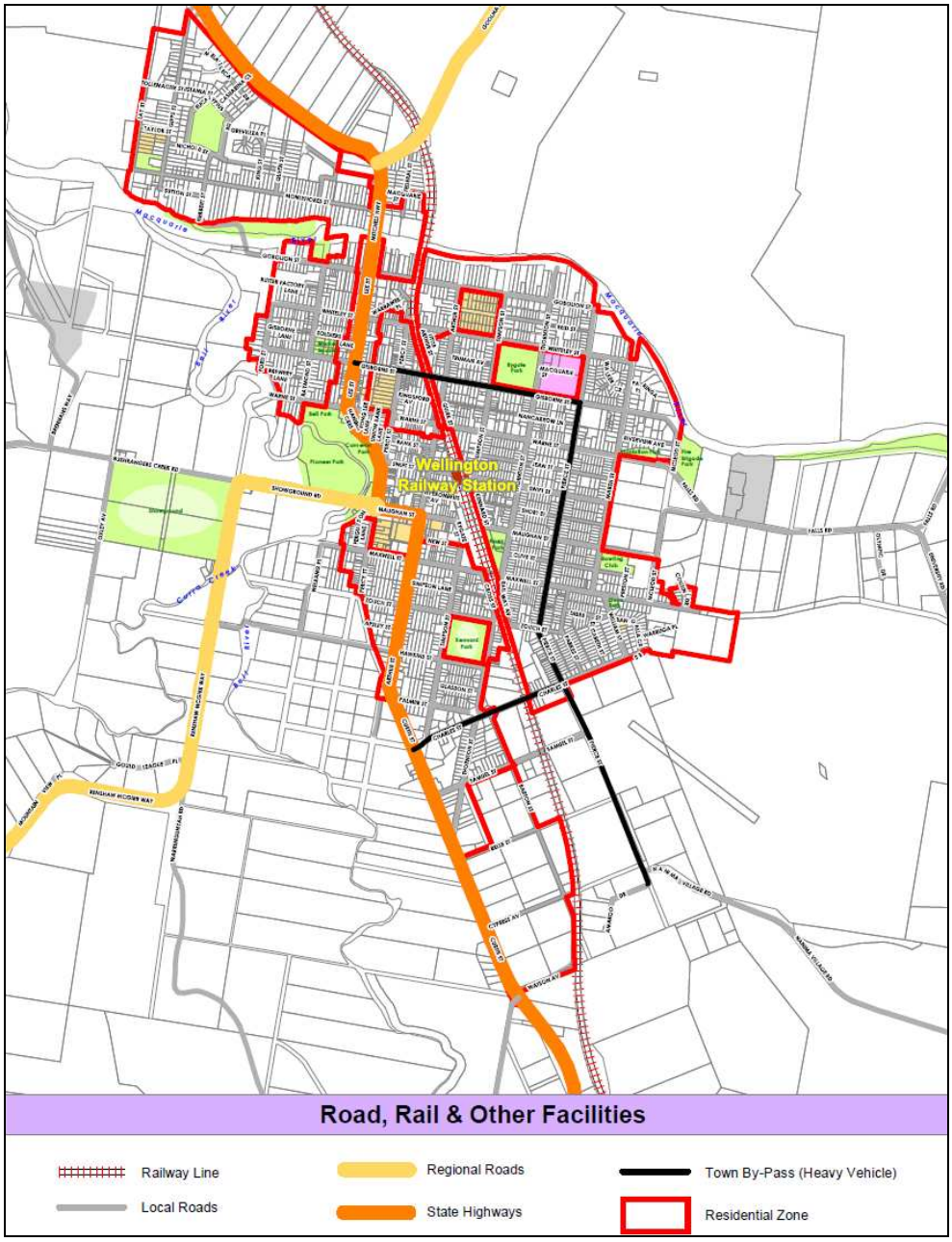


Figure 9: Location of key roads and rail transport systems in the settlement (Source: Wellington Council GIS 2011).

Figure 10: Intersection of Reid and Thornton Streets (Collector Streets) Wellington (Source: Google Maps 2010).

A detour route is not recommended as this could have the impact of diverting not only heavier traffic but other tourist traffic, weakening the economic position of the settlement.

The heavy vehicle town bypass is also shown in Figure 8. This route is used to access the industrial areas of Wellington and also provides an alternative route for heavy vehicles reducing nuisance and congestion along Nanima Crescent. Increased potential for conflict between pedestrians and vehicles occurs from those vehicles which do not use the heavy vehicles route. There are several designated pedestrian road crossings located within the settlement, these play a role in reducing conflict and enable pedestrians to more easily navigate both sides of a street equally.

Issues & Strategies

- **Highway:** The Mitchell Highway supports heavier vehicles and larger numbers of traffic in the locality. This is important as the highway directs traffic through the centre of Wellington, providing potential stimulation for the economy. However, the highway also poses safety issues for local traffic, in terms of pedestrian traffic and potential parking issues.
- **Local Roads:** All of the local roads are formed and sealed. Future development is not anticipated to be restricted by the condition of such roads. Upgrades may need to occur to ensure continued safety and durability, especially toward more rural vicinities.

2.10.3. Rail

Wellington has direct access to rail services with the Countrylink XPT departing daily to/ from Sydney. Freight transport in Wellington has been limited to grain from the silos. Canola is sometimes loaded privately onto rail wagons, however the structural capacity of the Railway Bridge across the Macquarie River at Wellington currently limits both speed and wagon loading; the bridge is scheduled for reconstruction. Inter-modal rail depots have been established at Dubbo, Parkes and Blayney to load containers onto rail transport to service ports at Newcastle and Wollongong. Under the Auslink freight strategy, container and bulk freight on rail does not pass through Wellington.

Figure 11: Wellington Railway Station (Source: Strong 2010)

Issues & Strategies

- **Limited Utilisation of Infrastructure:** The daily passenger service provision of rail infrastructure provides a benefit to the residents of Wellington, reducing the pressure on road based transport. Rail also allows opportunities for future growth, both residential based (people) and possibly industries based (freight/commodity transport).
- **Barriers to Development:** Rail corridors can also act as a barrier to development and connections. The provision of new or upgraded crossings or overpasses is expensive and may impact on development feasibility. This is most likely to affect new industrial development of lands on the fringe of the urban area.
- **Impacts on Dwellings:** Rail corridors are utilised for heavy rail passenger and freight and can produce noise, vibration and light impacts on adjacent developments. Development intensity/ setbacks should be reviewed along rail corridors.

2.10.4. Public Bus

Ogden's Coaches provides the following services to residents of Wellington;

- Lithgow-Dubbo-Nevertire-Nyngan; (Monday, Wednesday, Thursday and Saturday);
- Nyngan–Nevertire–Dubbo–Lithgow; (Tuesday, Thursday, Friday and Sunday), and
- Dubbo–Orange–Bathurst–Lithgow; (Monday, Wednesday and Saturday).

Countrylink provides a coach service from Sydney Central to Wellington daily. These public transport services do not allow daily return journey shopping to other centres, which may present itself as a constraint to the aged, young and disabled persons or those without access to a private car.

Issues & Strategies

- **Opportunities:** Public bus transport is available for people in Wellington for connections along the Mitchell Highway (including Dubbo and Orange). This would enable trips to key regional centres and provide some mobility for those without access to private transport.
- **Constraints:** However, there are limited public bus transport connections between Wellington and other villages in the LGA, other than the school bus network. This may affect those seeking to work or shop in Wellington from other settlements.

2.10.5. School Bus

Ogden's Coaches and Quain's Enterprises (bus companies) both service the Wellington area. Two school bus runs depart Wellington each school day morning to Dubbo and return each school day afternoon. Wellington No.1 and No.2 service all the schools in Dubbo. All of the timetables for school bus services can be accessed online at www.ogdenscoaches.com.au/schoolservices.

2.10.6. Taxi

Wellington Radio Cabs is a taxi service operating in Wellington. Dubbo Community Services and Information Centre and Wellington LGA Council offer town community transport services.

2.10.7. Pedestrian & Cycle

There are various pedestrian paths in Wellington. The main street area is serviced by concrete walking paths, for easy access to shops. Other sealed walkways are located around the town. There is a section of pathway leading out to the cemetery along Curtis Street which is used for cycling.

Wellington has a system of kerb and gutter; however it is disjointed with some streets not serviced. All areas which are highly used are services; however those which are not, make access more difficult for people who are disabled or elderly or children. There is no Pedestrian Access Management Plan (PAMP) or Bicycle Plan for Wellington.

Issues & Strategies

Pedestrian & Cycle Amenity: Council should consider developing a comprehensive PAMP and Bicycle Plan for Wellington. With the prospect of an ageing population such a plan would benefit, identifying areas which need upgrading to ensure safety. The provision of dedicated cycle and walking paths also encourages a healthier community.

2.10.8. Summary of Access to Public Transport

A summary of the level of access to transport in this section is as follows:

Table 4: Summary of access to transport in Wellington

Air	Rail	Road	Public bus	School bus	Summary
MED Close proximity to Dubbo Airport & Bodangora	**HIGH** Access to the Western Rail Line	**HIGH** Access to the Mitchell Hwy	**MED** Various services along the Mitchell Hwy	**HIGH** Connections to Dubbo	**MED-HIGH** Transport is not a major growth constraint in Wellington

2.11. Utilities & Infrastructure

2.11.1. Water

Supply & Demand

Lake Burrendong has a storage capacity of 1,188,000ML. It provides flood mitigation and irrigation storage for the Lower Macquarie valley. The Town of Wellington is fortunate to have direct access to the river immediately downstream of Lake Burrendong. For this reason, downstream riparian lands along the Macquarie River, within the Wellington LGA, are believed to enjoy a high level of water security.

The water supply is potable and treated by Wellington Council Water. Wellington has an extensive reticulation network and a relatively new water treatment plant with a production capacity of 6 ML/day. Wellington water scheme services approximately 2060 households across the LGA with an average water consumption of 320kL per household per year. Peak consumption is approximately 8ML; this is the desirable supply level.

Wellington water supply system has a maximum capacity of 14.6ML/day. The current daily peak usage is approximately 7-8ML/day (*Table 5*). This means that the system is currently operating at 50% capacity. Given Wellington population is not expected to increase by 50% over the next 30 years, it is considered that the current system is both suitable and capable of any population increase or expanded development.

Table 5: Summary of objectives required to maintain a basic supply to all users.

Scheme	Approximate number of properties served	Average yearly consumption	Peak day demand	Minimum supply level
Wellington	2060	1200ML	8ML	0.65ML/day

Given the predicted low population growth it is reasonable to assume that the current water infrastructure is adequate to service future populations. The capacity of exiting pipes and treatment stations is expected to cope with future demand subject to necessary upgrades. The 2011/12 developer charge for water at Wellington is $4,481.40/ET (Equivalent Tenements). Since water charges have been introduced demand has dropped substantially below capacity.

Opportunities for recycled water use from the Wellington Sewage Treatment Plant were investigated in the mid 1990's. Due to the distance from the plant any potential options are not considered economically feasible at this time. Alternatives for the Wellington Water Scheme are the Montefiores Bore which can be used as a supplementary source; a standby chlorinator is available that can be connected if required. *Table 6* shows the water extraction licenses held by Wellington Council.

Table 6: Water extraction licenses for Wellington

Location	License number	Yearly allocation	Type of license
Wellington WTP intake	80SL046411	1855ML	High Security
Wellington WTP intake	80SL048695	36ML	High Security
Montefiores Bore	80BL128721	350ML	Bore
Bicentennial Park	80BL236615	19ML	Bore
Showground	80BL237623 80BL237624	24.66ML	Bore

Access to Water Supply

As *Figure 12* shows, in general most of the streets in Zone 2(a) Residential have a water supply line.

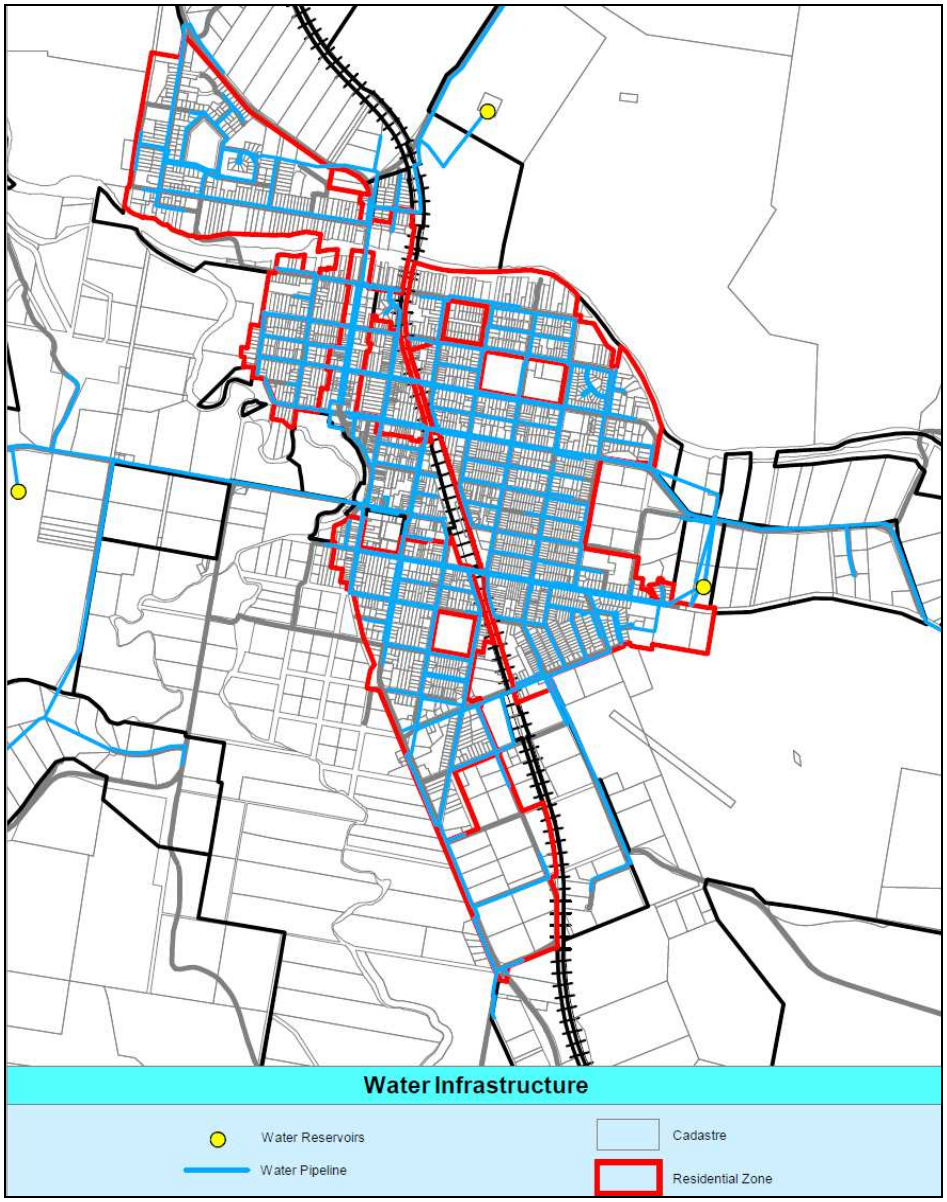


Figure 12: Layout of existing water infrastructure in the settlement (Source: Council GIS).

Issues & Strategies

- Access may be more difficult in some areas of Zone 2(v) Village to the south and some areas in Montefiores and this may impact on density of development in these areas or costs of extension of the existing network. It is interesting to note that there is limited provision of centralised water to some of the Zone 1(c) Rural Small Holding areas in close proximity to Wellington though it is not Councils general policy to service these areas.
- It is proposed that a special infrastructure zoning is appropriate for the treatment facility. No buffer for residential uses would be required, given its location. There are no known growth constraints from water infrastructure though upgrades may be required to the reticulation network in the future.

2.11.2. Sewer

Supply & Demand

Wellington is serviced by a reticulated sewer system. *Figure 13* shows there is access to centralised sewerage lines in most Zone 2(a) Residential areas.

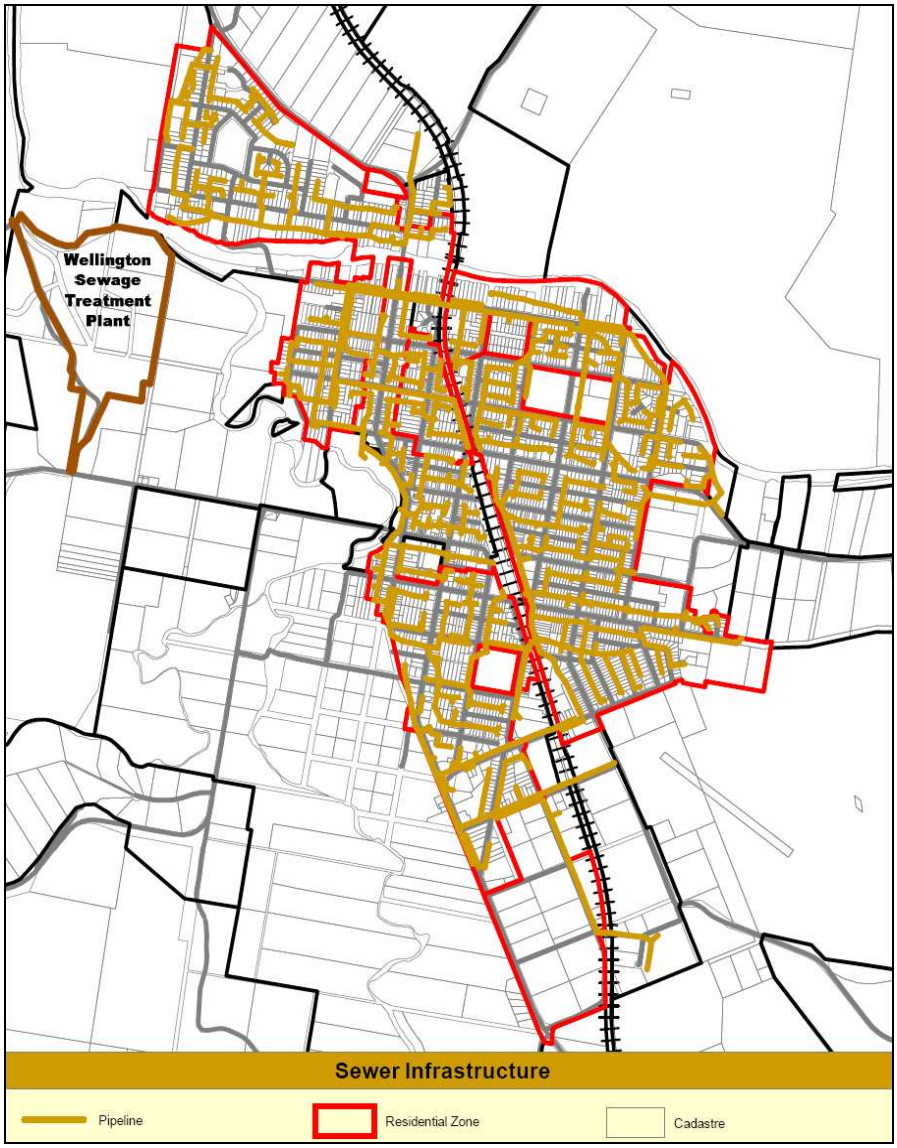


Figure 13: Layout of existing sewer pipelines in the settlement (Source: Council GIS).

A new sewer treatment plant (STP) was recently constructed, located west of the main centre of Wellington and the Bell River (south of Montefiores). The STP is currently operating at approximately 60% capacity and has the potential to service an additional 2000 equivalent persons or 500 additional dwellings. The 2011/12 developer charge for sewer at Wellington is $1,576.80/ ET (Equivalent Tenement).

Table 7: Maximum capacity and current demand for the Wellington Sewerage System (Source: Ross Palmer 2010).

Wellington Sewerage System	Equivalent Tenements	Equivalent Persons
Maximum Capacity	2000 (dwellings)	8000
Current Demand (%)	75%	6000

Issues & Strategies

- **Service Access:** There is limited access in the Zone 2(v) Village Zone area to the south that may be a significant constraint to more dense development in this location. In addition, some parts of the Zone 4 Industrial areas to the south of Wellington have limited connections. Lack of sewer infrastructure to the Village Zone area, south of Wellington, suggests this area is best developed for large lot residential uses (onsite waste management systems are suitable).
- **Specific Zoning:** It is proposed that the STP be given an infrastructure zoning similar to the Water Treatment Plant. Generally residential development should be avoided within 400m of the STP to avoid odour nuisance.
- **Growth Constraints:** There is no known growth constraints associated with the existing sewer infrastructure.

2.11.3. Electricity

Given electricity services the majority of the settlement; it is not considered to be a growth constraint. However, those few areas which require the extension of electricity lines can be expensive and as a result development in such areas may be less economically feasible as a result of development costs. Existing serviced areas may be more suitable for increases in residential densities.

Issues & Strategies

- **Industrial opportunities:** Industrial opportunities exist within Wellington given it is located on a major high voltage network. A proposal for a gas fired power station has been approved to be constructed in the near future. In addition there is a proposal for a new coal mine at Cobbora to the north-east and a 400 turbine wind farm 20km east of Wellington. All of these projects indicate Wellington's growing role as an electricity/ energy precinct with potential to promote ancillary engineering and training support facilities. For this reason this Strategy is considering investigation of an energy support precinct to the north of Wellington (See Section 2.18 Industrial Land uses).

2.11.4. Gas

Existing Gas Supply

Much of the town of Wellington has reticulated natural gas (LPIP p.157) and LPG is also available. Currently, gas is piped from the Moomba to Sydney pipeline up through the Central West Pipeline to Dubbo and across to Wellington along the northern side of the Great Western Railway. There are no known constraints to minor increases in demand from residential growth in Wellington. However, there are constraints to major increases in demand, for example, from industrial uses.

Potential Future Gas Supply

As a result of the limitations on gas supply to Wellington and the approval of a gas-fired power station at Wellington it is proposed that a new gas pipeline will be created. ERM Power Pty Ltd proposes to construct and operate a 660MW open cycle gas-fired power station at Wellington. The power station would operate as a peaking plant, generating electricity on an as-required basis anticipated to be no more than 350 hours of any year.

The proposed pipeline will bring natural gas from the Young gas hub centre on the Moomba to Sydney gas pipeline to the Wellington Power Station. The pipeline will be approximately 220km in length and travel north/ northeast from Young through the Local Government Areas (LGAs) of Young, Cowra, Cabonne and Wellington LGAs. This was recently approved as a Part 3A (Major Projects) application in March 2011. However the route will run south and east of the town.

2.11.5. Summary of Access to Utilities

A summary of the level of access to utilities in this section is as follows:

Table 8: Summary of access to key utilities in Wellington

Water	Sewer	Electricity	Telecommunications	Gas	Summary
HIGH Secure centralised supply	**HIGH** Reticulated treated & potable	**HIGH**	**HIGH**	**HIGH** Proximity to natural gas pipeline and LPG services	**HIGH** Utilities are not a growth constraint

Issues & Strategies

- **Environmental Sustainability:** Council should investigate ways to improve sustainability by reduced energy, water and gas consumption for all development in accordance with NSW strategies.
- **Economic Sustainability:** Council should minimise the need for additional utilities or expensive extensions by promoting compact settlement patterns that maximise use of existing infrastructure before expanding demand for new infrastructure.

2.12. Heritage

A key overlay for all the land uses in Wellington are the items of heritage value or interest. Currently these items are set out under WLEP1995 and Wellington DCP No.5. Three other documents which record these items are:

- Wellington Thematic History – Draft report completed in 2001.
- Wellington Community Heritage Study 2001 – Completed by Terry Kass – Identified 24 significant heritage items in the LGA; not the most significant but a range of significant buildings.
- Wellington Heritage Inventory – Lists all heritage items (those listed on LEP DCP or considered significant). This electronic database is regularly updated with photographic records and historical data of each of the items.

2.12.1. Aboriginal Heritage Items

There are a number of Aboriginal heritage items that are publicly recognised including. Council is currently seeking access to Aboriginal Heritage information from the Office of Environment & Heritage to ensure that no intensification of land use will occur that may impact on sensitive Aboriginal sites.

The following Aboriginal items are currently listed on Councils LEP or DCP:

- 2640205- Wellington Common
- 2640529- Blacks camp
- 2640442- Bushrangers Creek Ruins
- 2640207- Nanima mission
- 2640532- Offner's Dairy Farm (also known as Watson's)
- Mitchell Hwy - Aboriginal scarred tree

2.12.2. Non Aboriginal Heritage Items

Please see Appendix 9 of the LPIP and WLEP1995 for a list of current and potential heritage items/ items of heritage interest in the LGA and the Town of Wellington.

Issues & Strategies

- **Heritage Identification & Protection:** Currently only the items in the LEP Schedule receive the full protection of the LEP & DCP. The items in the DCP only receive limited protection. In addition, there are a range of new items identified in the heritage study. The heritage study is nearing finalisation and will allow identification of all key items worthy of heritage protection and allow the complete list to be incorporated into any new LEP for full protection.
- **National & State Significance:** Council's heritage advisor should notify the Heritage Council of any items worthy of listing on the State Register and pursue listing of the Maynggu Ganai site. Any items on the National Register should be incorporated on State and Local Registers.

2.12.3. Heritage Conservation Area (HCA)

Existing Heritage Conservation Area

The existing Central Conservation Area ('HCA') incorporates the majority of existing heritage items in and around the Wellington central business area. After discussions with Council's heritage advisor it is proposed to amend the existing HCA to extend it to a range of adjacent streets (Figure 14). This is based on several issues including:

- The need to include several streets with a number of heritage items and consistent heritage streetscapes that are not currently protected by the existing HCA including buildings of a common age and character, and
- The need to ensure that the HCA includes properties on both sides of the street to ensure development on both sides is sensitive to the heritage streetscape. In principle this means locating the boundary along rear laneways or lot boundaries rather than along street frontages.

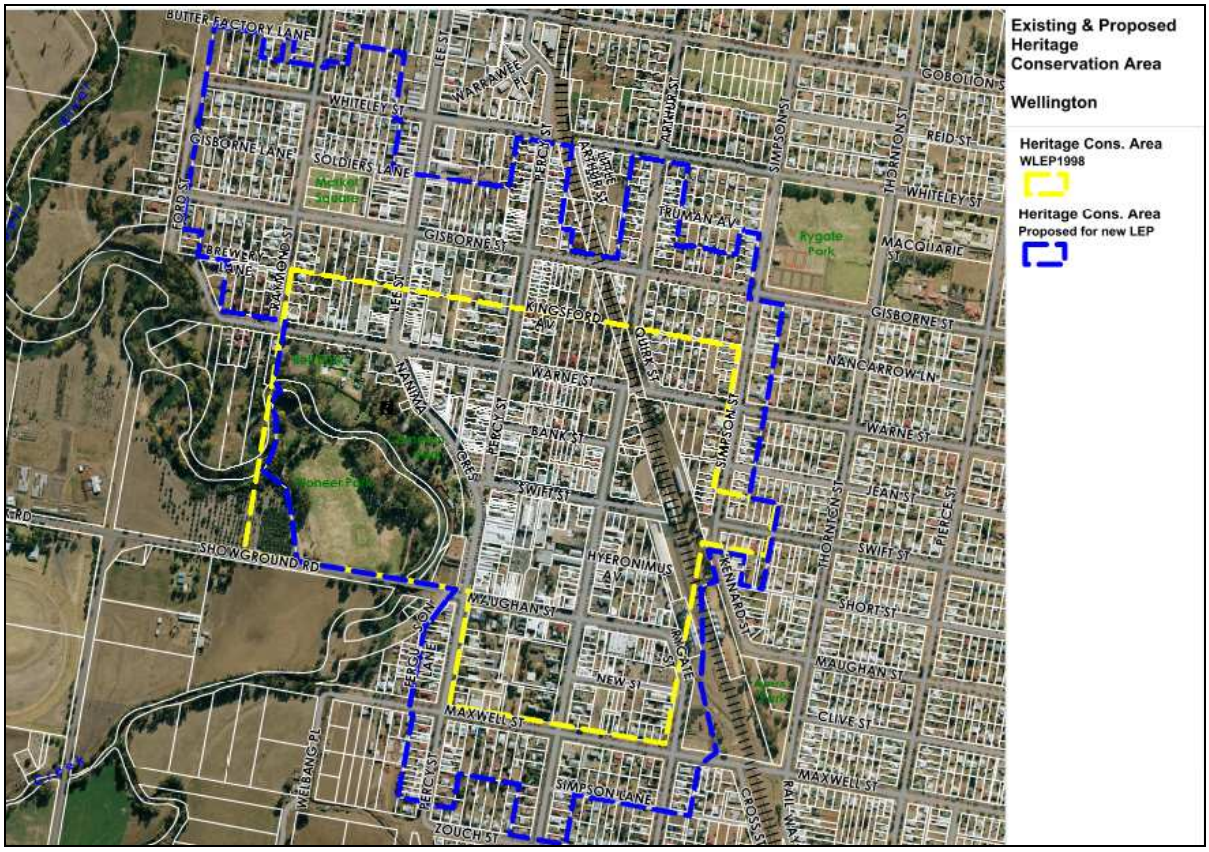


Figure 14: Existing and proposed Heritage Conservation Area for Wellington (Source: Wellington Council GIS 2011).

One particular area which is proposed to be included/ extended is a section of Percy Street, extending northward from the existing HCA boundary. This section of the street includes St Mary's Central School (Figure 15) and a row of historic terrace houses (Figure 16). This is an area which the HCA could be extended, preserving the heritage nature of both the individual items and protecting the streetscape.

Figure 15: St Mary's Central School, Percy Street Wellington (Source: Strong, 2010).

Figure 16: Row of terrace houses, Percy Street Wellington (Source: Strong, 2010).

A second area which could be included extends the existing HCA westward along Warne Street. Only those properties on the northern side of this street are considered heritage significant (*Figure 17*).

Figure 17: Heritage Houses, 2& 6 Warne Street, Wellington (Source: Strong, 2010)

In addition this Strategy proposes a future investigation HCA in the historic section of Montefiores given that there is a cluster of properties in this area which are considered to be original representations of their period. Some of these properties are already listed on the LEP or DCP (nominated for the LEP) and the others have been identified as potential heritage items on Councils Heritage Inventory. The proposed Montefiores HCA would encompass a total of 14 properties (4 existing listed items, 5 proposed items and 5 properties encompassed by the HCA with a low level of significance) (Figure 18).

The proposed HCA is considered a small area, however a significant area (See examples of proposed HCA items – Figure 19 and Figure 20). This is only proposed as a future investigation HCA and will not be listed in the new LEP. Consultation with property owners would also be required.

Figure 18: Proposed new heritage conservation area for Montefiores (Source: Wellington Council GIS 2011).

Figure 19: Cement rendered dwelling (circa 1930's), 91 Montefiores Street (Source: Strong 2011)

Figure 20: Slab construction with original timber shingles underneath iron roof (circa 1860's), 21 Sutton Street (Source: Strong, 2011)

2.13. Summary of Existing Urban Land Uses

A summary of the total number of lots in the Village Zone and the existing land use on each lot (as detailed below) is as follows (*Figure 21* and *Table 9*):

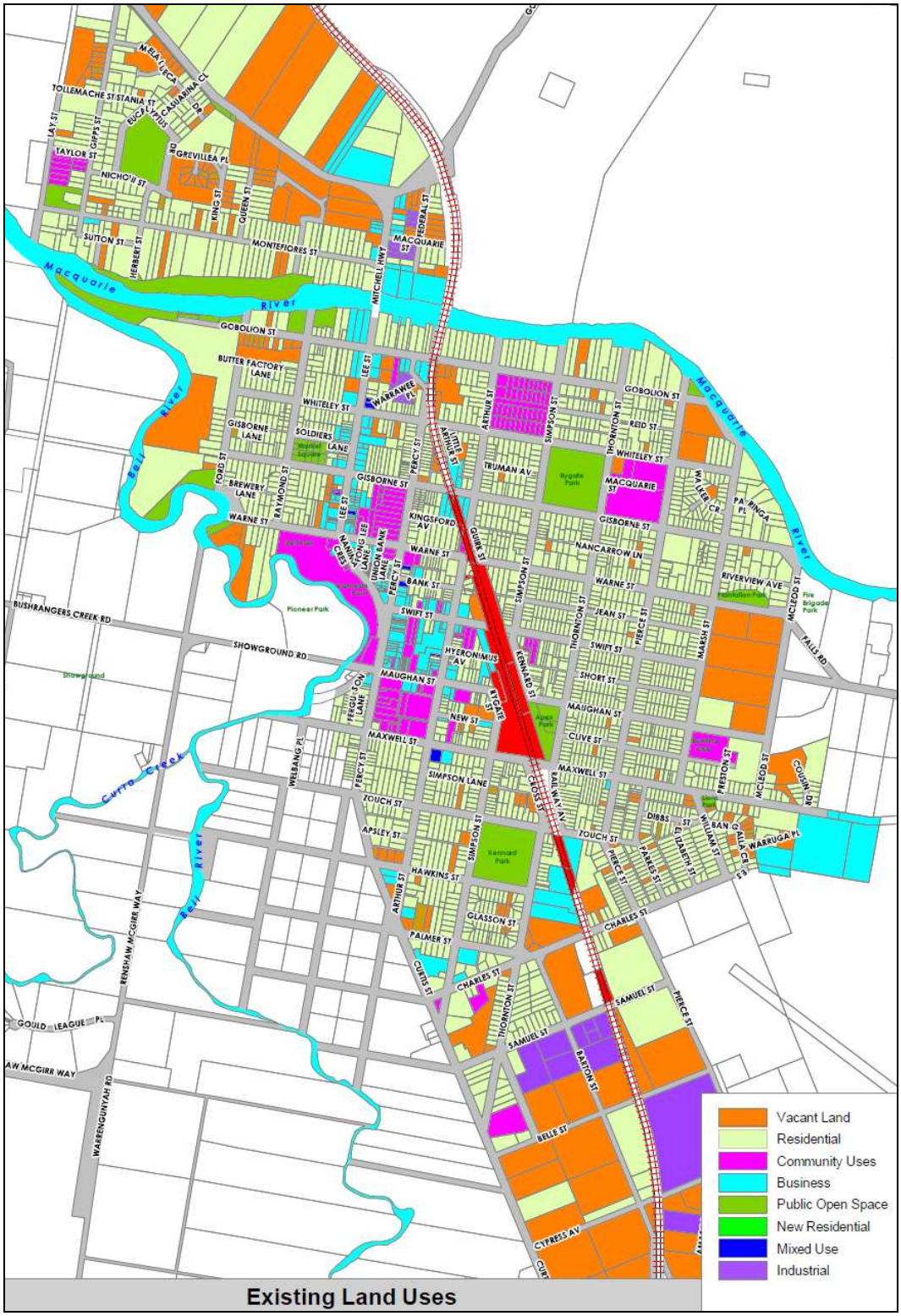


Figure 21: Existing land uses in Wellington's Village Zone (Source: Wellington Council GIS & street analysis 2010).

Table 9: Lot counts for specific land use areas within Wellington

Existing Land Uses	Wellington	%
Total Lots (2010)	**2827**	**100**
Vacant Lots (2010)	211	7.46
Total Dwellings (2010)	2213	78.2
Total Private Dwellings (ABS Census 2006)	2141	75.7
Total Lots for Business	240	8.4
Total Community/ Cultural/ Religious/ Educational (2010)	126	4.45
Lots for Open Space (within urban settlement)	37	1.3

The differences are those lots which are designated road reserve or railway etc and lots which are not in the immediate settlement CD includes some rural lands.

2.14. Open Space & Recreation

2.14.1. Existing Open Space Areas

Wellington has various open space areas utilised for recreational purposes (*Table 10*). All of the open spaces are owned by Wellington Council, except for Mount Arthur which is a Crown reserve. The following table provides aerial photographs of the most significant recreations spaces in the settlement.

Table 10: Open space and recreation areas of Wellington (Source: Council GIS and ground truthing 2010)

Name & Location	Facilities/Use	Area	Photo
Pioneer Park, Showground Rd	Soccer -2 Senior & 2 Junior Fields, Cricket -1 turf & 1 synthetic wicket	7.4 ha	

Kennard Park, 100 Simpson Street	Rugby League & Rugby Union -1 Field (with undercover Grandstand seating)	4.1ha	
Cameron Park, Nanima Crescent	Main park, tourist information centre	0.03ha	
Rygate Park, Cnr Gisborne and Simpson Streets	Athletics -all grass facilities, Touch Football -3 Fields, Junior Rugby Union -3 Fields, Cricket -turf wicket	4.2ha	
Market Square, 38 Raymond St,	Netball -11 grass courts, Cricket -synthetic wicket	0.9ha	

Bicentennial Park, 2 Eucalyptus Dr Montefiores	Junior Rugby League -3 fields, Cricket -turf wicket	3.1ha	
Teamsters Park, 10 Lay St Montefiores	Tennis - 2 All weather hard courts	0.82ha	
Showground, Cnr Parkes and Bushranger Creek Rd	Equestrian - Including Dressage Arena, Racing Facilities	25ha	
Bell Park, Sides Cameron Park-Western side of Bell River	Basket Ball courts - 2 all weather courts	4.7ha	
Osawano Japanese Gardens, 9204 Mitchell Hwy, Apsley	Recreation area – used for the purpose of weddings and private events.	1.6ha	

Apex Park, 75 Thornton Street	Leash free dog areas	1.39ha	
John Oxley Park, 1 Herbert Street		4.6ha	

Supply & Demand

There are a range of passive/ active and formal/ informal recreational areas spread throughout the Town of Wellington and over 53 hectares of open space and recreational lands. This range of facilities meets a wide variety of recreational needs and different sporting and recreational types including tennis, netball, soccer, rugby and football, horse-riding, and horseracing related events. In line with the gazettal of Mount Arthur as a public recreation reserve, designated recreational land is provided to the community at Mount Arthur Reserve; walking, mountain bike riding, running, bird watching, horse-riding and picnics are the usual types of recreation. The provision of community recreation facilities has extended primarily to providing and maintaining walking paths and bridle trails.

The current supply of open space and recreational lands is expected to be sufficient to meet future demands for some time (subject to a detailed review).

Issues & Strategies

- **Mount Arthur Reserve:** There are several issues with maintaining and managing existing recreational facilities, including potential conflict with the reserve, unauthorised mountain and motor bike riding, fire risk from irresponsible visitors (picnics), vandalism and graffiti, maintenance of roads (sealed) and providing interpretive signage. The Trust relies on many grants and other funding to ensure the viability of the recreation facilities.
- **Open Space Review:** As the town grows, there will need to be a more detailed review of the quantity, quality and facilities at each of these spaces to ensure growing needs are met. This should be completed as part of a LGA-wide recreation and open space assessment and strategy. This could be integrated with a Pedestrian Access Management Plan for the town of Wellington and its other smaller settlements.
- **Youth Facilities:** There are a range of recreational opportunities that target youth needs, including the skate-park. There is a possible demand for a BMX or trail-bike riding facility in Wellington. The proximity of Mount Arthur to Wellington maybe a potential site for such facilities.
- **Dog Areas:** There are two designated dog walking (leash-free) areas in Wellington. Both parks are located on opposite sides of the settlement, allowing residents easy access both parks. There is no enclosed dog-run.
- **Drainage:** Some of the passive recreational parks are located along drainage corridors. There

may need to be a review of the quality/ operation of these spaces and safety (both from anti-social activities and unfenced water areas).

2.14.2. Maynggu Ganai Site

As stated in Section 8.9.1.1 of the LPIP, the Maynggu Ganai site is of national, state and regional significance due to its previous use as the first colonial settlement west of the Blue Mountains, its role as a government station, and its subsequent role as an Aboriginal Mission. On 22 March 2011 the Heritage Council gazetted Maynggu Ganai as an item of State Significance in the NSW Heritage Act. This includes the existing land now owned by DECCW as well as the surrounding heritage curtilage that includes private properties (*Figure 22*).

DECCW has indicated that the current Zone 2(v) Village is not appropriate for their landholdings consisting of the four sites to the south of Cypress Avenue and one site to the north. It is proposed that these holdings are moved into a zone that would provide environmental protection and accords with the heritage significance of the site. The aim is to permit future development of these sites for limited education, information, and heritage interpretation trails and tourism features but not to allow any private development.

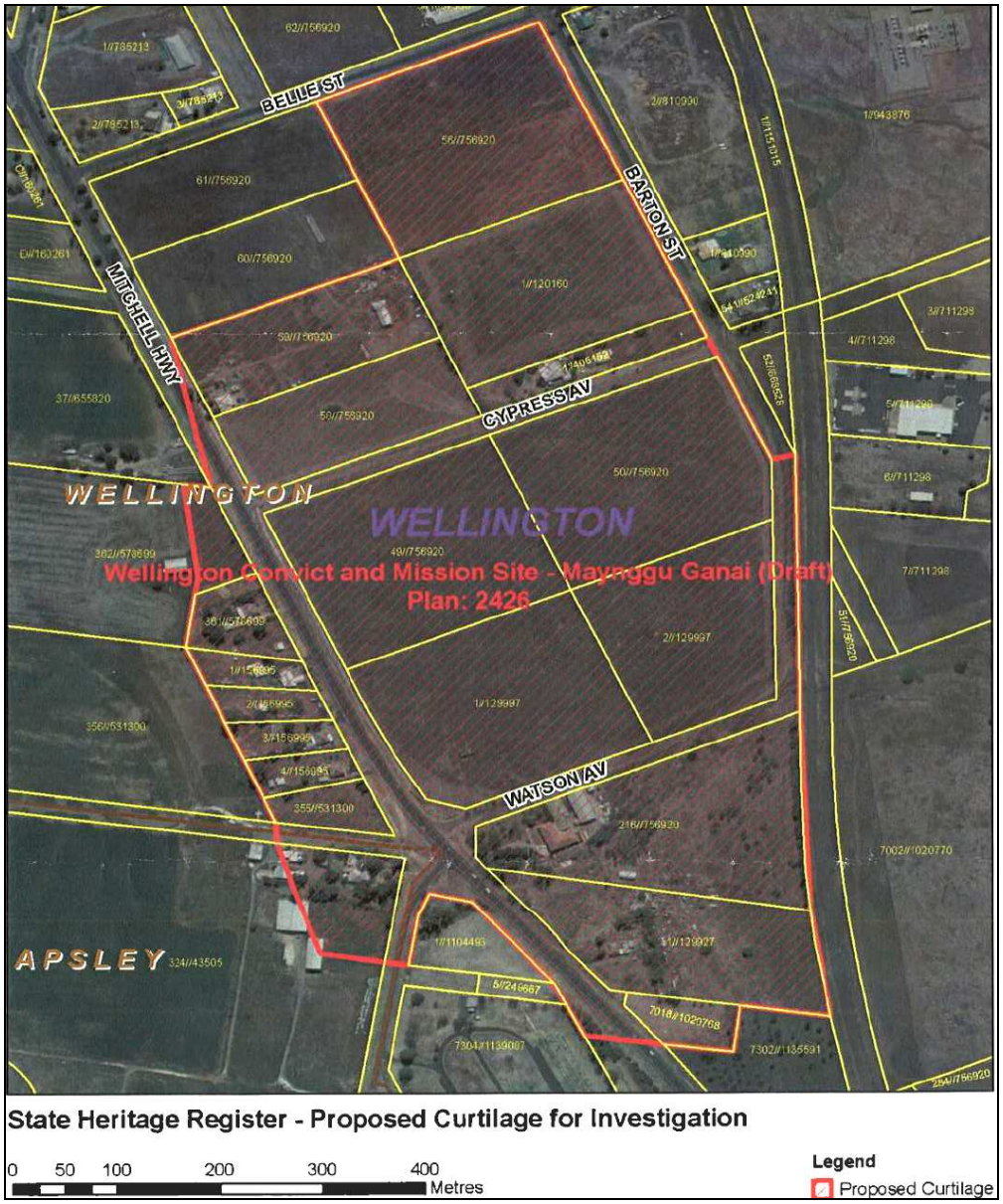


Figure 22: Maynggu Ganai Site proposed item of State Significance (Source: NSW Heritage Counsel 2010)

2.15. Vacant Land

2.15.1. Role of Vacant Land

This section reviews the availability of vacant land within the existing urban zones to meet future demand and growth, particularly for residential land uses. The identification of existing vacant lots is important because they can provide the potential for infill development within the settlement.

2.15.2. Total Vacant Land

Table 11 shows there are approximately 210 vacant lots in the existing urban area (as at May 2010). This figure includes small and large vacant lots across all zones within the settlement. *Table 11* separates the vacant lots into their respective zones.

Table 11: Vacant land within the urban zones of Wellington (as at May 2010).

Zone / Area	Total Vacant Lots
2(a) Residential	157 (Total urban dwellings)
3 Business	12
5(a) Special Uses – Public purposes	1
5(b) Special Uses – Railway	2
2(v) Village	13
4 Industrial	25
Sub-Total	**210**

For the purposes of this vacant land chapter, only the vacant land within the existing 2(a) Residential zone is considered as this is likely to support increased residential development. Expansion of other uses to vacant land in these zones is addressed in the sections for each land use.

2.15.3. Vacant Lots and Natural Hazards

The settlement of Wellington was developed near by the Macquarie and Bell Rivers, which often did not account for natural hazards (predominantly flood prone lands), which may make it more difficult or costly to develop such lots today. In Wellington the flood planning level that is used for development control purposes is the 1 in 200 year flood event.

In Wellington there are approximately 29 vacant lots in Zone 2(a) Residential that are flood affected resulting in 29 vacant lots out of the 157 total vacant lots with a low potential for future development. These lots are classified as flood control lots for development purposes and whilst these lots could potentially be developed, are substantially more expensive than those without constraint. As a result, the total number of vacant lots (157) is reduced down to 128 vacant (easy-to-develop) lots (small and large) that have a potential of being able to support a building/dwelling (subject to detailed studies and development consent). The following table (*Table 12*) separates small and large vacant lots which are affected/ unaffected by flood hazards.

Table 12: Small and vacant lots affected by natural hazards

acant Lots affected by natural hazards	mall vacant lots	rge vacant lots
artial flood affected		
ull flood affected	5	
Total flood affected (29 lots)	)	

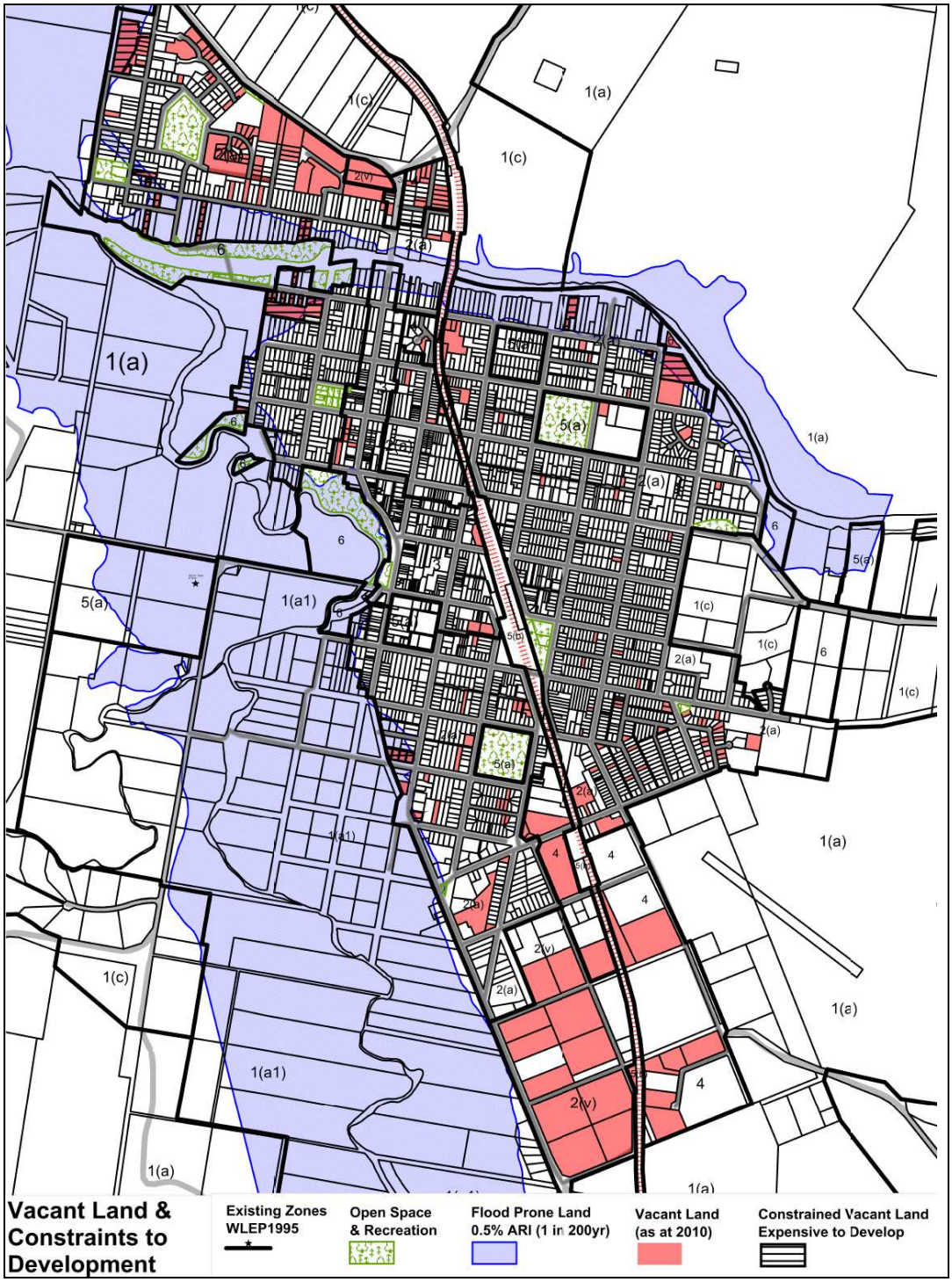


Figure 23: Vacant land and constraints within the Town of Wellington (Source: Wellington Council GIS 2010)

2.15.4. Total Vacant Small Lots for Dwellings

A vacant (small) lot is identified as any lot (1000m^2 or smaller) that does not currently contain any significant buildings (dwelling or business – active or disused) and may be capable of supporting a dwelling. However, it may contain ancillary shed, garages, gardens and septic systems on these lots and these lots may be held by an adjacent non-vacant lot. Whilst these lots may be part of a larger

ownership and associated with an adjacent dwelling, as the lot is on a separate title it can be sold at any time and it may be able to support a dwelling (subject to development consent). Identified small lots do not include large allotments where there is only a single dwelling with further subdivision potential (see Section 2.15.6 - Vacant Land Subdivision of Larger Lots and Section 2.15.7 – Subdivision of Underutilised Large Lots).

There are a total of 104 small vacant lots within the existing 2(a) Residential zone. As these lots are already subdivided, it is assumed that they could be put on the market at any time and may be capable of supporting a dwelling (subject to consent). Constraints on vacant land in the other zones will be considered in the relevant land use sections below.

Please note that the future use of these vacant lots is dependent on the future zone permissible land uses and development controls. For example those vacant lots outside the existing Zone 2(a) Residential area (53 lots) are unlikely to be utilised for urban dwellings. These vacant lots may be considered for infill development for other land uses as addressed in other sections of this chapter.

2.15.5. Vacant Small Lots Released for Development

Council takes into consideration that the community often claims that some of these vacant small lots should not be counted for the purposes of infill development because the current owners are not interested in selling. However, this Settlement Strategy is looking to review land supply over the next 30 years. Whilst some existing landholders may be currently reticent to make land available, over a 30 year period this position could change, particularly as land prices rise and people no longer need larger lots.

Council can only 'guesstimate' what percentage of lots may become available for sale or development over a 30 year period but this Strategy suggests that:

- Where there are vacant small lots that have been in existence for some time, Council is proposing a conservative estimate of 60% being available for purchase in the next 30 years. This would result in 104 small easy-to-develop lots x 60% = 62 dwellings.
- Where these vacant lots form part of a recent subdivision by a developer, Council generally assumes that 100% of these lots would be intended for sale. All recent subdivisions where dwellings have not been built are dealt with in the next section.

2.15.6. Vacant Land – Subdivision of Larger Lots

A vacant (large) lot is identified as any lot (1000m^2 or greater) that does not currently contain any significant buildings (dwelling or business – active or disused) and may be capable of future subdivision or development (subject to development consent).

It is considered that there is a small amount of land within the immediate settlement that is of a size capable to support additional lots through subdivision. There are some larger lots in Wellington that are either vacant or have a building/dwelling that may support further subdivision. Under the current controls the minimum lot size for subdivision, where a site is fully serviced (centralised water and sewer), is 560m^2 or 650m^2 (corner lot).

Within the settlement (2(a) Residential) approximately 24 lots are identified as being 'large lots' capable of future subdivision, with six (6) of those identified 24 lots approved for development. Therefore, the total number of large lots available for future development and subdivision equals 18 lots.

Please note that any estimations of future subdivision potential of large lots are subject to detailed site studies and Council assessment of any subdivision proposal. These figures cannot be relied upon by the Applicant/Community as representing the development potential of these lots as these numbers are an estimate for the purposes of this Strategy only.

Existing approved subdivisions

The 6 lots which form the approved subdivisions are located in the Montefiores area. The current subdivision approvals are for medium density residential purposes and are as follows:

- Developer: Ongoing Financial (3 existing lots- total developable area 2.7ha). The application was approved for a community title subdivision and the erection of 23 townhouses. The approved development is for allotment sizes that vary between 299.9m^2 and 451.6m^2 per dwelling. Access for the subdivision is via Queen Street.
- Developer: Macquarie Developments (3 existing lots- total developable area 3.25ha). The approved subdivision was for 30 lots. The approved development is for allotment sizes that vary between 700m^2 -1000 m^2, with the average approximately 700m^2.

Potential future subdivisions

Of the other 18 remaining large lots available for subdivision, it is thought that 6 of those lots (located in the Montefiores area) are most attractive for development of both a low and medium density nature.

- Ongoing Financial: (3 existing lots – total area 0.48ha) No development has been proposed for this site, it is thought that such might be incorporated into the larger approved subdivision and accommodate approximately 4-6 new lots (approximately 800m^2/lot).
- Zell: (1 existing lot - total area 0.71ha) No development has been proposed for this site, potential for approximately 11 lots (approximately 650m^2/lot).
- Wellington Council: (1 existing lot – total area 0.92ha). This lot is of a substantial size, whereby approximately 15 lots (approximately 600m^2/lot) could potentially be created.
- Nolan: (1 existing lot – total area 1.59ha). Approximately 26 lots for subdivision purposes (approximately 600m^2/lot).

The remaining 12 large lots are located throughout the settlement with the potential for approximately 30-35 lots to be created. Therefore subject to development consent, the existing large vacant large lots within the current 2(a) Residential area could support an estimated 93 dwellings that could be created over the next 30 years. It is assumed that 100% of any lots already subdivided would be made available to the public. However it is assumed that only 60% of the un-subdivided large lots will be subdivided in the next 30 years (this is a conservative estimate) resulting in approximately 55 new dwellings in the next 30 years.

2.15.7. Subdivision of Underutilised Large Lots

Within the settlement there are large underutilised lots, which have a dwelling or ancillary structures on-site but are capable of subdivision. A desktop review of such land reveals that there is the potential for approximately 67 lots to be created through subdivision (subject to development consent). Again based on a conservative take-up of such lands at a rate of 60% approximately 38 lots (dwellings) would be released. This would increase the supply of future available developable land from 55 dwellings to approximately 93 dwellings.

2.15.8. Vacant Land – Summary Table

Based on the above analysis, a summary of the potential lots that could be created/ developed for future dwellings is seen in *Table 13*.

Table 13: Potential dwelling lots available for development in the Town of Wellington

Source of Lots for Dwellings	Vacant Lots Development Potential	Likely Number to be Available in next 30 years (60% Rule)
Small Vacant Lots Unaffected by Natural Hazards	104	62.4
Approved subdivisions	53	53 (100% rule)
Subdivision of Larger vacant Lots	93	56
Subdivision of Larger lots (not identified as vacant)	67	40
Total	**317**	**210.4**

2.16. Community Services

Please note that community services/ facilities change regularly and the following sections merely provide a 'snapshot' of key services/ facilities in 2010 to assess key issues.

2.16.1. Overview

For the purposes of this strategy, 'community uses' are defined as buildings, services, facilities and infrastructure that are not-for-profit and/or support the local community. In addition to the inherent value in providing community services, some community uses (e.g. churches) can be heritage items and contribute to the heritage character of Wellington. The community uses also provide significant employment in the town (particularly the schools) as well as requiring volunteer assistance

2.16.2. Community Land Requirements

Given the population of the Town of Wellington is expected to remain stable with growth rates (or experience minor decline) it is considered that the demand for community services as a whole will not grow significantly. However, with an expected increase in aged persons within the settlement, demand for particular community services and facilities (aged and health care) may increase. It has not been the role of this Strategy to assess this demand.

It is important to note that in general most community uses are permissible with consent in both business and residential zones (under the Standard LEP Template) or are permissible due to the operation of the SEPP (Infrastructure) 2007. This includes schools, medical centres, health consulting rooms, hospitals and other community infrastructure (such as sewage reticulation systems and telecommunications facilities).

As a result, there is no need to define a particular 'area' or zone for community uses and there is less of an issue in ensuring appropriate land supply as there is a wider variety of existing lots (vacant or otherwise) to meet future development requirements. There is sufficient space in the existing urban zones - either through expansion of existing facilities, take-up of vacant business buildings, or some limited take-up of vacant blocks (without impacting significantly on business or residential land requirements). However, in general community uses should be co-located with other community uses or in proximity to the core business area, especially where substantial vehicle parking or good pedestrian access is required.

Issues & Strategies
Supply & Demand: The existing urban zones should be able to support the necessary growth in community land uses in the Town of Wellington with most of these uses locating in proximity to the town centre or where there is good community accessibility. More detail is provided in the sections below.

2.16.3. Emergency Services

In Wellington there is access to all of the key emergency services except the Department of Community Services which is based in Orange (*Table 14*). In this way, Wellington may often be the 'hub' for emergency services for many of the other smaller settlements in the LGA.

Table 14: Emergency Service available in Wellington

Service	Address
Police Station	21 Maughan Street, Wellington.
Ambulance services	30 Thornton Street, Wellington.
Hospital/ Health services	Gisborne Street, Wellington.
Rural Fire Service	Gisborne Street, Wellington.
NSW Fire Brigade	76 Warne Street, Wellington.
State Emergency Service	Cnr of Arthur & Gisborne Streets, Wellington.

2.16.4. Education Facilities

Education opportunities in Wellington are substantial for the population size. The following table (*Table 15*) provides data for each of the operational educational establishments within the Town of Wellington.

Table 15: Educational facilities in Wellington

Name	Cater For	Enrolments (2010)	Issues & Strategies
Early Childhood Education			
Family Day Care	Home based childcare	N/A	These types of child care can be accommodated in existing dwellings/ buildings. There are no supply issues with such education facilities.
Nanima Pre-School	Pre-School ages 3-6 years	62	59 Indigenous and 3 Non-Indigenous students. High level of government funding. Considered to be a high level of enrolments. Positive community outcome that large numbers of Indigenous children are enrolled, enhancing early childhood education. There are not considered to be any capacity issues.
ABC Learning Centre	Long Day Care Centre ages 0-6 years	100 (weekly average)	Busiest days from Wednesday-Friday, with Friday the busiest. May suggest that the workforce is also busiest these days, with parents working Wednesday-Friday. There are not considered to be any capacity issues.
Wellington Community Children's Centre	Pre school services ages 3-6 years	68	Considered to be stable, relatively high enrolment numbers. There are not considered to be any capacity issues.
Primary Education			
Nanima Public	Grades 1-6	N/A	Not able to contact the school for any further information.

School			
Wellington Public School	Kindergarten-6	520	Average of 74.2 students per year group. This is considered to be a relatively high student population. Considered to be stable.
St Mary's Central School	Kindergarten-10	227	Average of 20.6 students per year group. Smaller year group sizes, however still considered stable, not a state funded school.
Wellington Christian School	Kindergarten-10	58	Average of 5.2 students per year group. Very small year group sizes, not a state funded school.
Dubbo Schools	Kingergarten-12	N/A	Given the relatively close proximity to Dubbo, families have increased choice for schooling options. Public transport (school bus services) run daily and provides easy and safe access to such facilities outside the settlement.
Secondary Education			
St Mary's Central School	Kindergarten-10	227	Average of 20.6 students per year group. Smaller year group sizes, however still considered stable, not a state funded school.
Wellington Christian School	Kindergarten-10	58	Average of 5.2 students per year group. Very small year group sizes, not a state funded school,
Wellington High School	Grades 7-12	363	Average of 60.5 students per year group. Smaller year group sizes, students may travel to Dubbo or other areas including Orange for high-schooling.
Tertiary Education			
TAFE College	Year 10 or above	N/A	Wellington TAFE College offers courses in access and general education, agriculture, business, outreach and welding. There are no capacity issues given proximity to larger centres including Dubbo and Orange (Charles Sturt University and TAFE Western Institute and Western College of Advanced Education).

Issues & Strategies

- **Supply & Demand (Primary Education):** Wellington is currently experiencing a mini-boom in school aged children, with enrolment numbers increasing. This trend is not expected to remain over the next 30 years; however this boom will have impact for the next 10 years at least. It is anticipated that the existing primary school education facilities available will continue to be sufficient. If future growth was to exceed predictions (and historical data) there is considered to be sufficient space on existing educational sites for expansion.
- **Supply & Demand (Secondary Education):** Similar to the situation of other educational facilities in the settlement, school aged populations are not expected to increase. However, if demand did increase there is the capacity amongst the central schools to increase class sizes; given Wellington Christian School has a grade average of 5.2 students. In addition, if teacher supply existed, the Central schools may be able to increase student enrolments by increasing from Kindergarten to Year 12. Current facilities are able to support current and immediate future growth, with Building and Education Revolution funding used for expansion of classroom facilities.
- **Supply & Demand (Tertiary Education):** The demand for such services may increase as the

trend for leaving traditional school based education increases. As a result, enrolment numbers in tertiary training and education programs is therefore increasing. The provision of a tertiary education facility allows for greater choice and educational flexibility within the immediate settlement. The current site could potentially be expanded to cater for larger enrolment numbers in the future, or there are other sites within the settlement which could be developed for such purposes. TAFE courses extend to rural focussed programs, which have the potential to be established in rural areas, where vacant land is available.

- **Bus Services:** Existing bus services to nearby settlements and Dubbo allow for greater choice in education and provide transport options for students. The bus services are considered to be adequate and frequent for the existing demand by the current student/ school aged population.

2.16.5. Health & Aged Care Services

A summary of services/ facilities in the Town of Wellington is provided in *Table 16*:

Table 16: Health and Aged Care services within Wellington

Hospital	G.P	Dentist	Chemist	Physio	Aged Care	Other
						Massage therapy, Psychologist, Chiropractic, Homeopathic, Optometrist, Nursing & Home care services

Hospital/ Health Services

The Wellington Hospital and Health Service is the only hospital in the LGA. It is run by Wellington Community and Allied Health Centre which is administered by the Greater Western Area Health Service ('GWAHS') as part of NSW Health (State Government). Wellington Hospital has 33 beds and provides a 24 hour emergency service as well resident and visiting community services (Rural & Remote Transition to Practice (RN) Programs 2010). The major health and referral services are located in Dubbo and Orange.

Issues & Strategies

- **Essential Service:** As Wellington is in reasonable proximity to both Dubbo and Orange and both regional cities are developing new and improved hospital and health services, there may be a concern about the long-term operations of Wellington Hospital. However, as the only hospital in the LGA, the Wellington Hospital provides an essential service to the other smaller settlements. For this reason, the Hospital, Council and GWAHS should liaise regularly to ensure its long-term viability and support for the provision of core services.
- **Supply & Demand:** With an ageing population in the LGA and the Town of Wellington as the primary health and aged care facility provided, there is expected to be a significant increase in demand for health and aged care services over the next 30 years. GWAHS is currently preparing a strategic plan for health services in the region and should consider the impact that any changes to existing services would have in Wellington and the effect on its smaller settlements.

General Practitioners / Doctors

Wellington Family Practice is located at 178 Percy Street employing 1 full time doctor, 1 part time doctor and 1 part time nurse, who is based at Wellington Hospital. Dr Ian Spencers Medical practice is located on the corner of Arthur and Swift Streets employing 4 full time doctors and 1 full time nurse (shared part-time by three nurses). Wellington Aboriginal Health Services is located at 68 Maughan Street and employs 1 full time doctor, 2 part time doctors and 2 full time nurses.

Issues & Strategies

Supply & Demand: There would appear to be an adequate supply of General Practitioners in Wellington, however the lack of GP's available for the other smaller surrounding settlements increases

the demand in Wellington, creating increased waiting periods for appointments. There should be a review of the current demand on the centres to establish whether the LGA is undersupplied by healthcare professionals. Attracting GP's to small rural based areas is a difficult task to achieve, incentives need to be provided. Doctor surgeries can generally be accommodated within existing building stock of the business district.

Other Health Services

- **Dentists:** Dr Wood, 116 Lee Street; Dr Sturman, 162 Percy Street, Wellington.
- **Chemists:** Keirle's Pharmacy 31 Nanima Crescent; Wellington Health Sense Pharmacy. 12 Nanima Crescent.
- **Optometrists:** Max Astri Eye care Plus Optometrists, 4 Nanima Crescent.
- **Chiropractor:** Wellington Family Practice, 178 Percy Street.
- **Massage Therapy:** Wellington Physiotherapy and Sports Injury Centre, 53 Swift Street; Ian Ponder Massage, 65 Percy Street Wellington.
- **Psychologist:** Lisa Brown Psychologist, 28 Maxwell Street, Wellington.
- **Alternative Health:** Frances Avent Homoeopath, 65 Maughan Street.

Issues & Strategies

Supply & Demand: The additional health related services that are available to people in Wellington are considered to be reasonable for a town of its size. These services allow residents to access such facilities locally without the need to travel to other centres. However, residents who require any specialist services are required to travel to larger centres. Given the expected increase in the aged population of the LGA, such services may increase in demand. If such services are required in greater by greater demand there is considered to be adequate vacant space within the existing business area to co-locate such services, enabling easy access.

Aged Care Services

Located on the same block as the Wellington hospital is Maranatha House, a Nursing Home. This centre has 57 beds for aged and disabled persons offering Nursing Care, Respite Care, Medical Services, Leisure Activities and Allied Health. Belhaven Aged Care Facility is a nursing home with 46 beds (some used for respite purposes) and 10 beds used for people with dementia. This facility is located in the south-east corner Wellington, distant from the core of the settlement.

In close proximity to this facility are Provisions of Aged Persons Accommodation (PAPA) units. These are self-care units. The demographic review suggests that there will be an increase in senior citizens across all settlements in Wellington LGA and a significant future demand for these sorts of facilities.

Dubbo community neighbourhood centre provides home modification services for people with newly acquired disabilities or persons who are referred by an occupational therapist. This is not a free service. A respite service is provided through Wellington multi-purpose incorporated, which is for persons who have been assessed and deemed to require the service. Other aged services available in Wellington include:

- **Meals on Wheels services:** Various community groups volunteer, including Wellington Council;
- **Senior Citizens Centre:** Craft, Exercises, Luncheons, Information Days, Walking, Carpet Bowls, Cards, Bingo, Videos and Games.
- **Wellington Council Community Bus:** Coordinated by Senior Citizens, provides fortnightly trips for seniors to Yeoval, Mumbil, Stuart Town and Wellington (bookings required).

Issues & Strategies

- **Existing Supply:** The limited services available within Wellington force those who require such facilities to travel to other centres, creating a dependency upon public transport if access to

private transport means is not available. However, although such facilities provision is limited, Wellington is the only place within the LGA that provides any aged care services and facilities. This limited supply of aged care services and potential increase in aged persons, may be an area where additional supply and land is required.

- **Supply & Demand:** The ageing population would appear to be a key driver for increased opportunities to develop aged care housing in Wellington (depending on the style of that accommodation) in the future. It is thought that smaller lot sizes and/or dwellings are required to support such populations. The promotion of medium density housing complexes or areas for over 55's is an option, utilising vacant land to accommodate small lots, in either community style or individual owned situations. However, it is not recommended that such accommodations be increased without a correlating increase in other associated facilities and services, including healthcare and/or reliable, affordable and accessible public transport services.
- **Land Requirements:** There will be significant land requirements for such accommodations to be provided. Primarily this will presumably take up land within the existing residential areas in close proximity to the business area or hospital (500 metres walking distance). The type of accommodation would likely be in the form of aged care complexes or medium density housing. Section 2.20.5 – Medium Density Housing discusses in more detail the preferred areas of medium density developments. There is considered to be sufficient a land supply available to cater for smaller scale developments.

2.16.6. Cultural Services & Facilities

Cultural facilities and services provided in Wellington include post offices, town halls, courthouses, community halls, libraries and PCYC facilities. Below are some of the key facilities in Wellington:

- **Australia Post**: Located at 19-21 Maughan Street, Wellington. The Post Office is open weekdays 9am-5pm and closed on weekends. The Post Office provides both postal and banking services. In addition, application and form lodgement, travel money and money transfer services are available.
- **Wellington Macquarie Regional Library**: Located at the corner of Percy and Maughan Street, Wellington. The opening hours are Monday – Friday: 10.00am – 5.00pm and on Saturday: 9.30am – 12 noon.
- **Wellington Court House:** Located at the corner of Maughan and Arthur Streets. Registry Hours: 9:00 - 1:00 & 2:00 - 4:00 and telephone hours: 9:00 - 1:00 & 2:00 - 4:30.
- **Community Halls:** Wellington has 2 primary community halls; Wellington Civic Hall and the 1st Wellington Scout Hall located on Gisborne and Pierce Streets.
- **Oxley Museum:** Located at corner of Warne and Percy Street, Wellington. Open Monday to Friday 1.30pm to 4.30pm and Saturday and Sunday by appointment.
- **Wellington PCYC:** The club provides an alternative fitness location for local residents with volunteer supervised afternoon sessions including use of the basketball court, weights room, pool table and gym equipment as well as judo classes on some nights.

Issues & Strategies

Supply & Demand: Wellington is considered to have a high access to key cultural facilities given the size of the population. There is room for expansion of such facilities in the existing business zone, without placing any burden on those existing facilities. Currently the Macquarie Theatre (originally an important building which provided entertainment and fostered social interaction during World War 2) is being renovated to accommodate community based functions and activities. Such developments are positive for the community of Wellington, increasing community access to cultural facilities.

Religious Facilities

There are several religious facilities within Wellington, catering for a range of religious beliefs including:

- Anglican Church, Warne Street Wellington
- Baptist Church, Swift Street Wellington
- Catholic Church, Warne Street Wellington
- Christian Outreach Centre, Thornton Street Wellington
- Wellington Jehovah's Witness
- Wellington Salvation Army
- Wellington Uniting Church
- Wellington General and Lawn Cemetery are administered and maintained by Wellington Council
- Wellington Pioneer Cemetery is maintained by Wellington Council

Issues & Strategies

Supply & Demand: There is a substantial range of religious facilities in the Town of Wellington. The community has not identified any particular issues with the provision of land for this purpose and new facilities can be accommodated in the existing urban areas.

2.16.7. Support Services

Aboriginal services

Given the large Indigenous population in Wellington various services are provided for support and assistance, including:

- Aboriginal Lands Council
- Aboriginal Police Liaison Officers
- Aboriginal Traineeships – Wellington Council
- Wellington Aboriginal Co-operative Society – Residential property management
- Nanima Progress Association – Property management
- Orana Aboriginal Corporation
- CDEP – Wellington and Nanima

Women's Support Services

Wellington has the following support services available for women:

- Women specific health services
- Domestic violence and Court support
- Child care services

Issues & Strategies

- **Supply & Demand:** There is a considerable range of community services and activities in Wellington. The projected population decline and ageing population may suggest that additional resources should be directed to establishing more aged people's services or perhaps further promotion of existing services. The existing land used by the community facilities and services is considered adequate for a settlement the size of Wellington.
- **Future Land Requirements:** It is not considered that an analysis of land availability for future community uses is required. Community land uses are able to locate within existing vacant buildings in the business area or be developed on existing vacant lands within the residential areas.

2.17. Industrial Land Uses

2.17.1. Introduction

Industrial activities are important to each settlement as they provide employment, economic growth and key services to the settlement and the region. It is important to have a strategy in place to ensure industrial developments are located appropriately, reducing land use conflict with more sensitive land uses (e.g. residential), whilst maximising development opportunities.

2.17.2. Existing Industrial Areas

There are four industrial areas in the Town of Wellington. Three are existing Zone 4 (Industrial) areas and the other forms part of the existing Zone 2(v) (Village) area. The Industrial Zones are identified as follows:

Industrial Zone 1 (IND1) - North Wellington

IND1 is located on the eastern side of the Mitchell Highway, north of the Macquarie River on Macquarie Street (4.11ha) (LPIP 2009, p.118). This zone is occupied by a service station, an engineering business, vehicle maintenance business, car dealership and carwash, with 3 dwellings on various lots. This area is suited to redevelopment and is located at the gateway to Wellington from the north (Dubbo).

This zone would be suited to highway related activities including support activities for heavy vehicles, service stations, takeaway food and restaurants and some limited industrial retail/ larger scale business premises. However, access to/ from the highway is a key constraint to development of this area. As it is a key gateway to Wellington it is also important to maintain a higher standard of design and signage to create a neat entrance to the town and attract visitors/ traffic to stop in Wellington.

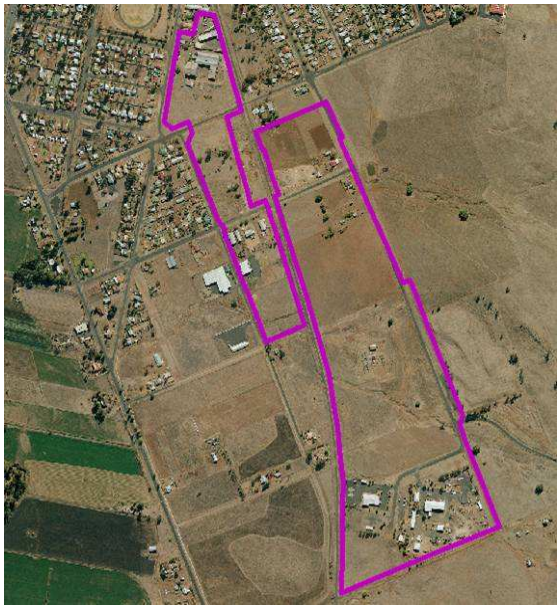
Figure 24: Industrial Zone 1 – North Wellington

Industrial Zone 2 (IND2) – Central Wellington

IND2 is located on the eastern side of the Mitchell Highway setback behind the existing business zone, south of the Macquarie River on Gobolion Street (2.38ha) (LPIP 2009 p.118). This area accommodates a range of light industrial and industrial retail uses (including vehicle repairs/body work; storage facilities, kitchen fabrication, a mower shop/repairer, a men's shed, and some vacant businesses with one residential lot situated on Percy Street).

Other than the vehicle body repairer, most uses are low impact. This is a key area for start up businesses that do not need highway frontage to operate. It would be important to avoid uses that would impact on nearby residential amenity with appropriate development controls.

Industrial Zone 3 (IND3) – South Wellington



IND3 (South Wellington) is located on the eastern side of the Mitchell Highway to the south of the settlement, divided by the railway, with the largest portion to the east of the railway (total area 51.56ha) (LPIP 2009 p.118).

Utilisation of this area has not been high and this situation remains today. Council's depot and a Country Energy substation are the main 'industries' in this area, with a few smaller industries such as landscaping businesses.

There are some constraints on the expansion of industries in this area. The industrial area is bordered by residential land uses to the west and north that would suggest lighter industrial should be located in these areas. There are drainage issues on the electricity substation site that may limit further development on the larger lot to the east.

Maynggu Ganai historic site is located to the south-west of the area; therefore any development within the visual catchment of this site may need to address visual, heritage and environmental impacts on the state significant item. As a result, whilst there is a reasonable amount of vacant land, the area is suited primarily to lighter forms of industrial development.

Industrial Zone 4 (IND4) – (Village Zone South)

IND4 is not specifically an industrial zone; however it is directly adjacent to IND3 and forms a portion of the existing Zone 2(v) (Village) which permits light industrial uses with consent. The industrial uses which make up this area consist of more rural based industries, including rural supplies, storage sheds and landscaping businesses. This land is not fully utilised.

It is intended in this Strategy to replace all of the existing Zone 2(v) areas with an appropriate zone. As there are industrial uses on the site a light industrial zone may be suitable. However, any growth in industrial activity would need to manage conflicts with neighbouring residential uses to the west and north.

2.17.3. Summary of Existing Industries/Businesses

The following table (*Table 17*) is a list of all industries and other business located in the abovementioned industrial zones, the table also outlines the ownership patterns and lot areas.

Table 17: Industrial land ownership

Industrial zone	Lot/DP	Industry name/ Current use	Area (ha)	Owner
IND1	3-8 DP3831	John Finn Steel Fabrications	0.6 ha	D.P Finn
IND1	18-21 DP3831	18, 19- Sam and Joel's Service Station 20- Residential 21- Geers deals on wheels	0.4 ha	P.A Galea
IND1	22-25 DP3831	Vacant storage sheds	0.4 ha	J.C. Bunting
IND1	272 DP621459	Vacant	0.07 ha	J.C. Bunting
IND1	39-42 DP3831	Vacant	0.42 ha	J.C. Bunting

Industrial zone	Lot/DP	Industry name/ Current use	Area (ha)	Owner
IND1	271 DP621459	Residential	0.12 ha	M.J. Ball
IND1	43 DP3831	Carwash	0.08 ha	M.B & E.B. Gainsford
IND1	36 & 37 DP 3831	Residential	0.18 ha	M.J. Ball
IND1	35 DP3831	Vacant junkyard	0.09ha	R.G Boland
IND1	34 DP3831	Vacant junkyard	0.1ha	R.G & L.A Boland
IND1	33 DP3831	Residential	0.11ha	P Dorin
IND1	32 DP3831	Vacant	0.13ha	C.H. Stewart
IND1	28-31 DP3831	Vacant	0.63ha	J.C. Bunting
IND2				
IND2	1 & 2 DP616927	1 – Tailored kitchens, 2- vacant	0.18ha	BWIO Pty Ltd
IND2	26 DP551669 & 6 DP759073	Men's shed	0.24ha	P.W. Rich
IND2	6 DP263838	J&J Mechanical repairing	0.1ha	Galagher Investments Pty Ltd
IND2	7 DP263838	Vacant	0.1ha	J.R. Hillyar
IND2	8 DP263838	Vacant	0.15ha	J.B. Needham
IND2	9 DP263838	Vacant	0.11ha	Bryvest Pty Ltd
IND2	101 DP712674	Wellington Smash repair centre	0.12ha	Wellington Council
IND2	102 DP712674	Vacant	0.12ha	Wellington Council
IND2	20 DP 759073	Residential	0.20ha	G.E. Ireland
IND2	31 DP739316	PCYC	0.23ha	PCYC
IND2	30 DP739316	Don Jackson Chainsaws and mowers	0.9ha	R.P & A.L Irwin
IND 3				
IND3	2 DP747679 & 131DP604949	131- Residential 2 –Ogdens Coaches depot	0.74 ha	E.C & F. Ogden
IND3	14 DP5178	Residential	0.064ha	L.A & D.E Dwyer
IND3	31 & 32 DP516387, 1 DP1088067, 7 & 8 DP759073	31, 32- Agrowplow, 1, 7, 8 – Vacant	3.2ha	Nepean Engineering Pty Ltd
IND3	1 DP431895	Vacant	2.8ha	Wellington Council
IND3	31 DP1057628	Residential & landscaping business	3.4ha	P.S. Vernon
IND3	68 & 69 DP756920, 1 DP382366	69- residential, 68 –vacant	7.8ha	W.P & J.D Mackey & D.P Thompson
IND3	661 DP616564	Hough haulage contractors	0.4ha	R.G & L.M Hough
IND3	663 DP616564	ARWS	0.45ha	P.A Sattler
IND3	671 & 672 DP712845	Vacant buildings	0.4ha	B.R & C.J Wilson
IND3	1 DP854542	Schulte Sales Australia	1.28ha	Eckert Investments Pty Ltd
IND3	2 DP854542	Vacant	1.73ha	Orana Aboriginal Corporation
IND3	1 DP943876	Energy station	9.8ha	Country Energy

Industrial zone	Lot/DP	Industry name/ Current use	Area (ha)	Owner
IND3	7003 DP1020766	Vacant	0.66ha	University of NSW
IND3	1-4 DP711298	1- Council depot, 2,3,4- vacant	8.39ha	Wellington Council
IND3	5 DP711298	Country Energy	1.02ha	Country Energy
IND3	6 & 7 DP711298 & 51 DP756920	Vacant	2.7ha	M Talikka
IND 4				
IND4	1 DP1078825	Dwelling house	0.39ha	K.M Brown
IND4	2 DP1078825	Vacant/ Storage Shed	1.5ha	W.G & P.J Dick
IND4	641 DP581123	Dwelling House & Landscaping supplies	0.94ha	J.B Sattler
IND4	642 DP581123	D & J Rural Services	1.5ha	R.S & K.E McMahon
IND4	3 DP1087358	Vacant existing onsite shed from previous business	1.8ha	WR Nominees Pty Ltd
IND4	62 DP756920	Vacant	1.8ha	A Melgarejo
IND4	58 DP756920	Vacant	1.7ha	MA Lee & L Everett
IND4	59 DP756920	Dwelling house	1.7ha	CW & CM Rath
IND4	60 DP756920	Vacant	1.7ha	CW & CM Rath
IND4	61DP 756920	Vacant	1.7ha	CW & CM Rath
IND4	56 DP756920	Vacant	3.4ha	CW & CM Rath
IND4	541 DP524241	Dwelling	0.2ha	RM Fahey
		Total Vacant Area		
		Total Developed Area	**a**	
		TOTAL AREA	**ha**	

*Any difference between figures from the LPIP and other calculations are the inclusion of road reserve in the LPIP figures and exclusion in the table above.

2.17.4. Key Drivers for Industrial Land Uses

Positives

The Town of Wellington is able to provide land that meets a number of requirements for industrial land uses and it may offer a competitive advantage for these reasons:

- **Transport:** Location on the Mitchell Highway – improved road logistics and catchment;
  - IND1- this area has access to the Mitchell Highway and Goolma Road, the railway is located to the east of the zone but future rail access is unlikely;
  - IND2- this area has close access to the Mitchell Highway; however it is setback behind the business zone with no rail access;
  - IND3- this industrial area has access to the Mitchell Highway; however access is only attainable via local streets. This area has the best potential for future rail spur access.
- **Utilities (Water):** Secure water supply with capacity to service larger industrial development;
- **Utilities (Sewer):** Centralised sewer system that can take trade waste (where required);
- **Utilities (Electricity):** Located on high voltage transmission network which makes it attractive for both energy-consuming and energy-generating industries;

- **Existing Zoned Land:** Wellington is the only settlement in the LGA that has existing industrial zoned land that can meet immediate industrial demand (excluding rural industries). Therefore, any industrial growth is most likely to occur in and around Wellington in the near future;
- **Land Use Conflicts:** Most Industrial land is separated by road buffers and setbacks of 30-50m or greater. IND3 to the east of the railway line has the best separation for higher impact uses. Other areas maybe suited to lower impact light industries.
- **Niche Areas (Energy):** With the proposal to create a gas-fired power station at Wellington there may be flow-on industries and engineering companies that will need to support the power station and proposed wind farm;
- **Niche Areas (Mining):** There are proposals for the Cobbora Coal Mine in LGAs to the north of Wellington and other mineral deposits that are currently being explored but are not yet financially viable. Wellington may be able to partially benefit from growth in industries associated with mining but this is likely to be limited in the next 5 to 10 years.

Negatives

There are a number of negative factors that may challenge an increase in industry including:

- **Competition:** Wellington is in proximity to the regional city of Dubbo. Dubbo has a large area of zoned industrial land with a higher level of existing industrial uses that may attract industries wishing to co-locate with other industries. The LPIP (2009 p.36) has stated '*microeconomic reform is the reason for the contraction of much industrial activity back to regional nodes'*. Dubbo has a number of competitive advantages including its location at a key transport node, improved access to utilities and an employable workforce, and a sufficiently large industrial base that creates flow-on effects for industrial demand.
- **Site Constraints:**
  - IND1- There are no major natural hazards affecting development of this site. The greatest constraint is the visibility of this site and the impacts of any industrial uses on the streetscape/gateway character.
  - IND2- There are no major natural hazards affecting development of this site. However, the site's location in an existing residential area may result in acoustic issues for certain industrial uses. As it is off the highway this is a benefit for reduced impacts on visibility but it may affect the kinds of businesses that locate to this area.
  - IND3- The development potential of IND3 may be constrained due to proximity to the Maynggu Ganai site and the visual and heritage curtilage of this important state significant heritage item. In addition, there are a number of drainage corridors passing through this land that may affect development of some sites.
- **Transport (Road):** There may be issues with appropriate heavy vehicle access to some of the industrial areas as they are required to pass through existing residential areas and the roads are not always designed for heavy vehicle weights and turning circles (particularly IND3 & IND4).
- **Transport (Rail):** There are currently no railway spurs/ lines that would allow loading / unloading of goods directly to rail in Wellington. There is no proposal for a rail interchange facility at Wellington and any proposal may conflict with existing facilities at Dubbo, Parkes, Blayney and Bathurst. However, there are currently limited industrial land uses that would require such facilities and most freight is expected to be moved by road.
- **Existing Industry:** Most of the bigger existing 'industries' are either utility providers (Country Energy), or local government (Wellington Depot). There are limited existing light industries that have established in any of the industrial areas, particularly IND3. This may suggest a limited demand for industrial activities and lands and competition with industrial areas in other regional cities such as Dubbo.

- **Buffer Zones:** The existing industrial sites (IND1-4) are all located within the primary urban area of the Town of Wellington and there are no significant buffers to adjacent sensitive land uses (e.g. dwellings). Therefore, these areas are generally only suited to lower-impact industrial activities to avoid land use conflicts with sensitive land uses. There are currently no zoned areas that are suited to heavier industries (assuming that heavy industry is suitable for the area and the community).

2.17.5. Demand & Supply for Industrial Land

Comprehensive Study

Wellington Council does not have a comprehensive Industrial Study that has assessed all of the factors affecting industrial supply and demand in the Town of Wellington. This Strategy only provides a preliminary overview of the mechanisms for determining demand for industrial land in Wellington.

Land Requirements

This interpretation of future industrial land supply needs to be used cautiously for several reasons. Industrial lot sizes are highly dependent on the industrial/business type, size and production and onsite utility provisions. As such it is difficult to predict future site size needs for development. This highlights the need for the supply and location of industrial land to be continually monitored to ensure that the needs of industry are being satisfied.

Existing Vacancy Rates (Supply)

The data in *Table 18* indicates there are currently 35 (35.85ha) vacant allotments within the industrial sectors of the settlement (Section 2.15 – Vacant Land identifies 25 vacant lots – the difference being the inclusion of IND4 land). Furthermore, there is the potential for 6 additional lots to be created through subdivision of larger allotments. It is therefore considered that 41 lots are available for industrial land use activities.

Table 18: Industrial Land Supply - as at July 2010

IND Area	IND1	IND2	IND3	IND4	L
Vacant Lots	12 lots	5 lots	11 lots	8 lots	
Vacant Area (ha)	1.49ha	0.6ha	16.03ha	17.7ha	ha
Vacant Area (%) total Industrial land					%
Additional Lots from Subdivision	0	2	4	0	6

Historical Development Applications (Demand)

To establish the demand for industrial land the best available indicator is the number of new industrial developments that have been approved and constructed in the last 10 years from 1999 to the end of 2009. The data from this exercise is summarised in the following table:

Table 19: Industrial Lots Approved and Constructed 1999-2009

DA #	Address of Work	Owner Name	Lot/DP	Dev. Type/Work
2000/097	Amaroo Drive	Wellington Council	Lot 1 DP711298	2 Industrial Sheds
2002/080	1 Amaroo Drive	Wellington Council	Lot 1 DP711298	Shed
2003/048	21 Samuel St.	Mark Bestwick	Lot 663 DP616564	Container
*2003/120	69 Gobolion St.	PCYC	N/A	Carport & Shed
2004/040	Mitchell Hwy/ Federal St.	Wellington Council	Lots 22-25, 38-42 DP 3831 & Lot 272 DP 621459	Offices/Light Industries
2006/012	Amaroo Drive	Wellington Council	Lot 1 DP 711298	Garage/Carport/Shed & External Stairway

DA #	Address of Work	Owner Name	Lot/DP	Dev. Type/Work
*2006/073	Warrawee Place	T Mathews	Lot 7 DP263838	Change Of Use
2006/071	128 Thornton St.	Harnett Transportable Homes	Lot 131 DP604949	Bus Depot Office And Reception
2006/089	Amaroo Drive	Wellington Council	Lot 1 DP 711298	Garage/Carport/Shed
2007/027	Mitchell Highway	P.A Galea	Lot 18 DP3831	Service Station
2007/040	Amaroo Drive	Wellington Council	Lot 1 DP 711298	Extensions/ Alterations
2007/159	7085 Goolma Rd	M.B & E.B Gainsford	Lot 43 DP3831	Carwash
2007/167	Amaroo Drive	Wellington Council	Lot 1 DP 711298	Garage/Carport/Shed
*2009/004	Amaroo Drive	Wellington Council	Lot 1 DP 711298	Carport
*2009/012	61 Gobolion St.	P.W Rich	Lot 6 DP759073	Men's Shed
*2009/013	24 Samuel St.	Wellington Council	Lot 1 DP431895	Subdivision
2009/022	24 Samuel St.	Wellington Council	Lot 1 DP431895	Rural Fire Service Shed
2009/037	128 Thornton St.	E.C & F Ogden	Lot 131 DP604949	Bus Station Extensions
2010/002	171 Pierce St.	P.S Vernon	Lot 31 DP1057628	Landscape Supplies
*2010/030	22 Federal St.	P Dorin	Lot 33 DP3831	Demolition Dwelling

* These items are not industrial uses eg. PCYC is a community use therefore should not be included in DA approval take-up for industrial uses.

A total of 20 DA's were approved for lots located within the Industrial zones (IND1, 2 and 3). However, not all of the developments have been for the construction of new industrial type land-uses. 14 DA's have been for industrial constructions with 1 for a change of use, 2 for commercial business (carwash and service station) and 3 for purposes relating to community uses and advertising.

Over this period (1999-2009) approximately 1.35ha/ year has been developed for industrial land uses (24 lots). Overall, development activity in the Industrial zone has been subdued (LPIP p.120). Consideration must be given that this 10 year timeframe excludes the development of Country Energy and the power station on Lot: 1 DP: 943876. Also a large amount of industrial zoned land was developed during 1998 which is not considered in this 10 year timeframe.

Given the annual average industrial land take-up is 1.35ha/ year it is calculated that a minimum of 26 years supply exists (35.85ha / 1.35ha = 26 years). Although this is less than this Strategy's 30 year projection period, it is not considered that any additional land need be rezoned for this next LEP.

Future Demand

This strategy suggests a more optimistic industrial future demand compared to the historical demand. It is likely that demand for industrial land will increase with the introduction of planned new large scale industries including the Cobbora Mine and Gas-fired Power Station, with demand for sites for smaller scale mechanical engineering or fabrication companies that can assist the construction and maintenance for these industries. As such, this strategy projects demand for industrial land to increase by 0.15% – 0.65% per year to 1.5-2ha/year, reducing the supply to approximately 20 years supply. This supply timeframe suggests a review of industrial land is not required for the next LEP. It is considered that there is sufficient supply of industrial land for a minimum of 15 years.

Issues & Strategies

Supply & Demand: It is considered that there is sufficient supply of light industrial land to meet the projected needs for the next 15 years. It is not considered that any other land need be allocated to support light industrial development for the next LEP. An area of existing Village zone is proposed to be converted to industrial land, increasing the existing industrial land supply.

2.17.6. Proposed Future Land Use Arrangements

It is not expected that Wellington will require any further industrial zoned land in the short to medium term within the existing urban area. Changes proposed to the existing industrial land are as follows:

- **IND1 (North Wellington) – Highway Enterprise:** The location of this area at the northern gateway to Wellington makes it highly suitable for highway related services and less suitable for industries with a higher visual impact. This area should be considered either for a business development or enterprise corridor that would focus on highway related and tourism uses. Residential uses would not be preferred in such a location. Some light industrial activities may be suitable but not immediately on the highway frontage. The change of this land use area for highway related uses would reduce the available industrial land supply by approximately 2ha of vacant land. Existing industrial operations will be able to continue to operate in this area.
- **IND2 (Central Wellington) - Business Development:** This entire area should be considered for business and light industry (low impact) development. Some existing industrial uses will remain permissible in this area, but any higher impact light industries may wish to relocate to IND3 to the south. The aim would be to avoid any increased industrialisation of this area and impacts on neighbouring residences. This will not have a significant impact on industrial supply as there are few vacant industrial sites remaining in this area.
- **IND3 (South Wellington) – Separation into Light & General Industrial:** The industrial zone is not changing in overall size. The zone will be covered by a mix of light and general industrial districts. The land to the west of the railway will be classified as light industrial land, with all remaining land to the east of the railway line, and extending south suited to a general industrial classification where there is a suitable buffer to existing residential areas.
- **IND4 – (South Wellington) – Rezone Zone 2(v) (Village) to Light Industrial:** It is proposed to replace the area of Zone 2(v) utilised by existing quasi industrial activities with a light industrial classification that will support these activities without substantial additional impact on the neighbouring residential areas. This will provide additional light industrial land in close proximity to the highway and adjacent industrial land. This will increase the supply of industrial land by approximately 7.3ha (including existing developed lots).

The proposed changes would result in the removal of 2 hectares of existing vacant industrial zoned and the addition of 7.3 hectares of existing Village zoned land (limited areas developed). This will increase the overall supply of industrial land by approximately 5 hectares. Not only do the changes increase supply of land in anticipation of increased demand, but it promotes better land use outcomes for the settlement. For example, a move away from industrial uses (high visual impact) at the gateway entrance to provide opportunity for highway related development.

2.18. Business Land Uses

Please note that business services/ facilities change regularly and the following sections merely provide a 'snapshot' of the key services/ facilities in 2010 to assess key issues.

2.18.1. Existing Business Zone

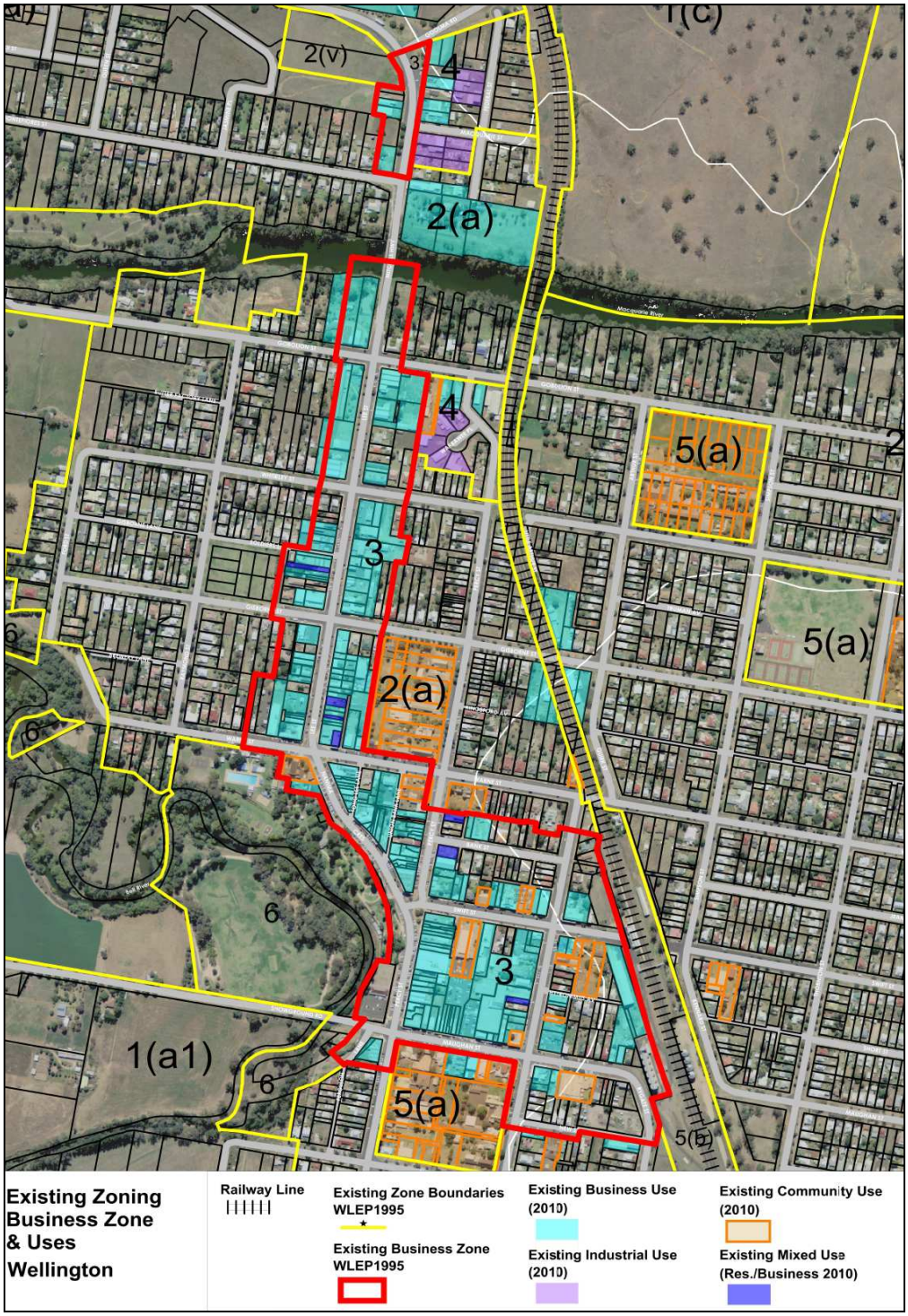


Figure 25: Existing business zone of Wellington showing business uses (Source: Wellington Council GIS 2010).

The existing business district runs through Wellington from north to south with the bulk of the district located in the Heritage Conservation Area. Figure 25 shows that the most dense collection of business uses is located along Lee Street and Nanima Crescent, which is considered the main retail street in Wellington ('core business district'). Many of the businesses are located in buildings of heritage significance and, therefore, the businesses are an important part of the heritage character of Wellington.

The objective of this 'commercial core' area is to provide for commercial development to serve the needs of the community. Under the *Wellington Local Environmental Plan 1995* development for the purpose of the following is prohibited in the Business zone (all other activities are permissible with consent):

> *amusement parks; animal boarding and training establishments; boarding houses; caravan parks; detached dwellings; extractive industries; gas holders; generating works; industries (other than light industries); institutions; intensive livestock keeping; junk yards; liquid fuel depots; mines; roadside stalls; sawmilling; stock and sale yards; timber yards; transport terminals (other than airline terminals or bus stations); warehouses.*

Issues & Strategies

- **Supply & Demand for Central Business Area:** As stated in the LPIP, the existing business zone covers an area roughly equivalent to the Dubbo business zone but with a much lower density of businesses. This suggests that there is little need for an expanded business area and instead Council should promote infill development that utilises existing vacant lots and vacant building stock that will improve the economic activity and viability of the centre.
- There are two main areas of the business centre within Wellington. The primary retail/ commercial centre and the larger footprint business e.g. rural suppliers, motels and car dealerships. It is thought that the separation of classification of both areas be defined in the upcoming LEP to ensure the areas are compatibly developed in the future.

2.18.2. Existing Business Uses (Commercial / Retail)

Level of Business Services

Wellington is the primary service centre and retail core for the LGA as it has a reasonably large number of retail services. Its primary role is to provide weekly shopping needs and a limited range of specialised and commercial services. Retail businesses include:

- **Essential shopping & groceries:** e.g. Coles, Woolworths, butchers, local grocery stores
- **Boutique stores:** e.g. Little Fish Gallery, Cactus Cafe
- **Department stores:** e.g. Target Country
- **Discount stores:** e.g. Bag-a-Bargain
- **Petrol stations**: e.g. Woolworths, Shell, BP
- **Food Stores:** e.g. Takeaway – Eagle Boys, Chinese Restaurants, Subway, KFC, McDonalds
- **Entertainment and Restaurants:** e.g. Grand Hotel, Commercial Hotel, Federal Hotel, RSL, Hermitage Hill
- **Other:** e.g. Hardware, Pharmacy, IT business, Electrical retailers

Wellington has reasonable access in terms of local shopping and provides retail options that service the needs of many of the smaller settlements in the LGA. However, Wellington's proximity to Dubbo and Orange means that access to the higher level services in these centres results in 'escape' expenditure to other centres that makes it less economically viable for Wellington to attract and

support these higher level services, for example, a larger range and choice of goods such as clothing and furniture.

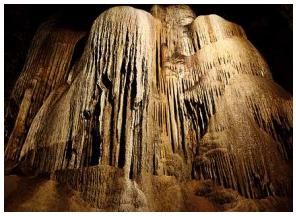
Issues & Strategies

Supply & Demand: There is considered to be a diverse range of stores which meet most local retail and commercial needs. There is some choice in providers; however, the proximity to Dubbo means that the specialised services and larger range of providers are unlikely to be provided for many goods and services in Wellington.

2.18.3. Existing Tourist Land Uses

Overview

Tourist services are another important range of business services/ facilities that contribute to the economy of the Town of Wellington. Wellington is heavily reliant on the recreational use of Lake Burrendong and the Wellington Caves. Other tourist attractions in the settlement include Catombal ranges used for dirt bike riding, Wellington Golf Club, Osawano Japanese Gardens and the Race Course for annual race meets (including Wellington Boot Racing Carnival).



There are a number of heritage items or items of heritage interest (see Section 2.12 – Heritage) which may attract visitors to the region. Wellington historical walking tour provides people with the opportunity to see some of the heritage items within the settlement. This tour covers 24 items.

Whilst many of these tourist services and attractions serve the local community, often the focus is on tourist clientele with weekend trading hours. Due to Wellington's size and range of facilities/ services and the significantly lower levels of facilities/ services in other settlements in the LGA, it is expected that the Town of Wellington will continue to provide a key base for tourists visiting the area.

Issues & Strategies

- **Tourism Attractions:** There would appear to be additional tourism potential in the Wellington LGA that has potential to expand. This may result in increased demand for tourism infrastructure in Wellington such as accommodation, boutique retail and tourism services. However, there is capacity for increased usage of existing services and buildings before new land will be required for these purposes in the short to medium term.
- **Cultural & Tourism Strategy:** There is a need for Council to consider preparation of a comprehensive Cultural and Tourism Strategy to review the tourism assets, opportunities and challenges for the whole LGA that will also integrate with this Strategy and any Heritage Strategy.

Accommodation

Wellington has a range of accommodation facilities, totalling approximately 20 options and including motels, bed and breakfasts and a caravan parks. A large proportion of the available accommodations are located along the Mitchell Highway.

- **Motels:** Bridge Motel, Abel Macquarie Motel, Garden Court Motor Inn;
- **Hotels:** The Club House, Federal Hotel, Wellington Hotel;
- **Caravan Parks:** Wellington Caves holiday Complex, Wellington Riverside Caravan Park, Wellington Valley Caravan Park, and
- **Bed & Breakfast:** Carinya B&B, Montefiores B&B, Hermitage Hill Guest Rooms and Cottages.

Issues & Strategies

- **Accommodation Supply:** There is a reasonable supply of rooms available in Wellington for localised tourism but it may not be sufficient to support larger events, conferences or peak tourism times. There should be further review whether it is economically viable for Wellington to support further accommodation facilities for larger events. This Strategy notes that a potential site for a new hotel/motel may exist at the northern gateway to Wellington on vacant land.
- **Accommodation Types:** It is considered that there is a wide range of accommodation types to support localised tourism. There is a large extent of older style motels and the hotels are somewhat dated. For more personalised service and higher standard, bed and breakfast accommodation is available. There is one high standard motel available which is located outside the town centre. The caravan parks offer affordable and comfortable family accommodation. There may be opportunities in the future to establish another higher standard motel within the town centre or in close proximity to Burrendong dam.

2.18.4. Supply & Demand of Business Land

Supply

As *Figure 26* (see Section 2.18.1 – Existing Business Zone) shows, as at 2010 the core business district along Lee Street and Nanima Crescent has the following key characteristics:

- The total area of the existing business zone in Wellington is 24.46 hectares (excluding road reserves). The largest proportion of the zone is located south of the Macquarie River (24 hectares) and the remainder to the north of the river (0.46 hectares).
- There are nine (9) vacant lots in the zone with an approximate total lot area of 1.6 hectares. The estimated developable area of these vacant lots is approximately 1.2 hectares, taking into account any required setbacks, onsite car parking requirements and other related site specific issues.
- There are approximately 36 existing vacant buildings that could be used for retail/commercial purposes with an estimated 10,920m^2 of floor space.

Issues & Strategies

- **Vacant Land Supply:** There are approximately 9 vacant lots within the existing business area totalling approximately 1.2 hectares for future development purposes. 2 of these lots are located at the southern end of the zone, close by the railway line; this site could potentially house a larger business development such as an ALDI supermarket. Apart from this area there is approximately 10,920m^2 of vacant existing building floor space (subject to a detailed study).
- **Expansion on Existing Lots:** Existing buildings (whether vacant or in use) generally only occupy 50-60% of their lot resulting in some potential for expansion of businesses on existing lots. This Strategy roughly estimates a potential for expansion of 1.3 hectares of floor space.

Demand

There are no records of new buildings being approved within the Business zone within the last 10 years. It is therefore unreasonable to calculate a historical average of development application approvals for this area.

As stated above, the existing businesses in Wellington require relatively small parcels of land, with the existing Coles and Woolworths supermarkets utilising larger lots. Given that both supermarket chains exist in Wellington it is considered that there is limited demand for large footprint grocery stores in the future. Based on the predicted future population growth estimates, the settlement is not likely to support larger department stores such as Big-W or Kmart. However, if the settlement was able to support another supermarket, larger sites such as that located adjacent to the silos on Maughan Street would be appropriate and accommodating for medium sized grocery stores (for example, ALDI supermarket). The lot sizes in the business area vary quite considerably, with some of the larger lots for visitor accommodation (hotel/ motel) and the smaller lots for café/ takeaway stores.

The demand for the next 10-15 years is likely to be for smaller businesses, with the majority of which can be accommodated in the existing building stock. Any rural based or vehicle related businesses are likely to utilise the existing vacant lots and buildings which are located north of Warne Street.

Issues & Strategies

- **Future Business Needs:** In general any future business needs could be provided by existing vacant land or infill development in vacant businesses. It is estimated that the strongest business development will be for local specialist and boutique stores (which attract outsider and visitor trading) that would be well suited to utilising existing vacant buildings within the business zone. The only area where a significant site may be required is if Wellington were to attract a niche retail shop like ALDI. However, this is unlikely in the short term and there are some medium sized sites available to accommodate this size of operation.
- **Mixed Use Potential:** The historical strategy has been to allow a selected mix of development activity within the zone to improve its utilisation. To this end, mixed use development (integrating both residential and business uses) is a potential avenue for future growth in the business area that is likely to provide a range of smaller and more affordable dwelling types and increased pedestrian activity in the main streets. Further study is required to determine if there would be a market for this type of development in Wellington.

2.18.5. Proposed Business Areas

The following proposed land use arrangements are recommenced for the Wellington business area(s) as follows (*Figure 26*):

Highway Related Services – Northern Gateway Area

At the northern gateway to Wellington there is an existing business zone to the west of the highway and an existing industrial zone to the east of the highway. This Strategy recommends that the gateway location (high visibility) is not the appropriate location for industrial uses and these should be located in the proposed industrial areas. Instead, it is proposed to transition across to a business area that allows for larger format businesses and highway related services that require a highway frontage.

This may include a future highway service centre (incorporating the existing service station plus future restaurants and vehicle related services). This area is not suitable for a large range of smaller local shops (other than neighbourhood shops) that would compete with the primary retail/ commercial area in the centre of town. Future design controls for this area should require a higher level of design to ensure that the gateway results in an attractive built form and landscape due to its high visibility at the entrance to the town.

Highway Related Services & Business Development – South of Macquarie River

South of the Macquarie River to Soldiers Lane there is a mix of businesses across both the existing business zone and an existing industrial zone in Warrawee Place. Most of these operations are larger footprint businesses either seeking highway services (along both sides of Mitchell Highway) or manufacturing and industrial retail activities in Warrawee Place.

Once again this Strategy recommends that the existing light industrial area on Warrawee Place should be replaced with a business zone as it is surrounded by residential properties and any land use conflicts should be minimised by relocating higher impact 'industries' to the proposed industrial areas. However, this would provide a range of sites that are suitable for business 'start-ups' and business development that do not need immediate highway frontage but are located in proximity to the highway. Most of the manufacturing and industrial retail premises in this area appear to be no longer operating or low-impact so they are likely to remain with existing use rights.

One of the key issues raised by the Wellington Local Profile & Issues Paper is that the existing business zone for Wellington is too large and spread out (comparable in size to the Dubbo central business area) and, as a result, this has resulted in a high rate of vacant businesses and vacant land that reduces the perception of economic growth in Wellington and impinges on the aesthetic qualities of this important gateway to Wellington. Therefore, this Strategy proposes that this area may be suitable for some reallocation of areas from the business zone to a residential zone. Along the Mitchell Highway frontages, there are a number of properties that have existing residential dwellings or motels. These should be removed and placed in the Residential area.

The remaining businesses along the highway north of Soldiers Avenue include a mix of vehicle and agricultural machinery sales premises, hardware and rural services centres, and some limited occupied commercial and retail premises and vacant land. These operations all generally have larger lots with highway related uses that distinguishes them from the smaller lots and footprints in the centre of town. Therefore, it is proposed that these areas are suited to an enterprise corridor zoning.

Local Centre (Local Business Area)

There are no major proposed changes to the existing local shopping area in the centre of the business zone along the highway extending from Soldiers Lane to Maughan Street except for the removal of some existing residential dwellings that are unlikely to change and are not needed for business uses in the foreseeable future.

This area is characterised by small retail business for example, optometrists, chemists, cafes, newsagents, hairdressers and real estate agencies as well as the two big shopping centres (Coles & Woolworths) as well as a range of community services and commercial operations. This business area is opposite the main public open space (Cameron Park) which attracts tourist trade.

However, there is a number of existing vacant business buildings through this area, particularly smaller shops that would allow for significant infill development. Since there are already two major grocery/ shopping centres it is unlikely that there will be a need for anything other than a smaller additional grocery/shopping sites (e.g. IGA /ALDI) and smaller boutique stores that can fit within the existing vacant land/buildings.

Issues & Strategies

- **Replacement of Industrial Area:** The existing business zone is to be extended to encompass the existing industrial areas known as IND1 and IND2.
- **Highway Services/Business Development:** The business area from Soldiers Lane to Goolma Road are to be encompassed with the IND zones, suitable for highway services and business development involving larger footprint buildings and services that do not compete with the local shops in the core business centre.
- **Future Growth:** Based on the maximum growth rate the estimate future population of Wellington is predicted to be 5,253 by the year 2036, an increase of approximately 600 persons. This growth is expected to result in only low levels of increased business demand that can easily be supported by the existing and proposed land business land supply for at least the next 15-20 years.
- **Business Study:** It is recommended that there is a more detailed analysis of retail and commercial needs prepared by (or on behalf of) Council to improve understanding of the

business needs of Wellington and methods to attract new businesses.

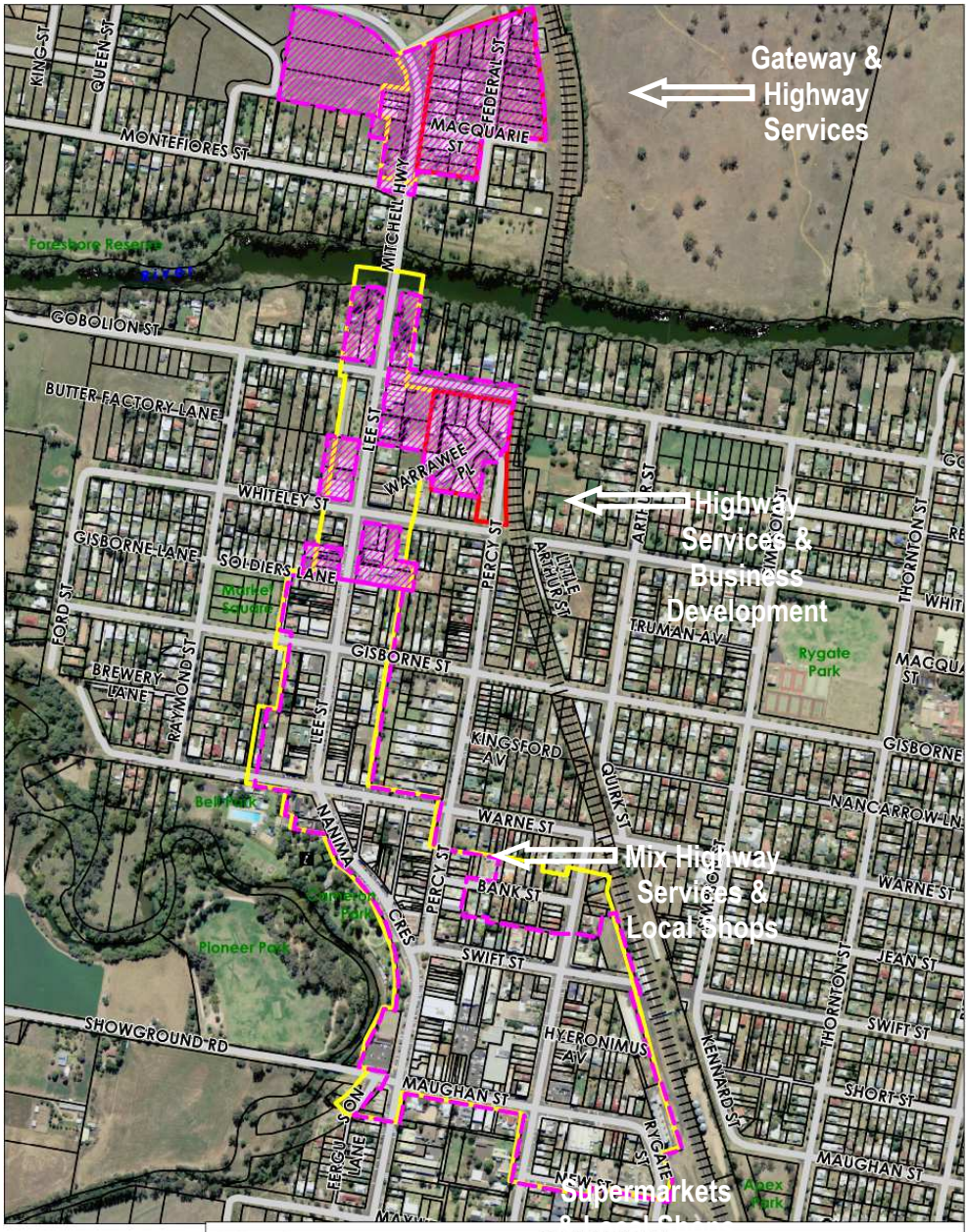


Figure 26: Existing and Proposed Business Areas (Source: Wellington Council GIS 2011)

2.19. Large Lot Residential (Rural Small Holdings Zone)

Please note that this Settlement Strategy deals primarily with the urban zones within the core of each settlement including Zone 2(v) (Village); Zone 2(a) (Residential); Zone 3 (Business); Zone 4 (Industrial) etc. A separate Rural Residential Strategy will address issues and strategies for rural residential development which primarily covers the existing Zone 1(c) (Rural Small Holdings).

2.20. Residential (Urban)

2.20.1. Existing Residential Character

Number of Dwellings / Occupancy Rate

As of December 2010, there were 2,213 lots used for dwellings in the Town of Wellington according to a count from aerial photographs and street analysis. This is 78.2% of the total lots (2,827) in the settlement. The ABS 2006 Census (Quickstats) recorded 2,141 dwellings in the Town of Wellington with an occupancy rate of 2.4 people per household. In 2006, there were 286 unoccupied dwellings (13.3%).

Dwelling Types

Wellington is characterised by a mix of dwelling types which reflects on the history and character of the settlement. Wellington is largely characterised by detached housing. There are a large proportion of older dwellings in Wellington, many of which have significant heritage value, and add to the character of the streets and the settlement. There is a range of newer housing stock in Wellington, concentrated mostly within Montefiores. In general, the majority of housing is consistent with the desired streetscape character of each area but there may need to be more sensitivity towards heritage values.

Lot Sizes

Lot sizes in the settlement vary, but in general most of the lots located south of the Macquarie River range from approximately 540m^2 (small) to 1980m^2 (medium) to 2500m^2 (large). Most of the residential stock is between the 540m^2 and 900m^2. To the north of the Macquarie River, generally the Montefiores area, lot sizes range between 700-800m^2 (small), 1600m^2 (medium) and 2500-3000m^2 (large). DCP Clause 18 states that the prescribed minimum lot sizes for subdivision in the Zone 2(a) Residential area are 560m^2 and corner lots 650m^2 (fully serviced).

Setbacks, Open Space & Landscape Character

The lot sizes within Wellington allow for residential dwellings to incorporate reasonable setbacks from the road, increasing privacy and reducing the bulk and scale of dwellings from the street. The current setbacks for residential areas are 7 metres from a front boundary, 1 metre from a side or rear boundary. The majority of the dwelling stock within Wellington complies with the setbacks, excluding some areas which are on laneways. Any new development within these areas is made compliant with current setbacks; however this can be at the cost of streetscape uniformity and character continuity. Private lots are well accommodated with landscaped open space, contributing to the streetscape and character of the particular street. Those streets with large established street trees are aesthetically pleasing and contribute significantly to the character of the area.

Dwelling Densities

The character of Wellington has an older heritage based atmosphere. Lot sizes vary throughout the settlement, with larger lots sizes in the Montefiores area, and smaller more dense lot sizes in the centre of the settlement, surrounding the business core. The overall density of Wellington is considered low with approximately 8-12 dwellings/ hectare. The majority of the housing stock in Wellington is single detached, single storey dwellings. There is some potential for increased dwelling densities (for example, existing medium density housing).

Rental Rates

Out of 1,855 occupied dwellings in Wellington, 594 dwellings are rental properties (32% of total dwellings) (Source ABS 2006). Wellington has a reasonably high rate of rental properties which may be explained by the socio-economic factors in the settlement, demand from mobile employees, and demand from the Correctional Centre.

Issues & Strategies

- **Lot Size:** Lot Size needs to be reviewed against current proposals for complying development to ensure that the development controls are consistent with current state policy. However, it is not expected that lot sizes for detached dwellings will change substantially from a minimum of 560m^2 (650 m^2 corner lots). There needs to be a review of appropriate lot sizes to support medium density housing including dual occupancies, attached dwellings and townhouses.
- **Density/ Character:** The character of Wellington is based on heritage developments and the conservation of such buildings and areas. The lot size pattern contributes to the character of the settlement, with larger lots sizes in the Montefiores area (original settlement area), and smaller more dense lot sizes in the centre of the settlement, surrounding the business core. Dwelling density is considered relatively low. The lower density lifestyle contributes to the attraction to live in Wellington. However, with a large ageing population and predicted increased costs of living in the future, there may be an increased future demand for smaller or more compact housing that requires lower maintenance.
- **Housing Types:** The majority of the housing stock in Wellington single detached and single storey. The construction materials of the dwellings range from masonry to clad dwellings, depending on the age of the dwellings. This mix contributes to the heterogeneous character of the settlement.
- **Rental Supply:** There may be an issue with the provision of rental properties and affordable housing in Wellington to meet the needs of lower socio-economic groups and itinerant workers. The supply of new medium density housing stock in appropriate areas (close proximity to services) may assist with future demands.
- **Development Controls:** There may need to be additional controls imposed to ensure that the character of Wellington is preserved, particularly with heritage controls. A review of the current Development Control Plan and future release of a new DCP should be compatible with the recommendations made in this strategy. Any new developments should be compatible and sympathetic with the existing housing stock and desired future character of the settlement.

2.20.2. Projected Dwelling Demand by the Year 2036

Dwelling Occupancy Rate

The occupancy rate is the number of people that occupy each house. The occupancy rate for the Town of Wellington (ABS data) in 2006 was 2.4 persons/ dwelling. This is expected to decrease slightly over the next 10-30 years, especially if there are increases in aged care housing (senior citizens living alone); families having less children (smaller family sizes); and greater variety of housing types which attracts younger people to live independently. On this basis it is assumed that the estimated occupancy rate in Wellington in the year 2036 will be approximately 2.3 people per dwelling (down from 2.4 in 2006).

Dwelling Demand from Projected Population Growth

As stated in Section 2.7 – Projected Future Population Growth, the projected annual population growth rate for Wellington ranges from -0.5%/year (minimum) to +0.4%/year (maximum) with an average of -0.1%/year. As this Strategy needs to cater for the greatest potential land demands, dwelling demand will be based on a **maximum** annual population growth rate of 0.4%/year, even if this rate is never achieved.

On this basis, the projected population of Wellington in the year 2036 is 5,253 people, an additional 593 people above the 2006 Census figure. A projected rate of 2.3 people per dwelling in 2036 results in a requirement for the following number of dwellings:

Table 20: Projected dwelling demand for 2036 from estimated population growth predictions

Method	ulation	ected Demand for New Dwellings by 2036
Dwellings required by Additional Population	/ 2.3 per dwelling	
Dwellings required by Total Population minus Total Dwellings	5,253 / 2.3 per dwelling (2,283) minus existing total dwellings (2,141 ABS)	
Dwellings required by Total Population minus Occupied Dwellings	3 / 2.3 per dwelling (2,283) minus existing occupied dwellings (1,855 ABS)	
Average Dwelling Demand to 2036	+ 142 + 428 / 3	

Therefore, the requirement for new dwellings based on projected estimations of population growth ranges from 142 to 428 dwellings over 30 years, with an average demand for 276 new dwellings.

Dwelling Demand Projected from Development Applications

From 1999 to 2009 (10 years), there was an average of 6.6 single detached dwellings and 6.3 medium density dwellings approved per year. If this trend continues at the same rate then there would be 198 additional detached dwellings and 189 medium density dwellings approved over the next 30 years (to 2036), for a total number of 387 additional dwellings. (Please note that this is a broad assumption as dwelling approvals do not necessarily result in constructed dwellings and future dwelling applications may change).

Table 21: Approved single detached dwelling DA's from 1999-2009 (Source: Council records).

Dwelling Type												yr	t
ed													
m ed													
dwelling demand to 2036													

Dwelling Demand Projected from Historical Growth in Dwellings

The historical change in dwellings for Wellington is shown in *Table 22*. It is clear that although the population has often been in decline, the number of dwellings has generally always been increasing over the last 30 years, mostly from a falling occupancy rate in the average dwelling.

From 1976-2006 there was an increase in total dwellings of +0.56%/year (~10.3 dwellings/ year) and occupied dwellings of +0.29%/year (~5 dwelling/ year). More recently there has been some dwelling reduction from 2001-2006 of -0.15%/year (total dwellings) and -0.3%/year (occupied dwellings) – though this may have resulted from census boundary changes.

For the purposes of this Strategy historical dwelling growth is averaged at a rate of +0.4%/year. If this rate continues in the future, over 30 years this is likely to result in a total dwelling count of 2,720 dwellings by 2036, an increase of 579 dwellings over the 2006 figure.

Table 22: Historical changes in dwellings in the settlement (Source: ABS www.abs.gov.au).

Year	*Dwellings (Total)*	*Dwellings (Occupied)*
1976	1833	1706
1981	1962	1802
1986	2086	1885
1991	2181	2020
1996	---	---
2001	2158	1884
2006	2141	1855

Table 23: Historical changes in total dwelling in the settlement (Source: ABS www.abs.gov.au).

Range of Years	*Δ in Total Dwellings*	*% Δ in Total Dwellings*	*% Av. Ann. Δ Total Dwellings*
1976-2006	+ 308	+16.8%	+0.56%
1986-2006	+ 55	+2.6%	+0.13%
2001-2006	-17	-0.78%	-0.15%

Table 24: Historical changes in occupied dwelling in the settlement (Source: ABS www.abs.gov.au).

Range of Years	*Δ in Occupied Dwellings*	*% Δ in Occupied Dwellings*	*% Av. Ann. Δ Occupied Dwellings*
1976-2006	+149	+8.73%	+0.29%
1986-2006	-30	-1.59%	-0.08%
2001-2006	-29	-1.53%	-0.3%

Dwelling Demand - Summary Table

Table 25 suggests an estimated demand for dwellings over the next 30 years (to 2036) of approximately 414 additional (new) dwellings based on an average of the different projection techniques noted above.

Table 25: Projected dwellings required by 2036 based on projection methods.

Projected No. of Dwellings Required by 2036 based on following calculation method	**sed No. of Dwellings from 2006**
Projected Population Growth (Max. 0.4%/year)	
Projected Development Applications	
Projected Historical Dwelling Growth (Max. 0.4%/year)	
Average	**dditional Dwellings**

2.20.3. Supply of Vacant Land in Residential (Urban) area

A total of 170 vacant lots are expected to be made available within the existing Zone 2(a) Residential area over the next 30 years (or less) based on the calculations in Section 2.15 – Vacant Land.

2.20.4. Summary of Dwelling Supply & Demand

Summarising all of the above sections there is a projected demand for 414 dwellings in Wellington over the next 30 years and a potential for 210 small vacant lots in the existing Zone 2(a) Residential Area.

The total supply of land available in Wellington compared to the demand is shown below:

210 (potential lots/ dwellings) X 30 years = 15.2 years supply.
414 (projected demand for new dwellings)

If every small vacant lot was only used for a single detached dwelling then the current zoned urban area would only provide approximately 15.2 years of supply. Therefore, there is at least 10 years supply of vacant land still available for detached single dwellings.

It is considered that there is sufficient land supply available within the settlement to allow predicted growth of dwellings in residential zones and as such no new land would need to be provided or any land rezoned.

However, there are several ways by which this supply could be increased (if required) including:

- Wellington not achieving the maximum population growth rate or dwelling demand rates used in the calculations above which would result in reduced demand; or
- The adoption of higher density dwelling types to provide increased dwelling demand with lower land consumption (see below for more detail).

Issues & Strategies

Demand & Supply: There is assumed to be no need to rezone any additional land for dwellings in the next 10 years to meet the projected supply based on the maximum projected population growth rates. The average projected growth rates will extend this land supply for a longer period.

2.20.5. Medium Density Housing

Demand for Smaller Housing

The calculations provided above for dwelling supply and demand are premised on existing land supply being utilised for single detached dwellings. However, it is important to consider that Wellington is a sufficiently 'mature' town that is likely to have increasing demand for smaller housing types. Increased housing choice is more likely to meet the growing demographic demands for younger couples, older lone person households, and lower socio-economic groups. An increase in medium density development would also provide a higher number of dwellings with a lower supply of land. This could potentially meet any shortfall in dwelling demand.

Existing Medium Density Housing

Throughout Wellington there are a number of medium density residential areas. They all vary in size and some cater for different demographics, for example the John Pollack Village caters for the provision of accommodation for aged persons compared to the younger family demographic. Council recently approved a Development Application for a new medium density development located at 38 Pierce Street. This approval was for 14 residential units, both 1 and 2 bedroom, catering for persons who are lower income earners. Currently, there are approximately 48 medium density dwellings in Wellington, not including any dual occupancy or duplex accommodations.

Table 26: Existing medium density dwellings in Wellington

Address	Number of medium density dwellings	Approx density/site area per dwelling
59 Whiteley Street	6 units	3024m^2/ 6 units = 504m^2 per dwelling
28 Percy Street	8 terraces	942m^2/ 8 terraces = 367.8m^2 per dwelling
153 Gisborne Street	10 units	3552m^2/ 10 units = 355.2m^2 per dwelling
38 Pierce Street	14 units (yet to be constructed)	4854m^2/ 14 units = 346.7m^2 per dwelling
1 Warruga Place – John Pollack Village (PAPA units)	10 units	5456m^2/ 10 units = 545.6m^2 per dwelling
131-137 Whiteley Street – Maranatha House nursing home	Approx. 50 units, catered	15214m^2/ 50 units = 304.3m^2 per dwelling

Future Medium Density Housing

Assumed future medium density developments should be located in close proximity to transport services and/ or the hospital for aged care. There are few areas within the settlement that may be highly suitable for medium density development, which are not already constrained by either natural constraints or heritage. Other identified areas which may be suitable for future medium density development would most likely involve the redevelopment of existing areas (consolidation of allotments and demolition of existing dwellings).

At a historical approvals rate of 6.3 per year for medium density developments (only 1 approval in the last 5 years), it is considered that this type of development is not currently demanded within Wellington, however demand is expected to increase over the next 30 years.

Proposed Medium Density Area

This Strategy highlights a range of areas that may be more suitable for medium density housing, subject to more detailed investigations of each area. Where possible, consolidation of allotments may allow new developments with increased densities such as townhouses and dual occupancies (with a limited number of apartment buildings).

Ideally denser housing types should be located within walking distance of key services along the highway/ Nanima Street (approximately 500 metres) or adjacent to the hospital and/ or aged-care services and should be located to reduce impacts on heritage items or heritage conservation areas.

As *Figure 27* shows, 12 areas have been chosen which are considered to be viable medium density housing locations. Three of the 12 locations are approved by Council for existing medium density developments. Initially, it is not proposed to use LEP zoning to specify these areas for medium density housing. Instead, this Strategy (or the inclusion of the areas in any future DCP) should be considered in the development assessment process.

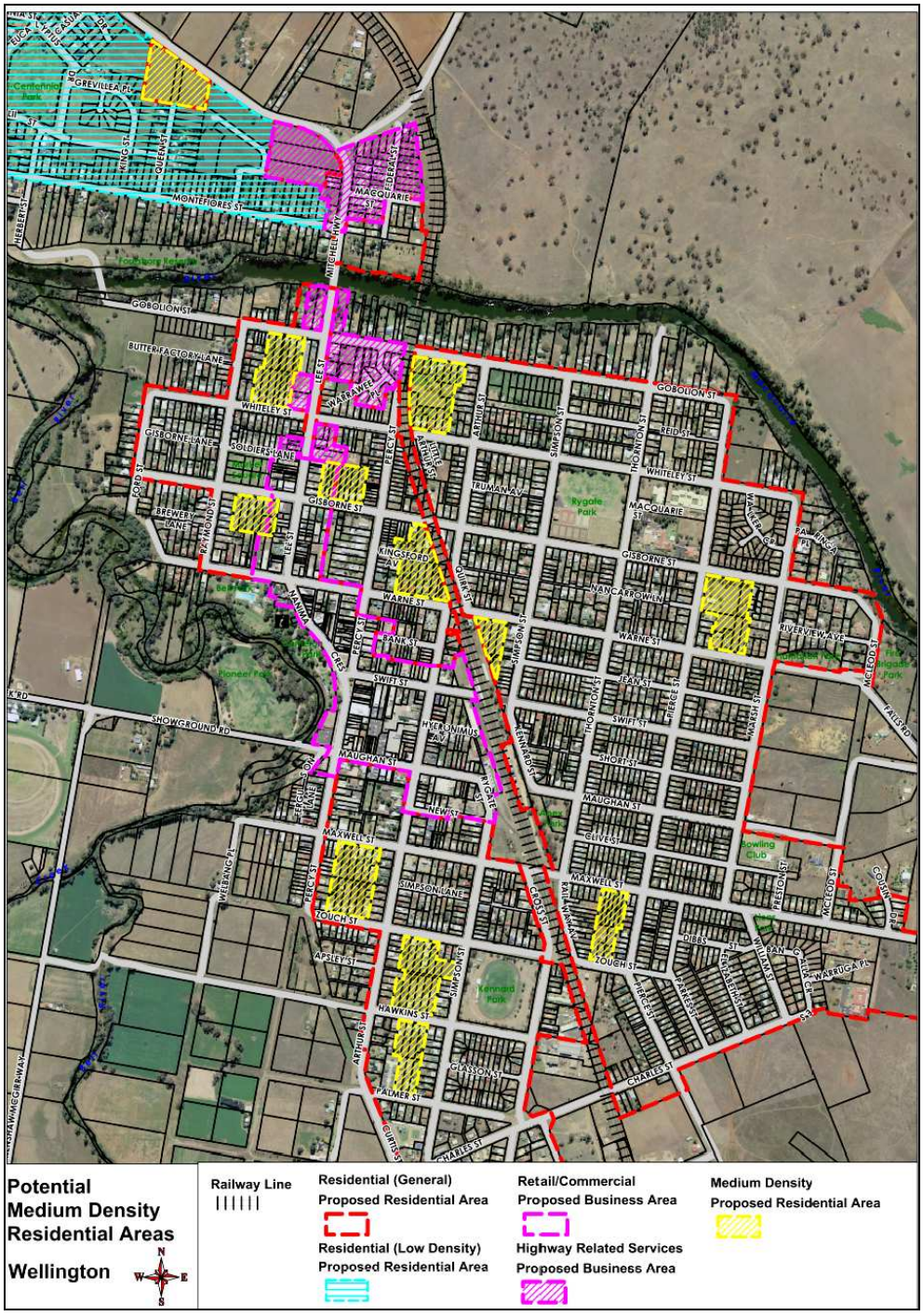


Figure 27: Proposed locations requiring future investigation for medium density housing (Source: Wellington Council GIS 2011).

Potential Densities & Dwelling Supply

Current dwelling densities in the areas shown are as low as 8-12 dwellings per hectare (net – excluding roads). The aim of a medium density zone would be to perhaps increase this density to approximately 16-25 dwellings per hectare (net) without impacting significantly on amenity, heritage or streetscape values and better utilise the existing land resources.

The area proposed totals approximately 24.3 hectares. This strategy assumes that over 30 years a maximum of 30% of this area would ever take up medium density (~7.29ha). This figure could theoretically support an estimated 116 dwellings (at 16 dwellings per hectare) to 182 dwellings (at 25 dwellings per hectare) minus the existing dwellings that are replaced. There are approximately 114 existing dwellings in the proposed medium density areas. Assuming only 30% were replaced with medium density developments, 34 dwellings would be replaced.

With 116-182 new dwellings replacing 34 existing dwellings, this results in a potential net gain of 148 (maximum) dwellings. Combined with existing vacant lots in the medium density area (33) this would produce approximately 181 dwelling opportunities, extending the residential supply, without needing to extend the urban zoned areas of the settlement.

From 2006 to 2016 there may be limited 'perceived' demand for medium density housing. However, as the ageing of the population increases, demand is expected to drive increased housing choice and medium density may provide some of the solutions in the medium to long term.

Issues & Strategies

Proposed Medium Density Area: Council should consider designating an area for intended future growth of medium density housing where this housing would have minimal impact on existing character and streetscape whilst maximising access to services and transport. Medium density is likely to increase in demand and may be part of the solution for future residential growth in Wellington as the town 'matures' and develops a demand for a range of housing choices.

2.21. Proposed Land Use Arrangement

Based on the outcomes of the above issues and strategies, the following recommendations are made for land use arrangements for the Town of Wellington that will inform the preparation of a new Local Environmental Plan and Development Control Plan for the Wellington LGA.

Please note that any maps or references to 'zones' or 'zoning' refers to indicative terms for the type of zone that illustrates the desired future land use of that area. The actual zone name and the permissible land uses in that zone will be determined at the time that the new Local Environmental Plan is prepared in accordance with the Standard LEP Template.

2.21.1. Key Land Use Principles

Dealing with complex zoning

The settlement of Wellington has already adopted specific zones for residential, business and industrial uses within the settlement. Specific zones for each land use are suitable for larger towns (greater than 1,000 population) and those that are growing rapidly. However, Wellington has two areas where there are remnant sections of Village Zone that have not been replaced by previous planning instruments so specific land uses are nominated for those areas in this Strategy (see below).

Improved environmental outcomes

This Strategy provides the opportunity to ensure that the land use areas are adjusted to promote sustainable development and respond to environmental opportunities and constraints. For example, the Strategy has reviewed development potential in areas which are below the state flood planning

level (1% AEP) and locations for denser housing predominantly outside the proposed heritage conservation areas.

Appropriate supply and demand

A comprehensive review of the existing 1(c) lands is to occur and be prepared as a separate strategy document. The settlement of Wellington is surrounded by extensive portions of 1(c) land and when considered with the existing urban residential land some rationalisation may need to occur, as an oversupply of land exists. The supply and demand equation needs to be carefully balanced; ensuring the supply of land is appropriately serviceable, in terms of infrastructure and proximity to services.

2.21.2. Summary of Proposed Future Land Use Arrangements

The following land use arrangements are proposed for the settlement of Wellington:

- **Proposed Residential (General)** area covers the largest majority of existing zone 2(a) area for residential dwellings and two designated areas within the Montefiores area. This will allow for a broad range of housing types and some supporting low level businesses;
- **NEW Residential (Low Density)** area to cover the existing dwellings and vacant land north of Montefiores Street (excluding two areas proposed for Residential general). It has been identified that the desired character in this area is for a lower density form of housing;
- **NEW Residential (Environmental)** area to cover the allotments neighbouring the Macquarie River that are located on flood prone lands and have significant landscape character to ensure appropriate development outcomes that address these environmental opportunities;
- **NEW Residential (Large Lot)** area to replace part of the existing Zone 2(v) (Village) in south Wellington where there are existing dwellings on larger lots with limited utilities/services and proximity to Maynggu Ganai heritage item and archaeology which limits future development;
- **NEW Business (Retail/Commercial)** area(s) for the core local shopping and business operations along Lee Street and Nanima Crescent up to Soldiers Lane;
- **NEW Business (Highway Services/Business Development)** area north of Soldiers Lane and up to the northern gateway of Wellington (including remnant 2(v) Village zoned land) for highway related services and business development for larger footprint buildings that do not compete with the core retail area;
- **NEW Industrial (General)** area to cater for the industrial nature business which is best suited to larger lots, well separated from existing residential areas to minimise land use conflicts, to potentially attract new and heavier industries;
- **NEW Industrial (Light)** area to foster the growth of light industry and provide a lower impact employment area in proximity to existing residential areas;
- **NEW National Parks and Reserves** area located to the south of the settlement, encompassing the Maynggu Ganai site and Dapper Nature Reserve, aimed at enhancing the long-term viability of the site and future tourism and educational opportunities;
- Transition of the **Community and Infrastructure (5(a) Land Uses)** to new zonings required by the Standard Instrument and State Environmental Planning Policy (Infrastructure). In general, most community infrastructure can adopt the 'background' zoning. However, state significant infrastructure such as the Wellington Correctional Centre and the proposed gas-fired power station are likely to need a **Special Use** zoning to facilitate their ongoing and proposed development.
- **NEW Recreation** areas that covers the major recreation and sporting facilities and allows for development of supporting recreation infrastructure and buildings. This will be broken down into public and private facilities, though in most cases the facilities are publicly owned in Wellington.
- **NEW Infrastructure** to cover the major infrastructure related facilities including Sewerage and Water Treatment Plants and other large infrastructure including main roads and railways.

More details on some of these proposals are provided below in (*Figure 28*).

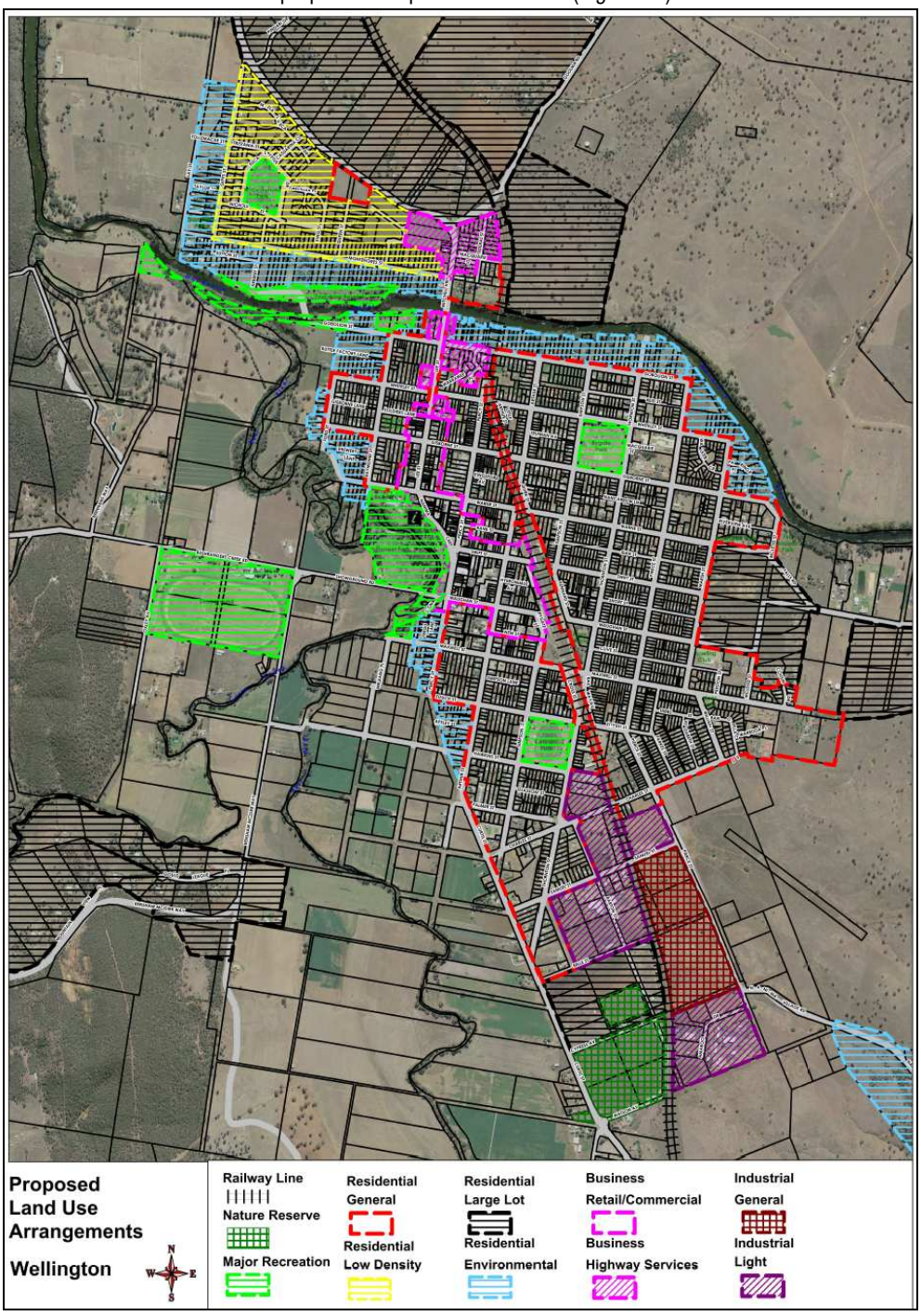


Figure 28: Proposed future land use arrangements for Town of Wellington (Source: Wellington Council GIS 2011).

2.21.3. Wellington South (and Replacement of Village Zone)

The existing village zone located at the south of the urban settlement is proposed to be changed to a variety of land uses which better accommodate predicted future growth patterns and demands. Figure 30 shows the existing land-use arrangements for the existing industrial and Village area. The proposed land-use arrangement changes are depicted in *Figure 29* and justified as follows:

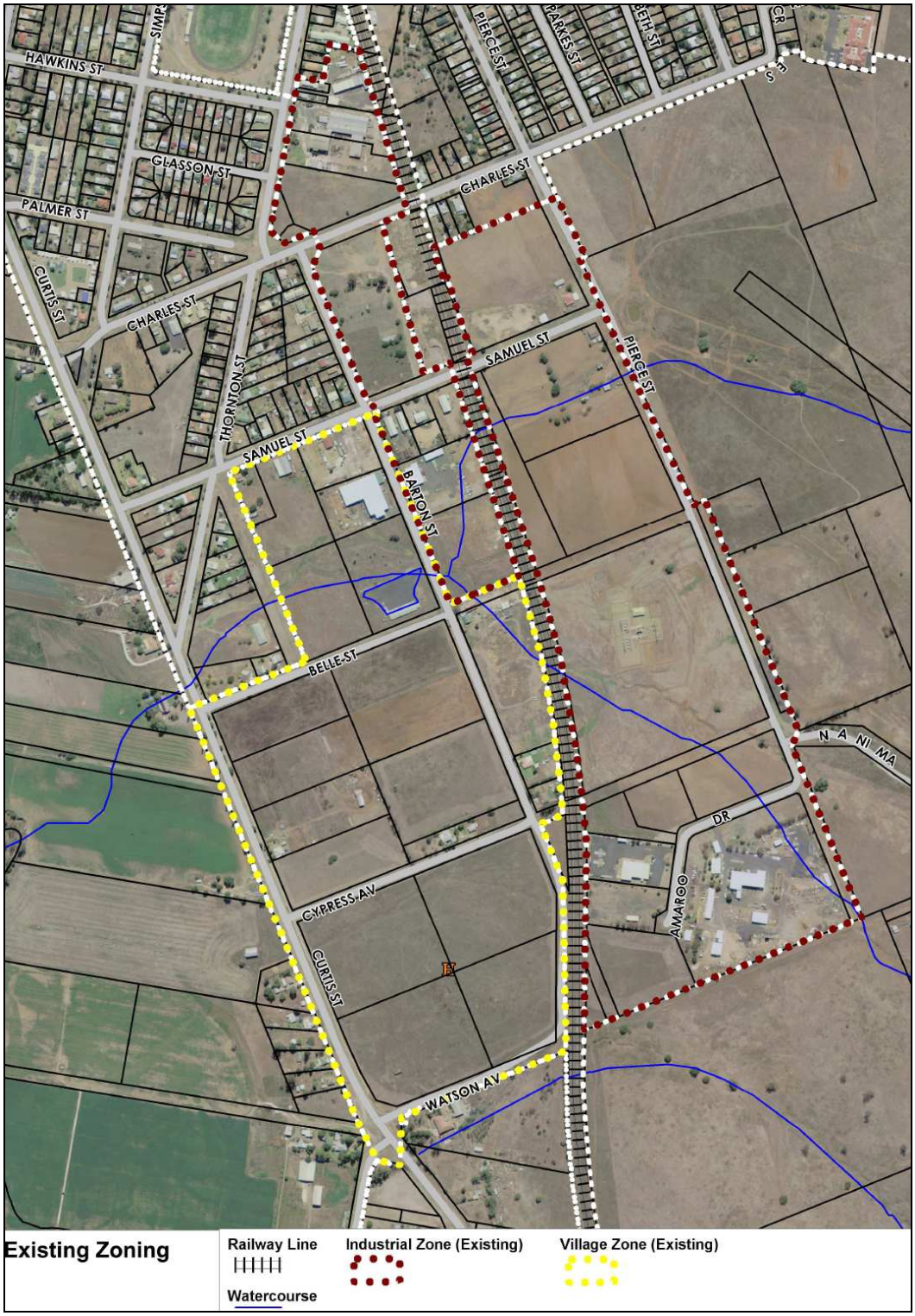


Figure 29: Existing village and industrial zones in south Wellington (Source: Wellington Council GIS 2010).

Industrial (Light) Area

It is proposed to replace part of the existing Village Zone (between Samuel and Belle Street) with a designation for light industrial uses where there are existing light industrial uses present. The purpose of creating this area is to provide for a wider range of light industrial, warehouse and related activities. The reason for locating this type of land-use within the existing village area is to reinforce

the existing land uses whilst managing the types of industrial uses in proximity to residential areas to minimise potential land use conflicts. This land-use arrangement will essentially act as buffer between the two potentially conflicting land-uses.

Industrial Areas

It is proposed to split the existing industrial zone into two areas – a general industrial area and a light industrial area. The general industrial area will support larger format industrial uses and potentially higher impact industries. In order to minimise impacts on residential areas, it is proposed to allow only light industrial uses in close proximity to dwellings.

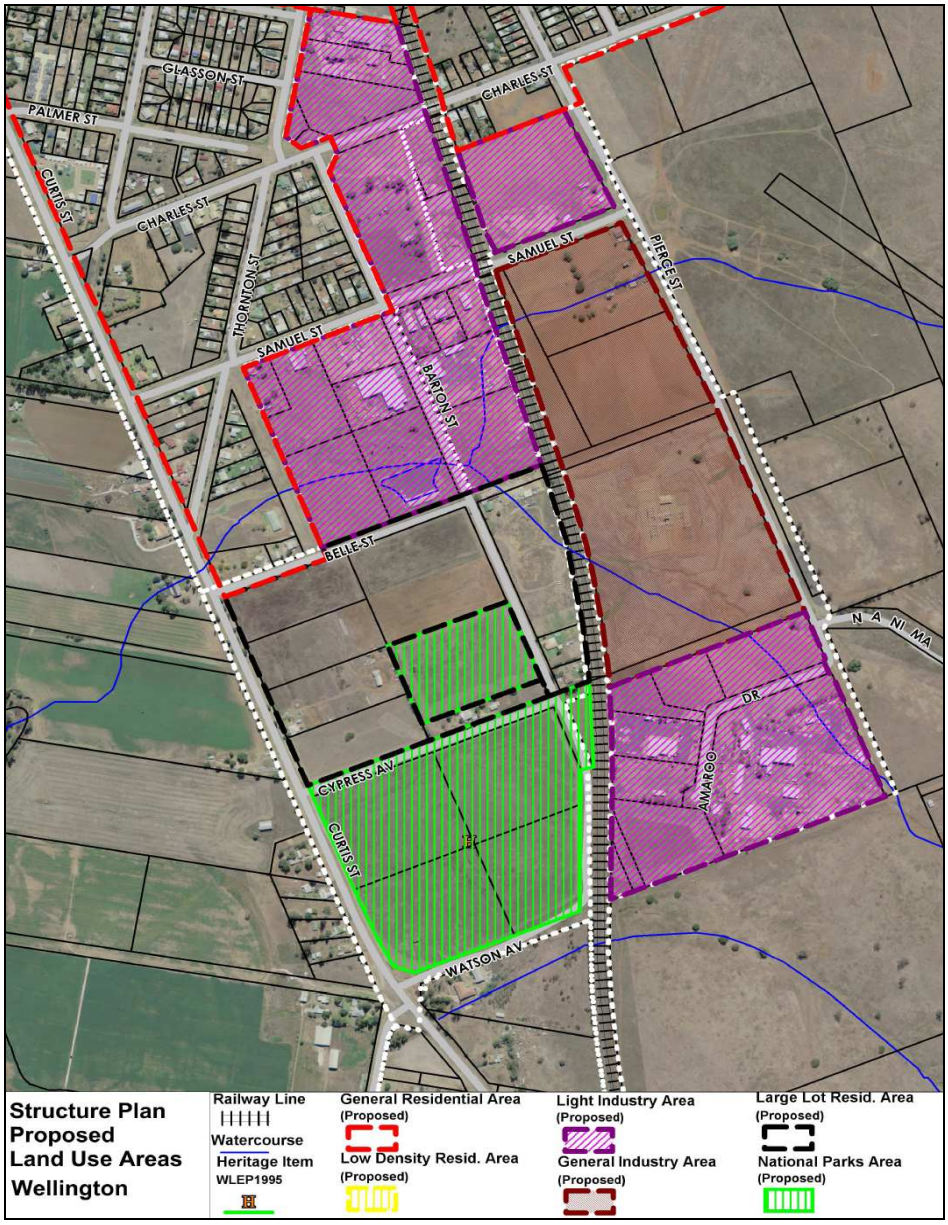


Figure 30: Proposed land use arrangements for the south of Wellington (Source: Wellington Council GIS 2011).

Residential (Large Lot) Area

This proposed land-use arrangement covers nine (9) individual lots which are bounded by light industrial land uses to the north, the railway line and general industrial land uses to the east, Mitchell Highway to the west and a proposed environmental conservation area to the south (*Figure 30*).

The intent of this area is to provide opportunity for residential lifestyles whilst preserving, and minimising impacts on, environmentally sensitive locations and scenic quality (Maynggu Ganai). This land-use arrangement will minimise conflict between land uses within the immediate area and ensure that overdevelopment along the southern gateway entrance does not occur. Existing residential properties within this area will retain existing use rights and those lots which currently hold the right to a dwelling (given its current Village zoning) will remain entitled to develop the land for the purpose of a single dwelling.

Environmental Conservation

The land shaded green (see *Figure 310*) is owned by National Parks and Wildlife Service. These lands are significant as they are evidence of a 'contact settlement' (European). The land is classified as non-developable heritage land. It is considered appropriate to rezone the land 'National Parks and Nature Reserves'. This classification would ensure the lands were protected and managed, providing for a limited range of development such as an interpretive centre and possible walking paths. This land classification is fitting as it will prevent any development that could destroy damage or otherwise have an adverse effect on those values.

2.21.4. Montefiores (and Replacement of Village Zone)

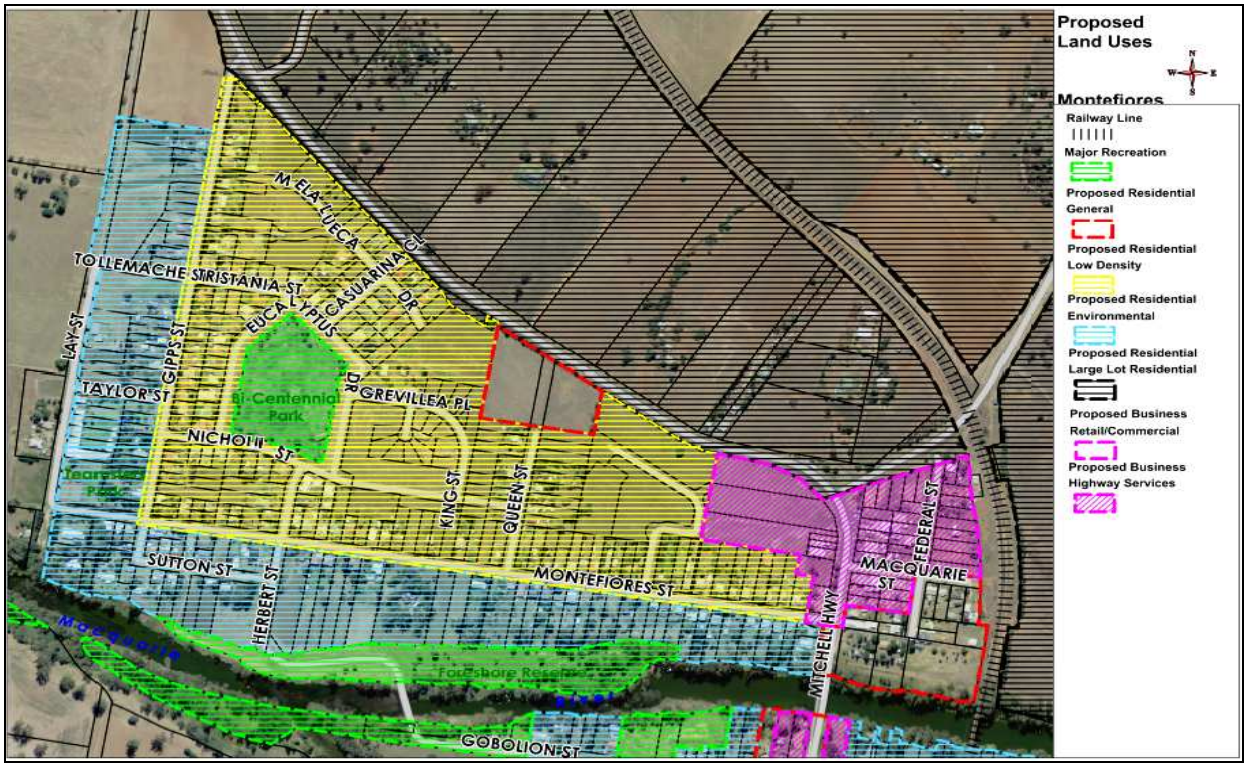


Figure 31: Montefiores Proposed Land Uses (Source: Wellington Council GIS 2011)

Low Density Residential Area

The area most commonly known as Montefiores (residential area north of the Macquarie River) is currently zoned Residential 2(a). It is proposed that this area be changed to a lower density residential zone (*Figure 31*). Given this area is separate from the remaining urban areas of Wellington, the character is somewhat different. The low density creates a more rural character which is to be reinforced through proposed land-use changes.

The existing development in this area has a consistently low density, excluding two (2) approved DA's for medium density development (both of which have not yet been acted upon). It is understood that the community was to some extent vocal in opposing the approval of the medium density

applications; therefore the change in zoning of the other remaining land should be considered to be in line with the community's perception of desired future character. All other land-use changes have been previously discussed.

General Residential Areas

As stated above, there is an existing approved medium density residential development that has not yet being constructed that would not be suitable for a low density classification. In addition, the existing Village Zone area at the eastern edge would be suitable for a potential hotel/motel facility and adjacent residential area that would not be suitable for a low density classification. Therefore, these two areas are proposed for a Residential (General) classification that will promote a broader variety of housing types and some ancillary development such as a hotel/motel at the northern 'gateway' to Wellington.

Highway Services Area

As previously discussed in Section 2.17 – Industrial Land Uses and Section 2.18.5 – Proposed Business Areas, the existing industrial land (IND1) located on the gateway entrance to the east of the Mitchell Highway is proposed to be an area reserved for highway related uses (larger enterprise developments). These changes are intended to promote increased business opportunities, both along the highway and in the current business area, encouraging a mix of compatible uses (including business, office, retail and light industrial uses).

2.21.5. Macquarie and Bell River Corridors

It is proposed to provide a distinct zoning for the residential lots that border both sides of the Macquarie River and along the Bell River where there are flood prone land issues requiring setbacks to the rivers and a riverine landscape and ecology. It is proposed to have an environmental zoning cover such land to ensure the important environmental qualities of the land are protected from future over-development (intensive residential developments). These types of developments are not preferred along environmentally sensitive areas such as the river corridor. As such it is thought that dwellings be the only form of residential accommodation provided in this zone. This would ensure any existing assumed development potential for a dwelling remained while reflecting the environmental and flooding qualities of the land.

A Minimum Lot Size (MLS) is proposed to be applied to these lands differentiating the residential land uses in Wellington. It is thought a MLS large enough to restrict and limit subdivision of allotments into more than 2 lots would help protect the ecological and environmental values of the land.

A MLS of 2000-4000m^2 is considered appropriate for this environmental zone. If a 4000m^2 MLS is applied approximately 9 lots could be further subdivided into 14 lots at 4000m^2 each, an addition of 6 lots. If a 2000m^2 MLS is applied to the zone 20 existing lots could be subdivided into approximately 39 lots of 2000m^2, an addition of 19 lots.

These calculations are subject to every lot being subdivided to maximum potential. This does not cater for flood constraints, access or setback requirements for each allotment. It is therefore more likely that 40-50% of the lots may be able to be fully subdivided meeting planning requirements. As such an additional 21 lots may be created in this zone. This is considered suitable and consistent with the aims of environmental protection. This would also more closely align with the existing lot pattern of the area.

Separately defining these areas allows for more appropriate development expectations with improved development and environmental outcomes.

2.21.6. Changes to Business Zone

There are minor changes proposed to alter the existing business zone to align the zone with existing lot boundaries and business uses and split it into the core retail/ commercial area and the highway services/ business development areas. In addition, it is proposed to incorporate two existing industrial zoned areas (IN1 and IN2) and the remnant 2(v) Village area (north Wellington) as business areas to recognise a transition away from industrial uses and towards business uses in these areas (*Figure 32*).

The IN1 and remnant 2(v) Village zone both sit at the northern gateway and should be encouraged to develop as highway related service areas (business enterprise areas). In addition a hotel/motel accommodation use may suit the 2(v) land given the location and size of the site. The IN2 is considered an ideal business incubator and development area for low-impact business and light industrial uses

Adding these parcels of land to the business are would allow most of the existing businesses and light industrial land-uses to co-exist, incorporating the existing business located on the western side of the highway in Montefiores. These areas may require more detailed master planning to assist with future development proposals. Other land north of Soldiers Lane is proposed to be included, as the nature of such business includes larger scale developments compatible with the IND1 and IND2 businesses.

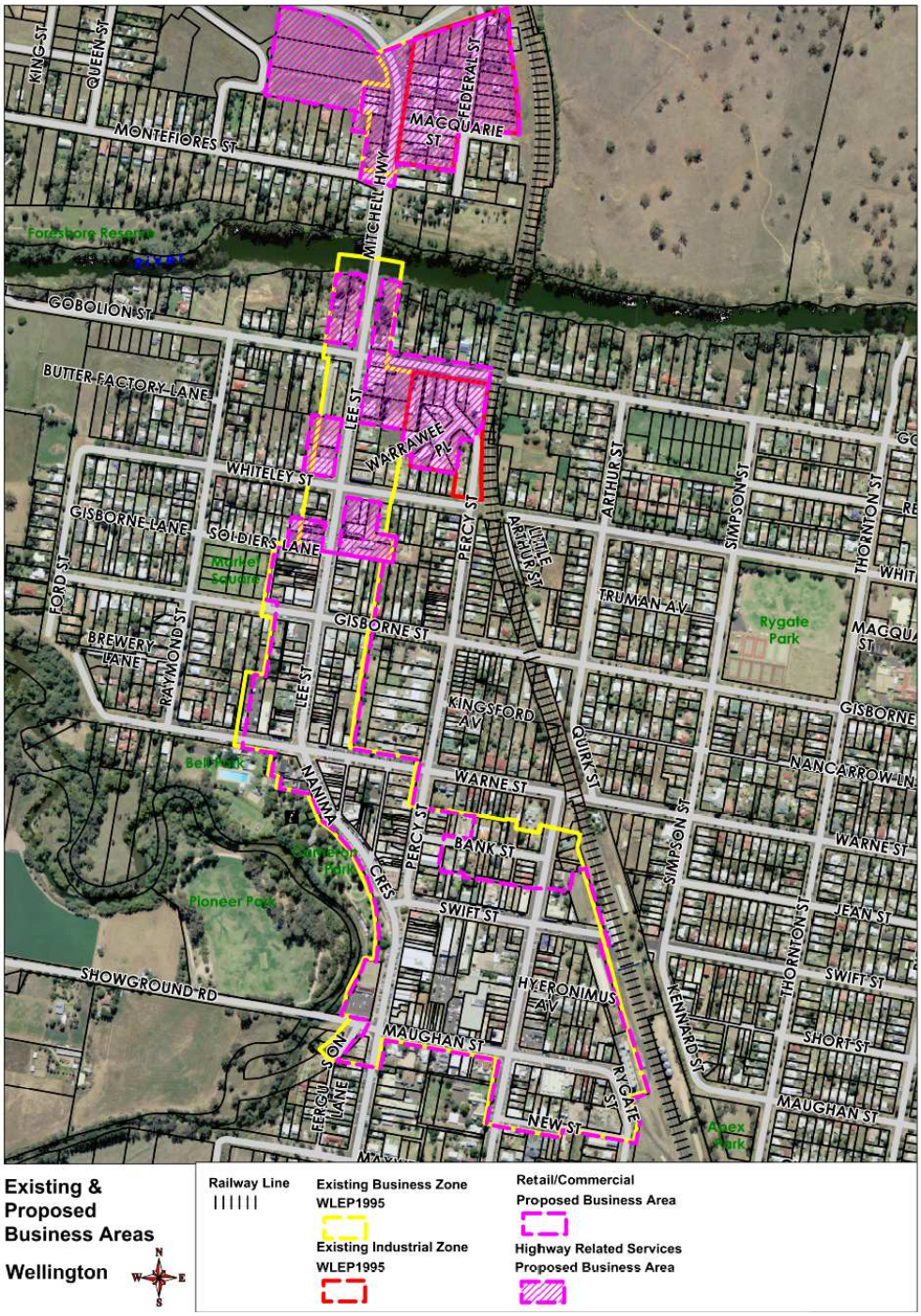


Figure 32: Proposed Business Areas for Town of Wellington (Source: Wellington Council GIS 2011).

2.21.7. Transition of Existing Community and Infrastructure Land Uses

In accordance with the Standard Instrument it is proposed to replace the existing Zone 5(a) which is used for community uses and infrastructure with appropriate zones from the Instrument (subject to further review during the LEP process).

These changes will enable existing uses to continue to operate, with some designated a particular zoning to protect the existing land-use and any future proposed developments on the subject land. Furthermore, the current land-uses are reflective of the proposed zoning objectives. For some of the land-uses they will be permissible in the general residential zone so specific zoning is not required.

Table 27: Proposed zones for existing community and infrastructure (5(a)) uses

Community Use / Infrastructure	Land Use	Required Zone (Proposed)
Wellington High School	Education	Background Zone (R1 – General Residential)
Rygate Park/ Tennis Club	Recreation	RE1 – Public Recreation
Wellington Hospital	Health	Background Zone (R1 – General Residential)
Waterworks	Infrastructure	SP2 – Infrastructure
Kennard Park	Recreation	RE1 – Public Recreation
Wellington Primary School	Education	Background Zone(R1 – General Residential)
Police Station (Former & Existing), Ambulance Station, Post Office, Telstra Building, Court House & Uniting Church	Community	Background Zone (R1 – General Residential)
Private Residence (Maxwell St)	Private	Background Zone (R1 – General Residential)
Showground	Recreation	RE1 – Public Recreation
Sewage Treatment Plant (existing Zone 1(a) Rural)	Infrastructure	SP2 – Infrastructure

2.21.8. Wellington Caves

The Wellington Caves area is proposed to move from Rural 1(a) toward complex zoning. The proposed zones cover the existing recreational, environmental and tourism landuses in the area (*Figure 33).* The recreational/ open space zone is proposed to cover the Golf Club and course, with the environmental zone covering those allotments where Karst land (associated with tourism uses- cave systems) are located and the tourist zone is intended to cover those uses which are specifically linked with tourist use (for example, the kiosk, caravan park, Japanese Gardens etc).

This proposed tourist zone extends to include the existing dwellings adjacent to the Wellington Caves site. Also shown in *Figure 33* is the future investigation area (shown by a dotted white line). This is an area which is included to be further investigated for possible future inclusion in the tourist zone. This would extend the proposed tourist zone to the highway frontage and provide for increased tourism related developments to co-locate with the Wellington Caves facility.

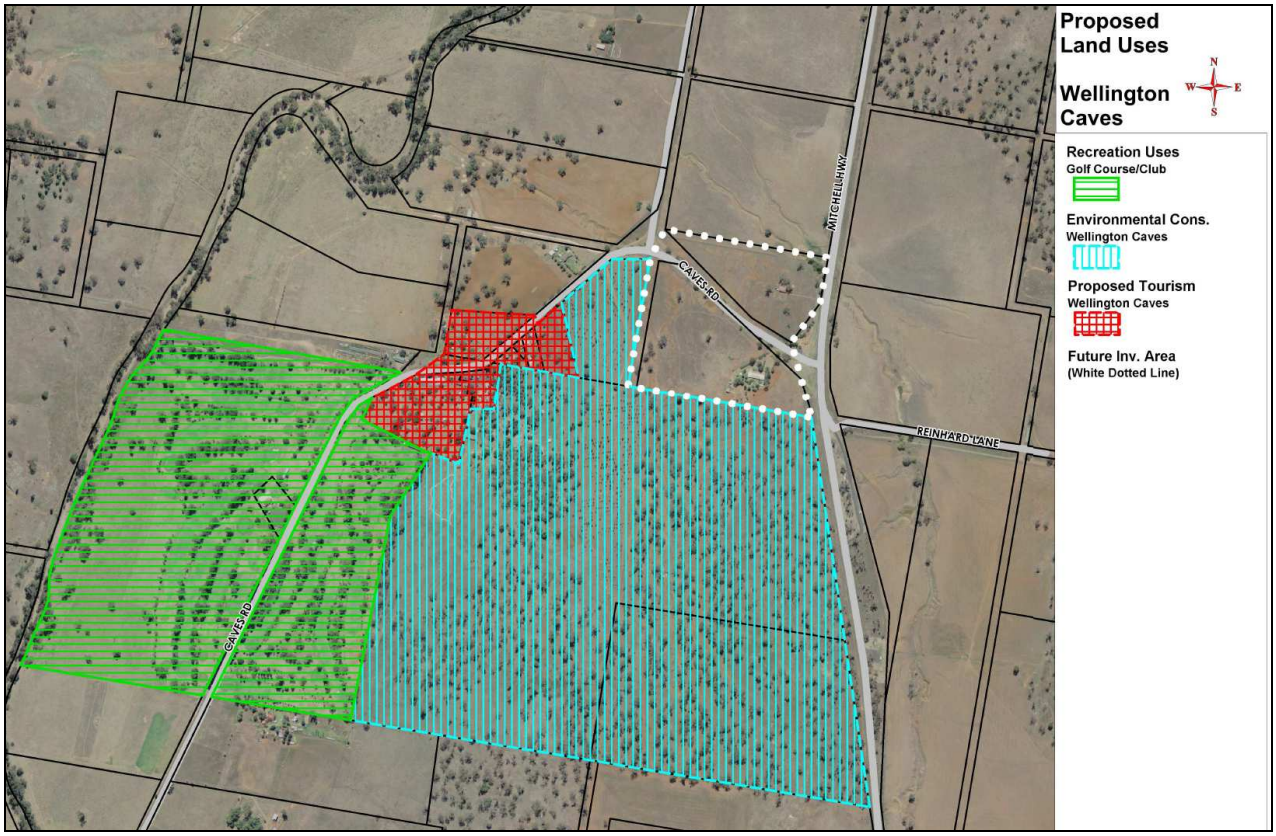


Figure 33: Wellington Caves Proposed Land Use Arrangements & Future Investigation Area (Source: Wellington Council GIS 2011)

2.21.9. Future Growth Areas

A) Future Investigation Area - Urban Residential Expansion- East of Marsh Street

If the growth rates of Wellington were to increase significantly above the estimates in this Strategy then there may be future potential to amend the zoning to allow the settlement to accommodate additional residential growth. Due to the key constraints noted in this Strategy, the primary direction for growth for Wellington would be to the east.

An area that needs future investigation for growth is located east of Marsh Street, which is currently, zoned Rural Small Holdings (*Figure 34*). The total area of this land amounts to 11 lots (19.86ha). The following is a list of the potential positives and negatives of future residential development of the identified land.

Positives:

- **Proximity to Existing Utilities:** The allotments located in this area are in close proximity to both water and sewer pipelines. These lots appear to be easily serviceable (developers cost). Connections to reticulated services are not considered to be a constraint to future growth.
- **Natural Extension of Existing Urban Area:** This portion of land is considered to be the logical extension of the existing urban area. Residential land surrounds the site to the north, west and south.

Negatives:

- **Environmental Constraints:** The key environmental constraints which may affect the development of these lands are the slope of the land and associated drainage issues which are likely to have resulted in its existing designation for large lot residential uses. However, with some shaping of the site and smart design of road networks it may be possible to consider some higher density housing solutions. There are no other major constraints from karst or bushfire or

environmentally sensitive lands other than some moderate and high groundwater vulnerability that would not preclude it from residential uses.

- **Separation from the Urban Centre:** The subject land is located approximately 1.2km from the existing urban centre. This makes the land less suitable for any medium density developments for people without access to private transport means. This is not considered to be a constraint to future growth; however it may suggest that the types of development may only suit persons who have access to private transport.

Figure 34: Future Investigation Area – General Residential Area (Source: Wellington Council GIS 2011)

B) Future Investigation Area – General/Heavy Industrial Expansion – Goolma Road

As stated in Section 2.17 – Industrial Land Uses, in the existing Industrial areas within the urban zone of Wellington there is likely to be some limited take up of sites primarily for local businesses and small scale light industries. Until a full industrial strategy is prepared, there is insufficient justification to provide new light industrial areas beyond what is noted in this Strategy.

However, one area where Wellington may have a competitive advantage is to attract industries associated and complementary to the proposed gas-fired power station to the north of Wellington and the high voltage electricity hub/connections. Wellington's location at the intersection of a number of high voltage electricity networks and the proposed future gas pipeline may create the opportunity for an 'Energy Precinct' (see *Figure 35*). This type of precinct could include solar power farms, wind farms, ancillary engineering services for the power station, and high energy consuming/producing industries that need access to reliable power supply networks.

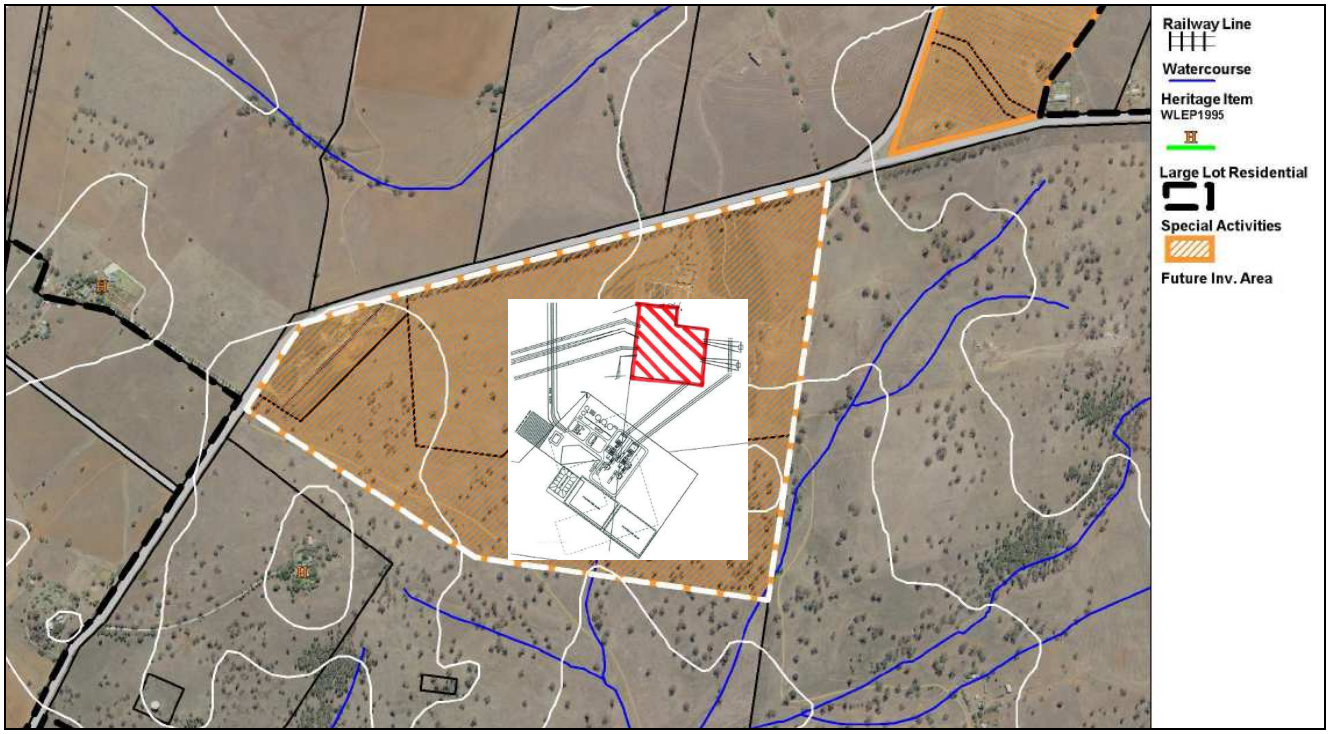


Figure 35: Future investigation area for 'energy precinct' - proposed gas-fired power station shown in overlay (Source: Wellington Council GIS 2011).

The total area of this district highlighted in *Figure 35* is approximately 103ha. The existing Transgrid power station located to the north of the district (shaded in red) is approximately 7.28ha. The proposed gas fired power station is to consume approximately 15ha of the vacant land, leaving a total of approximately 40.3ha of land located on the western side with development potential (subject to detailed studies). The remainder of the vacant land situated around the eastern boundary totals approximately 40.1ha and is considered unlikely to be developed, given its close proximity to the existing and proposed industrial uses and adjoining allotment boundaries.

Another possible future investigation area for the expansion of industrial land is located to the east of the existing industrial area IND3. This land is currently used for research purposes for the University of New South Wales (owner). However, a significant portion of this land has steeper slopes that are unlikely to make it suitable for larger footprint buildings.

C) Future Investigation Area – Light Industrial Expansion – East of Pierce Street

As Section 2.17 – Industrial Land Uses identified, subject to future industrial growth there may be some need for industrial land in 10-20 years to support mining or the proposed energy precinct. Whilst it is a low priority in the short to medium term, some additional light industrial land may be required and attempts should be made to avoid sterilising this land.

An area for future investigation for a light industrial extension is located north-east of Pierce Street extending into the existing Zone 1(a) Rural land owned by the University. The following is a list of the potential positives and negatives of future residential development of the identified land.

Positives:

- **Natural Extension of Existing Industrial Area:** This portion of land is considered to be the logical extension of the existing adjacent Industrial area as most other directions are heavily constrained.

- **Separation from Residential Land Uses:** The subject land also has the potential to be relatively removed from existing residential land-uses and could incorporate a 400-800m buffer to minimise potential land use conflicts.
- **Proximity to Existing Utilities:** The existing water pipeline runs along Pierce Street and terminates at Amaroo Drive. There is considered to be relatively good access to existing water based infrastructure, however there is no reticulated sewer pipeline which could easily service the area so on-site waste management may be required.
- **Environmental Constraints:** The identified expansion area is not impacted by any environmental constraints (karst, bushfire and flood prone lands).

Negatives:

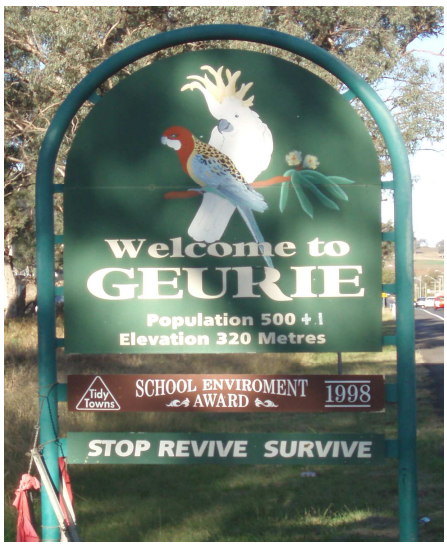
- **Topography:** The eastern extent of this land is relatively steep and may sterilise this land for larger footprint buildings that require flatter sites to minimise cut and fill. For this reason, most of the areas would only support smaller building footprints which would be likely to limit it to light industrial uses.
- **Drainage Issues:** In relation to the slope of the land drainage issues may occur, given Industrial developments are often a larger scale; increased impermeable surfaces may also contribute.
- **Supply/ demand economic viability:** Although this land is identified as an area of potential future expansion the topography of such lands is considered a large constraint. Council would primarily support the infill development of the existing industrial land before such expansion was considered appropriate and viable. There is a range of larger undeveloped lots within the existing Zone 4 area, which could be subdivided to support smaller industries or such development could be promoted in the proposed light industrial area, bordered by Samuel, Belle and Barton Streets (see *Figure 30*).

D) Future Investigation Area – Tourism – Wellington Caves

Council has identified an area at the Wellington Caves which could potentially extend to the highway promoting the settlement as tourism hub (*Figure 36).*

Figure 36: Future Investigation Area at Wellingotn Caves (Source: Wellington Council GIS 2011).

This extension is not proposed in the short term as it is considered to represent an intensification of the land which is not currently demanded. However should Council want to promote the area as a tourism hub in the future the identified lands would be suitable and appropriate, with highway exposure and connections to the existing Tourism Zone.



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DOCUMENT CONTROL

Version	Date	Author	Summary	Reviewed
A	July 2010	Strong/Napier	Draft for Internal Review	JC/AA
B	April 2011	Strong/Napier	Draft for LEP Steering Committee	AN/AA
C	August 2011	Strong/Napier	Draft for Internal Review	AN/AA
D	January 2012	Strong/Napier	Draft for Public Exhibition	Council Approved for Public Exhibition
E	May 2012	Strong	Section 68 Report	Council approved for DP&I

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3. Village of Geurie

9.1. Location

Geurie is located approximately midway between Dubbo and Wellington (*Figure 1*). In relation to other key cities and settlements, Geurie is:

- 29km (~ 21 minutes drive) from Dubbo via the Mitchell Hwy;
- 25km (~ 18 minutes drive) from Wellington via the Mitchell Hwy;
- 116km (~ 1hr 30 mins drive) from Orange via the Mitchell Hwy; and
- 380km (~ 4 hours drive) from Sydney via the Great Western Hwy.

Figure 1: Location of Geurie in relation to surrounding localities (Source: Wellington Council GIS 2011)

Issues & Strategies

- **Role of Geurie:** Geurie is a smaller settlement which offers a semi-rural lifestyle, offering larger lots of land. Geurie is a residential hub, with few services located in the village. This settlement is dependant upon surrounding larger settlements for essential services.
- **Proximity to Major Centres:** The proximity of Geurie to Dubbo and Wellington can be a positive in terms of providing a rural residential lifestyle with access to transport, services

and retail in the higher level centres where, essentially, Geurie acts as a commuter suburb for both the larger centres. However, it can also be a negative in that it can have the effect of encouraging external expenditure, investment and future development away from smaller settlements such as Geurie.

9.2. Settlement History

This Strategy does not seek to provide a full history of the settlement. Instead, it only identifies some key dates and outcomes that would have affected the growth of this settlement and explains the existing settlement pattern as follows:

1854 - First Cobb and Co. Trail *(Source: http://www.cobbandco.net.au/trails/area-trails/61-wellington-burrendong-way.html)*

1885 - Western Railway Line opened as Ponto Station and later renamed Geurie (1889) *(Source: http://www.nswrail.net/locations/show.php?name=NSW:Geurie&line=NSW:main_west:0)*

1886 - 13 October 1886 DET School opened: Teacher - Miss Isabella Rennie 17 enrolments *(Source: Wellington Council Heritage Inventory 2011).*

1891 - Geurie General Cemetery – earliest memorial found was dated 1891 *(Source: Wellington Council Heritage Inventory 2011).*

1895 - School enrolments increased to 62 children *(Source: Wellington Council Heritage Inventory 2011).*

1896 - A Police Station was established in Geurie but no staffed until 1900 *(Source: Wellington Council Heritage Inventory 2011).*

1906 - Commercial Banking Company of Sydney established local branch in Geurie on 21/3/1906 *(Source: Wellington Council Heritage Inventory 2011).*

1906 - The Catholic Church of the Holy Name of Jesus was officially opened *(Source: Wellington Council Heritage Inventory 2011).*

1907 - Cobborah Shire established with headquarters located in Geurie, Shire building erected *(Source: Wellington Council Heritage Inventory 2011).*

1908 - Geurie Heritage Garden Cafe initially occupied by Sarquins general store. 1909 Madam Montague moved her business and operated as a café and refreshment room until 1914 *(Source: Wellington Council Heritage Inventory 2011).*

1910 - Geurie Post Office commenced operations from the residence of Joseph Nathan Payne *(Source: Wellington Council Heritage Inventory 2011).*

1913 - Buckenbah Gallery shops were built as a group of commercial businesses before World War I when Geurie was beginning to develop as an expanding and prosperous village *(Source: Wellington Council Heritage Inventory 2011).*

1916 - Post Office was officially completed and opened *(Source: Wellington Council Heritage Inventory 2011).*

1933 - The large produce store building was converted to the Geurie War Memorial Hall *(Source: Wellington Council Heritage Inventory 2011).*

1854 – 1st Cobb & Co trail established.

1885 – Ponto Railway Station opened.

1886 – Geurie School opened 17 enrolments.

1889 – Railway renamed 'Geurie Station'.

1896 – Police Station opened.

1906 – CBC Bank opened.

1907 – Cobborah Shire was established.

1916 – Geurie Post Office opened.

1933 – Geurie War Memorial Hall established.

2010 - $10,000 received for upgrades to Hall.

The establishment of the Cobborah Shire headquarters in Geurie in 1907 suggests that population growth would have warranted such developments. The introduction of the motor vehicle in the 1960's would have seen the community strengthened as it began to operate as a commuter settlement. The settlement of Geurie has grown steadily since 1976, experiencing strong population growth rates.

Issues & Strategies

Understanding the History: The history of Geurie and its surrounds is an important factor both in understanding the location of the settlement, how it grew, key opportunities and constraints to its growth, and as a fundamental building block for tourism and community spirit. A comprehensive

history of Geurie should be prepared and/or collected by the local historical society and/or Council to allow Geurie to appreciate and build on its history and protect and enhance the key heritage items and character. This documented investigation would allow for an easier review of heritage and historical enquiry in the future.

9.3. Existing Zoning

The Village of Geurie is made up of and surrounded by a number of different land use zones under Wellington Local Environmental Plan 1995 ('WLEP1995') including (*Figure 2*):

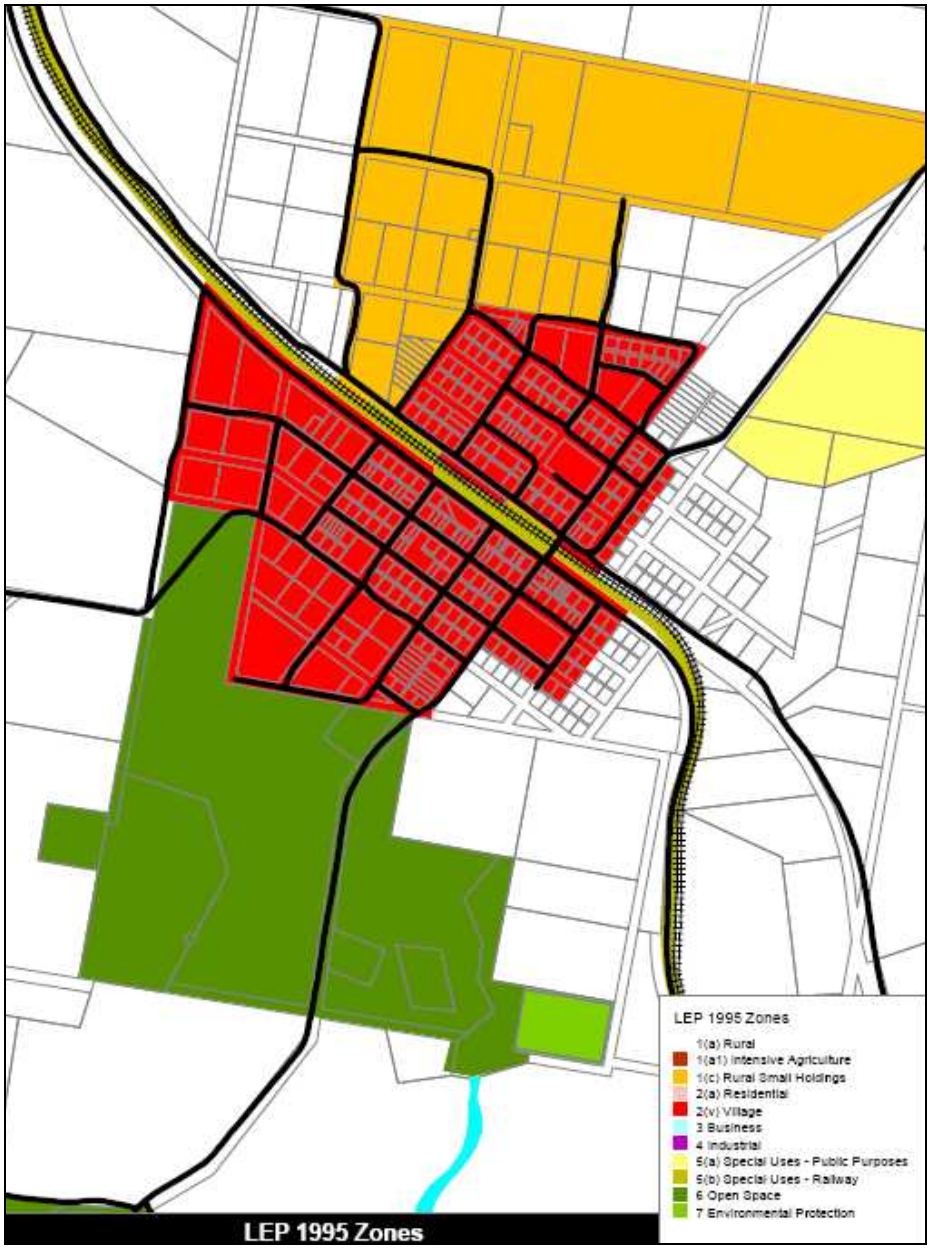

Figure 2: Existing zoning in the Geurie under WLEP1995 (Source: Wellington Council GIS 2010 / Dept. of Lands).

- **Zone 2(v) (Village Zone):** for the core business, community and residential land uses of Geurie (Total area 149.89 ha);
- **Zone 1(c) (Rural Small Holdings):** to the north of the centre for rural residential allotments (Total area 126.1 ha);

- **Zone 5(a) (Special Uses):** to the east of Geurie for the showground and racecourse (Total area 27.93 ha);
- **Zone 6 (Open Space):** to the south of Geurie for Crown Lands (Total area 138.7 ha) and
- **Zone 7 (Environmental Protection):** to the south of Geurie abutting Zone 6 to the east (Total area 6.124 ha)

Issues & Strategies

Landuse ('Zoning') Areas: It is the role of this Strategy to define appropriate areas for each land use to ensure sufficient supply of land for the next 10 years with forward planning for the next 30 years (until 2036). This will then inform the preparation of new zoning boundaries under the proposed new Local Environmental Plan for Wellington Shire.

9.4. Settlement Pattern

The majority of Geurie follows a grid road and subdivision pattern that is only broken by the railway line, dividing the settlement into two sections (one to the north-east and the other south-west). The grid configuration improves navigation and permeability for both pedestrians and vehicles allowing for a more direct and easier access to services and utilities. This block pattern has the majority of lots oriented in a position which maximises the utilisation of available land and solar access.

The south-west facing slope on the northern side of Geurie is not optimal for achieving the best solar access. Overshadowing is not of great concern considering the largest proportion of dwellings in the settlement is single-storey buildings. The settlement pattern is considered to be relatively homogenous on both sides of the settlement. There is no distinctive difference in street layout of block/ lot dimensions. Individual lot sizes in the settlement range between 700m^2 (small), 2000m^2 (average) and the larger lots between 0.8ha to 1ha.

The range of lot sizes and low density allows for the rural-residential lifestyle to be achieved, reducing the feel of overcrowding and adding to a sense of place and settlement character. The vast majority of lots in the settlement have 40 metre frontages and 90 metre depths with an area of approximately 2000-2500m^2 which results in a relatively loose development pattern.

Issues & Strategies

- **Ease of Connections / Permeability:** The railway line and highway essentially divides the settlement in half, with one vehicle and pedestrian crossing point located towards the eastern end of the settlement. Easy connections exist between the north and south of the settlement, however given the location of much of the business within Geurie is located to the south; those who live on the north of the railway line have an additional barrier. Essentially the settlement is based on a grid block and lot pattern. This pattern increases the permeability of the settlement for both pedestrians and traffic movement.
- **Lot Orientation & Solar Access:** The majority of lots within the settlement are orientated north-south, which is ideal for maximum solar access. Given the layout of the street network there are few lots which are situated poorly for solar access.

9.5. Historic Population

9.5.1. How is the Population Measured?

The Australian Bureau of Statistics ('ABS') measures the population and demographics of areas across Australia using Census Collection Districts ('CDs'). The Geurie CD closely aligns with the existing Village Zone with the inclusion of a section of 1(c) Rural Small Holdings land to the north and Rural 1(a) to the south-east. Therefore, the CD provides a reasonably accurate population for this zone only.

Issues & Strategies

- **Accuracy of Population Count:** It is noted that Zone 1(c) (Rural Small Holdings) is a residential area to the north of Geurie that has a small portion included in the Geurie CD. Given, the amount of 1(c) (Rural Small Holdings) land included in this CD it is not expected to have a great impact on population counts. The Rural Residential Strategy is to cover this population difference more extensively.
- **Rural Catchment:** Council acknowledges that all of the settlements have a function as a centre for their broader rural catchments and these rural populations are not included in the settlement population.

9.5.2. Historic Population of Village Zone at Census Dates

On the date of the 2006 Census, the population of Geurie was 464 people. The historical population and population change for Geurie is shown in the following tables.

Table 1: Historical population changes in the settlement since 1976 (Source: ABS www.abs.gov.au).

Year	Population @ Census	Δ in Pop from previous Census	% Δ in Pop from previous Census	% Av. Ann. Δ in Pop from previous Census
1976	264	+ 26	N/A	N/A
1981	290	+ 26	9.8%	1.96%
1986	317	+ 27	9.3%	1.86%
1991	412	+ 95	29.9%	5.98%
1996	468	+ 56	13.5%	2.7%
2001	515	+ 47	10.04%	2.0%
2006	464	- 51	-9.9%	- 2.0%

Table 2: Historical population changes in the settlement (Source: ABS www.abs.gov.au).

Range of Years	Δ in Pop from previous Census	% Δ in Pop from previous Census	% Av. Ann. Δ in Pop from previous Census
1976-2006	+200	+ 75.8%	+ 2.5%
1986-2006	+147	+46.8%	+2.34%
1996-2006	-4	-0.85%	-0.085%

9.5.3. Population of Rural Small Holdings Zone

Given the Geurie CD does not encompass the existing Rural Small Holdings Zone, therefore the population of the zone is not known. However, an approximate population can be determined based on existing dwellings in the 1(c) zone and the number of persons/household in the Village zone. The approximate population is as calculated:

15 dwellings x 2.6 persons/household = 39 total persons. For the purposes of this strategy, this figure will be used to determine demand and supply of land and to instruct any proposed future landuse arrangements.

Issues & Strategies

- **Historic Population Growth:** The population of Geurie CD has increased from 264 (1976) to 464 (2006), an increase of 200 people or 2.5%/year average. Therefore, Geurie has had a strong overall historic population growth and this would be expected to continue

for some time into the future. However, this strong growth could place pressure on the services / facilities / infrastructure of Geurie and this will be considered by this Strategy.

- **Historic Population Anomalies:** There have been a few anomalies in the population of Geurie including the highest growth rate between the 1986-1991 Censuses of approximately 6% growth rate followed by a decrease in population growth between the 2001 and 2006 Censuses with a loss of 51 people or negative 2%/year. It is difficult to understand this sudden change in growth rate but the future growth rate is expected to be positive.
- **Rural Small Holdings Population:** As the Geurie CD does not encompass any of the existing 1(c) land, an approximate figure has been calculated to best inform any proposed landuse decisions. Given the close proximity of this zone to the Village area, it is considered crucial that such population is considered for demand and supply situations.

9.6. Summary of Opportunities & Constraints

This section seeks to provide a brief summary of the key opportunities and constraints noted in the LPIP and the following sections of this Chapter of the Strategy (see sections below for more detail). These opportunities and constraints are important because they assist Council in determining the future population and economic growth of this settlement.

9.6.1. Potential Positive Influences

Positives that may increase population and economic growth until 2036 include:

- **Population Growth:** Historical population and dwelling growth 1986-2006, annual average of 2.3% population growth and 4% dwelling growth (very strong).
- **Access to Employment/ Services/ Entertainment:** The close proximity of Geurie to Dubbo and Wellington allows easy access to higher level employment, services, and entertainment which allows Geurie to act as a 'commuter' suburb for these key regional centres and attract people due to a more affordable land supply.
- **Access to Transport:** Geurie has good access transport with its location on the Mitchell Highway and Western Rail Line. This results in improved access to public transport and passing private traffic which contributes to tourism and offers residents (especially those without private transport) to nearby centres and services.
- **Access to Utilities:** Geurie has access to both centralised water and a new centralised sewerage system. This supports smaller lot sizes, secure water supplies, and improved environmental amenity and is expected to attract more people to move to the area.
- **Age/ Employment:** 37.6% of population is aged between 25 and 54, which means it is a relatively young population that can provide a base for employment.
- **Access to Education:** Geurie has a local Public School with high enrolment numbers (compared to other settlements in Wellington Shire) that will attract families and provide for a more diverse population.
- **Lot/ Dwelling Choice:** Geurie has a mix of small village lots & larger rural residential lots (dwelling choice) and cheaper land prices compared to larger settlements.
- **Mining Potential:** Geurie is reasonably proximate to a number of areas with mining potential including but not limited to the Cobbora Coal Mine project to the north of the Shire and, possibly, it may provide a dormitory suburb for these projects that will grow Geurie's population.

9.6.2. Potential Negative Influences

Negatives that may decrease population and economic growth until 2036 include:

- **Investment outside Geurie:** Because Geurie is located in close proximity to Dubbo the services and business centre may not grow to the degree which the residential areas may increase. This

could be a negative for Geurie as the population may move toward the bigger centre for closer services, yet on the other side may reside for cheaper land prices.

- **Unemployment Rate:** There is a 6.9% unemployment rate which is higher than the Australian average; this could be explained by the lack of business and services within Geurie however, there is high potential for growth within the village, which may reduce the rate over coming years.
- **Employment Diversity:** 19.6% of the population is made up of professionals, which may mean that those persons work in either Dubbo or Wellington, as there are limited professional services within Geurie.
- **Flood Prone Land:** Flood prone land (1 in 100 year level) covers 10-15% of south 2(v) land and low lying areas along the Mitchell highway, which is a limiting factor on development.
- **Bushfire Prone Land:** Bushfire prone land located to the north and south of the settlement (High classification), could potentially be a development limiting factor.
- **Population Growth:** The Census data shows a population decline between 2001 and 2006 of approximately negative 1.9% per year. This is in direct contract to the strong positive historical population growth rate.
- **Age/ Services:** Aged population (16.3%) may move to other centres such as Dubbo and Wellington for services and to eliminate the commute to access such services.

9.7. Projected Future Population

As stated above, in the last 30 years, Geurie has experienced a strong positive growth averaging 2.5% per annum population growth and 4% per annum dwelling growth. These rates are unlikely to be sustained over a 30 year period. Instead, a more conservative estimate is warranted.

Based on the opportunities and constraints noted above, Council has set out a range of possible growth scenarios for Geurie up to the year 2036 (*Table 3*). As it is difficult to set a definitive growth rate due to a number of complex variables – a range of growth rates has been highlighted – from a recommended minimum through to a maximum growth rate. The average growth scenario is most likely to occur. However, for the purposes of determining land supply, the maximum growth rate will be used.

Table 3: Projected population based on various growth scenarios for the village of Geurie.

Potential Population Growth Rates	Rate %	2006	2011	2016	2021	2026	2031	Proj. Pop. 2036	Pop. Diff. 2006-2036
Geurie 2001-2006	-1.98	466	422	382	345	312	283	256	Unlikely + 210
Wellington Shire 2001-2006	-0.26	466	460	454	448	442	437	431	Possible + 35
~WRI Scenario A	0.2	466	471	475	480	485	490	495	Low + 29
~WRI Scenario B (Minimum)	0.4	466	475	485	495	505	515	525	+ 59
~WRI Scenario C	0.6	466	480	495	510	525	541	558	+ 92
Geurie Projected Rate (Average)	1	466	490	515	541	569	598	628	+ 162
Geurie Projected Rate (Maximum)	1.50	466	502	541	583	628	676	728	+ 262
Geurie 1976-2006 (Unsustainable)	2.53	466	528	598	678	768	870	986	+ 520

Issues & Strategies

- **Regular Review:** The growth rate for Geurie should be reviewed every census period (5 years) at a minimum to see whether it accords with the projections and, if not, then the projections and the supply of land may need to be modified. Please note that the table above shows population growth based on an average growth rate per annum. Growth over 30 years will not remain at this average figure and will vary to be both lower and higher than the average. Therefore, the growth figures in any one census period (5 years) are not conclusive as to the long term growth rate.
- **Minimum growth rate:** The minimum growth rate assumes that growth slows dramatically (compared to history). If the minimum growth rate is adopted (0.4%/yr) then the population will grow by 59 people to a total of 525 people by 2036. Based on 2.3 persons per dwelling there will be a requirement for 26 additional dwellings. The minimum growth rate will not place significant pressure the provision of dwellings.
- **Average growth rate:** The average growth rate assumes 1% growth within the settlement increasing the population by 162 persons (628 total) by 2036. Based on 2.3 persons per dwelling there will be a requirement for 70 additional dwellings. A more significant demand for dwellings would be experienced under this scenario.
- **Maximum growth rate:** The maximum growth rate assumes that most of the key constraints can be addressed. If the maximum growth rate is adopted (1.5%/yr) then the population will grow by 262 people to a total of 728 people by 2036. Based on 2.3 persons per dwelling there will be a requirement for 114 additional dwellings. If the growth rate were to exceed the maximum projected growth rate of 1.5% over an extended period then there may be issues with sustaining the necessary provision of services, utilities, and infrastructure.
- **Dwelling demand for Average and Maximum growth rates:** A significant demand for new dwellings may occur if the average or maximum growth rates prevail. Such increases may place pressure of land supply within the urban zones. This Strategy reviews the land supply against dwelling demand.

9.8. Demographics

The following is a summary of the demographics of the Village of Geurie in the 2006 Census:

- **Age:** 37.6% of the population were aged between 25 and 54 (working age) and a large proportion of persons were aged over 55 (26.2%). In Australia 42.2% of persons were aged 25-54 and 24.3% were aged 55 years and over. The median age of persons in was 38 years, compared with 37 years for persons in Australia.
- **Labour Force:** 203 people aged 15 years and over were in the labour force. Of these, 65% were employed full-time, 21.7% were employed part-time, 4.4% were employed but away from work, 2.0% of persons were employed but did not state their hours worked. There was 6.9% were unemployed, compared to Australia's unemployment rate of 5.2%.
- **Occupations:** Professionals 19.6%, Technicians and Trades Workers 18.0%, Clerical and Administrative Workers 13.2%, Sales Workers 12.2% and Managers 9.5%.
- **Employers:** Hospitals 5.8%, School Education 5.3%, Public Order and Safety Services 4.8%, Cafes, Restaurants and Takeaway Food Services 4.2% and Postal and Courier Pick-up and Delivery Services 4.2%.
- **Income:** The median weekly individual income for persons aged 15 years and over who were usual residents was $348, compared with $466 in Australia. The median weekly household income was $772, compared with $1,027 in Australia. The median weekly family income was $918, compared with $1,171 in Australia.
- **Family Structure:** 133 families: 42.1% were couple families with children, 33.8% were couple families without children, 24.1% were one parent families and 0.0% were other families.
- **Dwelling Types:** 191 total private dwellings and 175 occupied private dwellings: 98.3% were separate houses and 1.7% was other dwellings.
- **Housing Payments:** The median weekly rent was $148, compared to $190 in Australia. The median monthly housing loan repayment was $1083, compared to $1,300 in Australia.

- **Household Occupancy:** The average household size was 2.6 and the average number of persons per bedroom was 1.1.

Issues & Strategies

- **Age:** The percentage of people over 55 years is only 1.9% higher compared to the Australian average and 1 year more than the Australian median age. Geurie does not have any established health or aged care services, which may force persons to travel or relocate to areas with such services. This is an area which should be investigated by Council to see whether any future services may be sustained by an ageing and growing population.
- **Employment:** There is a reasonable mix of employment types in Geurie, with a large percentage of persons identified as Professionals and Technicians and Trades Workers, there is a reliance on the rural sector for local employment. A percentage greater than Australia's unemployment rate is experienced in Geurie. If there were to be economic, social or political circumstances that resulted in the reduction or loss of any of these employers then it would have a significant impact on Geurie.
- **Income:** Geurie has a slightly lower median income than the Australian average which is reflected by lower costs of living within the settlement i.e. land prices.
- **Family Characteristics:** An increase in families with children and decrease in families without children may result in greater support for the local schools. A higher percentage of one parent families also require additional assistance and services.
- **Dwelling Characteristics:** The dominance of detached housing combined with an ageing population may indicate a need for greater housing choice in the future. However, the settlement is not wholly characterised by a significant ageing population, therefore current housing choices may be sufficient.

9.9. Environment & Natural Hazards

The following is a summary of the key natural hazards and environmental opportunities in this settlement from the LPIP and from Council's GIS system.

9.9.1. Topography & Land Constraints

Geurie's strongest topographic feature is Bald Hill which has a maximum height of 457 metres above sea level and is located to the south west of Geurie partly in the Open Space Zone 6 and partly in the adjacent rural zone.

As *Figure 3* shows, the northern side of Geurie has some undulating topography and slopes with stronger views, particularly between Chambers and Hill Streets. This slope however is believed to be less than 15% slope and given the area is largely developed; constraints on future development are unlikely, though lot sizes may need to be larger to support a dwelling.

In addition, *Figure 4* also shows there are no rocky outcrops within the settlement that would restrict development. There is an extensive area of karst land wrapping around the eastern and northern extents of land outside the village zone. This karst land does protrude into the settlement area at the north dissecting the eastern ends of Greenbank, Rose and Fitzroy Streets.

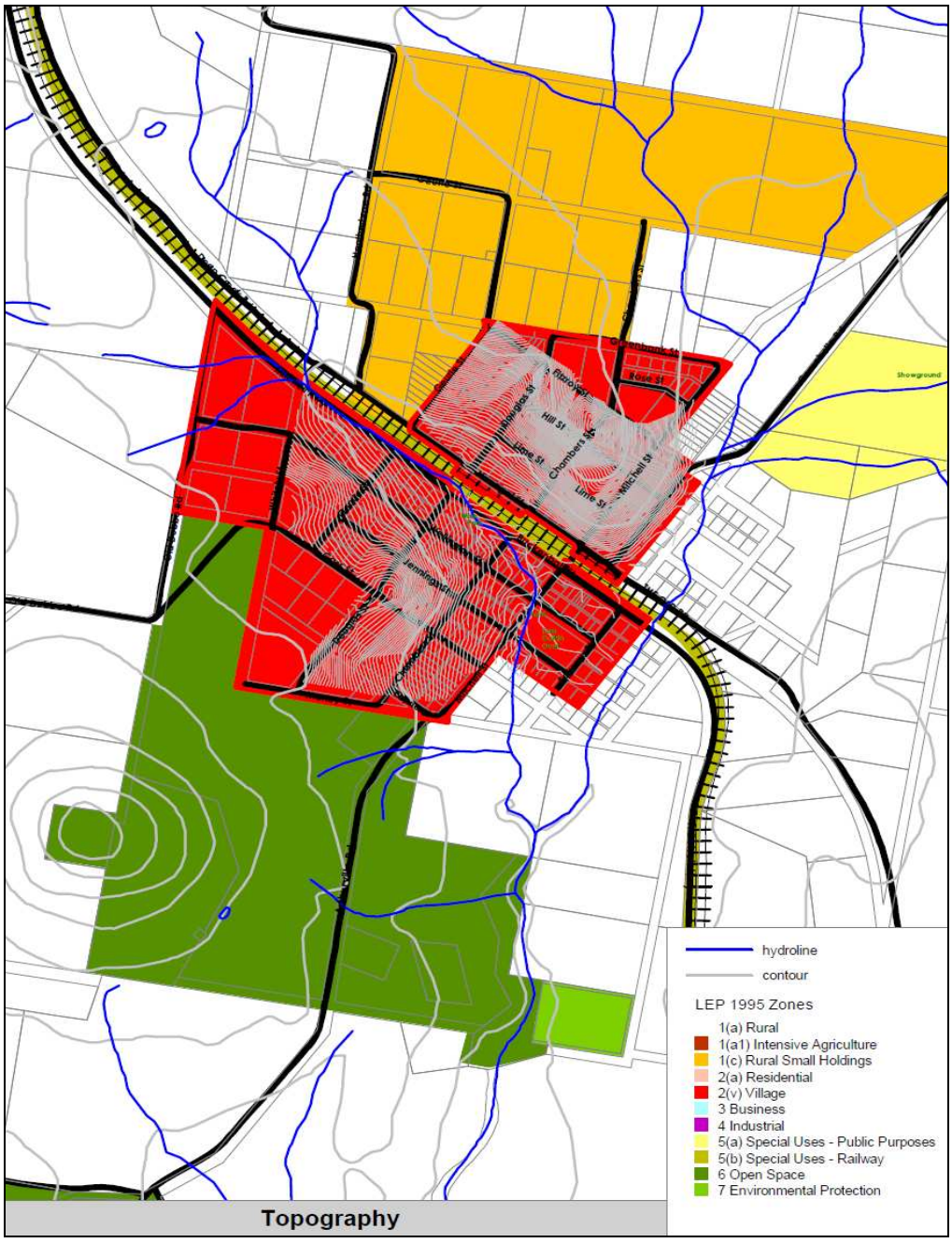

Figure 3: Contours and key watercourses for Geurie (Source: Wellington Council GIS mapping 2010)

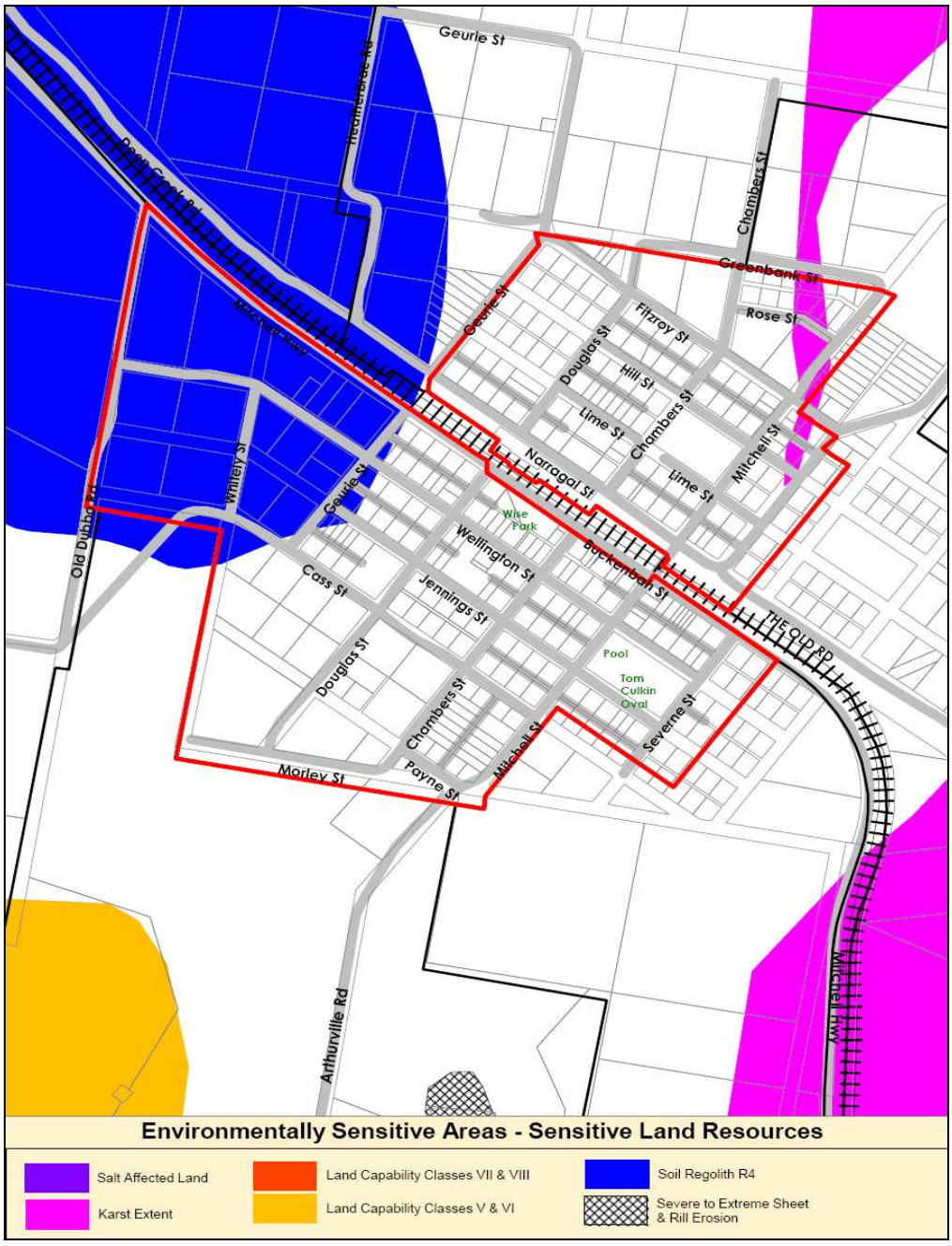

Figure 4: Environmental Sensitive Areas – Land Overlay (Source: Council GIS 2011 & NSW State Government ESA Data2006).

Issues & Strategies

- **General:** Geurie is located in an area of relatively flat topography with only a few areas to the north that are greater in slope (<15% gradient). The low-lying areas would be less suitable (or more costly to develop) for settlement growth as a result of flooding and inundation (see Section 3.9.2 Watercourses and Flooding for more detail).
- **Karst:** Karst land is situated mostly outside the urban settlement area, except for a protruding section in the north. This landform makes the land less suitable to development, as development costs are more expensive (geotechnical reports may be required); however it is not wholly a development constraint.
- **Soil Regolith R4:** This landform is located to the west and north-east of Geurie. The weathered

rock formations or rock blankets that cover these areas does not make development impossible, but consideration must be given to the stability of the land and the cost impacts of development.

9.9.2. Watercourses & Flooding

Please note that this Strategy provides only a broad overview of potential flood prone lands based on existing studies and estimations. This Strategy should not be relied upon in determining flood impacts on any particular property. Please refer to the original studies for more detailed information.

Geurie currently operates under a Flood Study carried out in 2006 by Webb, McKeown & Associates Pty Ltd. From the results of the Geurie flood study key historical flood data consists of:

- 1955 - Geurie Creek flooded in February when the Macquarie River flooded.
- 1990 - Significant amounts of surface water over Geurie and Wellington Streets.
- 1999 - Geurie Pool has been documented to be inundated, the date is unknown, but it is thought to be during the same time that the flooding of the railway upgrade occurred.

The Boori, Geurie, Heatherbrae and Limestone Creeks all converge on the settlement of Geurie. The Macquarie River confluence is approximately 4km downstream of Geurie with the Macquarie River situated to the south-west of the settlement (Geurie Flood Study p.i 2006).

Council operates under the assumption that the practical outcomes for Geurie are similar to those in Wellington, for example, floors at 1%AEP plus 0.5m freeboard. There is not a current Flood Risk Management Plan (FRMP) operational for Geurie. An FRMP is necessary before the State government will support buyback schemes. No candidates have been identified for Geurie. Before the Geurie FRMP can commence the Wellington FRMP review must be completed. This review is required as a result of increased spillway discharge rates from Burrendong Dam must be completed.

Figure 5 shows the allotments within the settlement which are affected by flooding. Approximately half the settlement (158 allotments) is flood affected. The high hazard and low hazard layers is representative of the 1 in 100 year flood event level; however those lots covered by the high hazard layer are prohibited from development. Approximately 22 lots are covered by the red layer and 77 lots by the green layer (development permissible with consent and development standards apply). The majority of the commercial area of Geurie is located within the low hazard floodplain, on the southern side of the railway. It should be recognised that approximately 16 of the 1 in 100 year flood affected allotments are covered by both flood zones (high and low hazard).

The other flood layer shown in *Figure 5* (blue hatched area) covers those lots which can be affected by stormwater events (any development on such land is referred to Councils Engineer for review and The other flood layer shown in *Figure 5* (blue hatched area) covers those lots which can be affected by stormwater events (any development on such land is referred to Councils Engineer for review and development standards can apply). Approximately 80 properties are located in this zone, with approximately 5 of these identified lots are covered by the green layer.

Issues & Strategies

- **Flood Prone Lands:** There is a potential for flooding along the low-lying areas to the south and east of Buckenbah Street.
- **Inundation:** There are 3 key areas identified as prone to overland inundation. One area to the north of Narragal and west of Douglas Streets, another to the south of Jennings and east of Douglas streets and the other to the west of Douglas Street between Buckenbah and Cass Streets. This overland inundation may contribute to drainage issues particularly on the southern lower lying lands.
- **Additional Information:** 1% AEP flood line is only known within the village area. Outside the Village Zone flood levels have been estimated. Council should consider extending future flood

study reviews to the area currently in Zone 1(c) Rural Small Holdings to assess potential impacts on development in these areas.

- **Constraint to Growth:** The potential for flooding may limit infill development in the southern areas of the village and expansion of Geurie to the east of the settlement, where development may either be prohibited or significantly more expensive to meet development controls.
- **Flooding (LPIP Issue 35) –** The relationship between medium density and seniors living developments and new flood plain management standards.

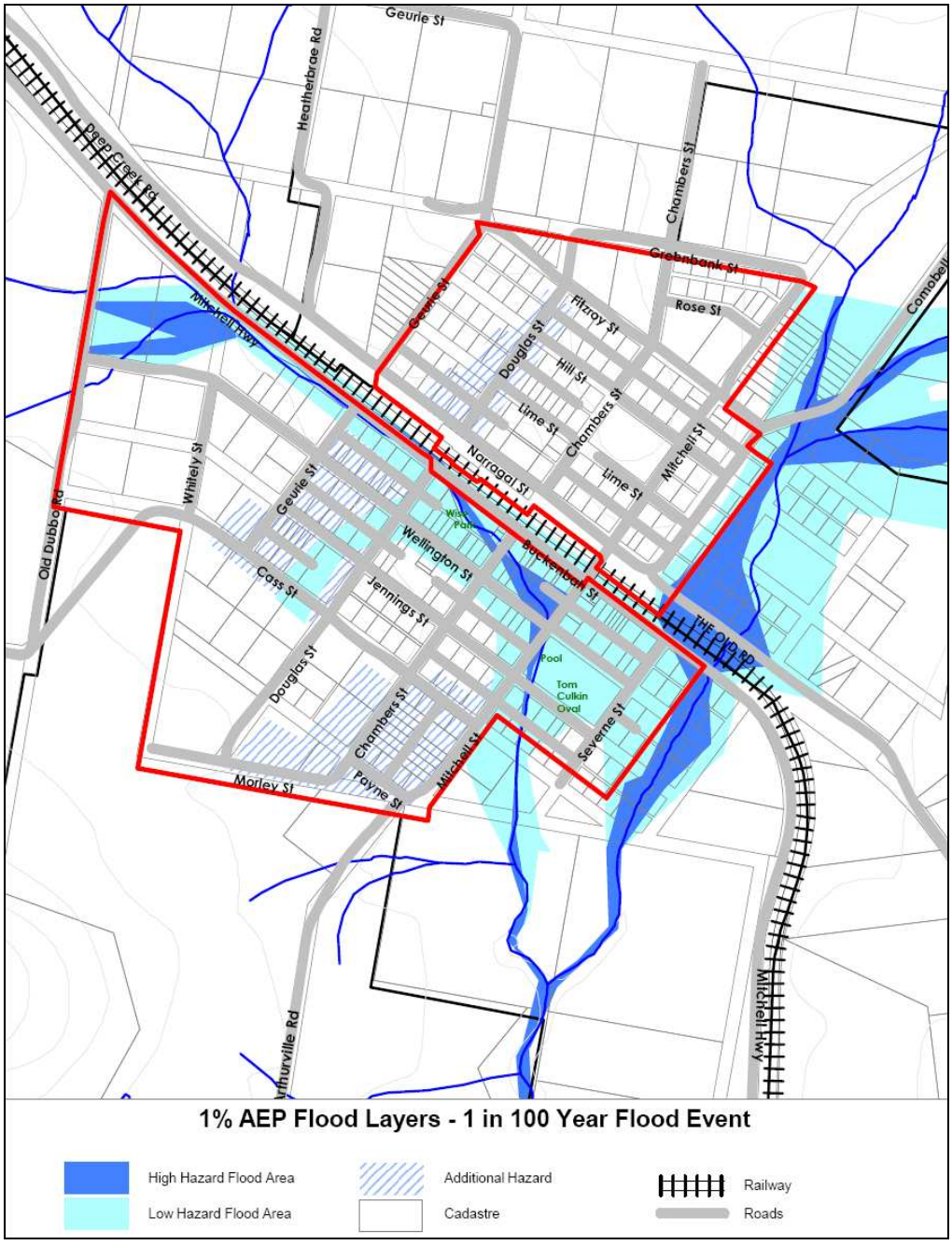

Figure 5: Diagram showing the flood prone lands in the settlement (Source: Wellington Council GIS 2011).

3.9.3. Groundwater Vulnerability

Running north to south on the eastern boundary of the settlement is a 40m buffer for major freshwater habitats. High groundwater vulnerability occurs in the south-east section of the urban settlement with moderately high vulnerability surrounding this area, and extending further inward to Chambers Street and affecting the south-west section of the settlement (see *Figure 6*).

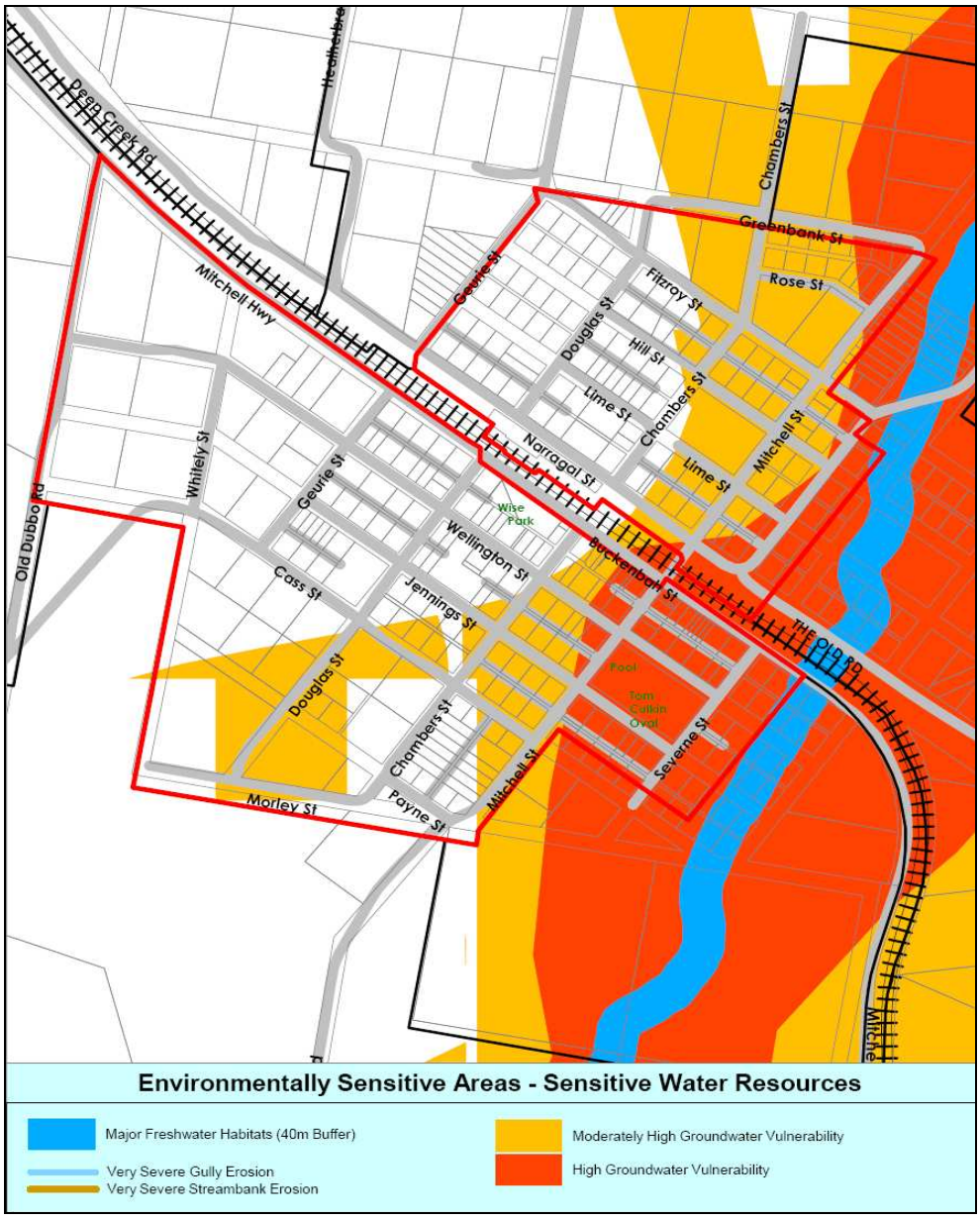

Figure 6: Environmental Sensitive Areas – Water Overlay (Source: Wellington Council GIS 2011 & NSW State Government 2006).

9.9.4. Significant Vegetation & Biodiversity

Figure 7 shows the vegetation patterns of the settlement, with the densest vegetation covers land in Zone 6 (Open Space) to the south and in Zone 1(c) (Rural Small Holdings) to the north. DECCW has noted that there is a high probability of Endangered Ecological Communities ('EECs') located in a small portion of the settlement located north of Chambers Street through to Greenbank Street. This is

considered to be a small area and no other areas in the settlement are affected. Therefore, the patches of significant vegetation may be worthy of additional protection and permit lower levels of development.

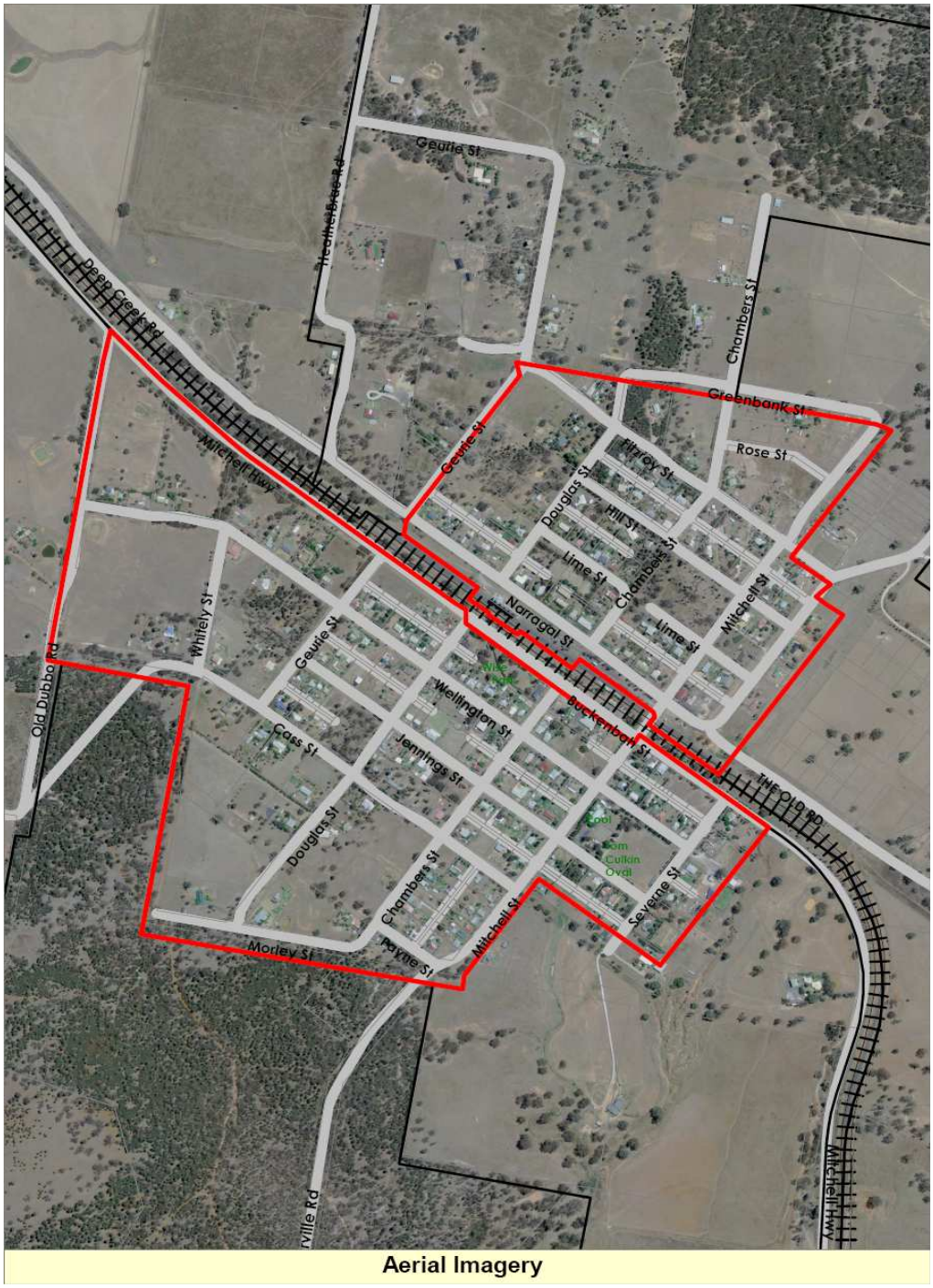

Figure 7: Significant vegetation in the settlement (Source: Wellington Council GIS 2011 & Dept. of Lands).

9.9.5. Bushfire Prone Lands

There are very limited lands within the Geurie Village Zone that are identified by Councils mapping system as having either Category 1 or 2 bushfire prone land. However, the 100m buffer zone (red) for Category 1 vegetation (orange) does extend from the Zone 6 (Open Space) area into the southern

areas of the Village Zone. In the northern Zone 1(c) (Rural Small Holdings) area the area of significant vegetation in the north-east is a Category 1 bushfire prone land and therefore land is significantly constrained. There are other areas of Category 2 bushfire prone land; however these could be addressed by appropriate Asset Protection Zones ('APZs') and construction materials/ design.

The current RFS map is in the process of being updated, there is no date for gazettal yet. Council must undertake ground truthing activities before a final report can be written and gazettal can occur. It is anticipated that much of the land outside the immediate township of Wellington which is currently mapped as being affected by bushfire will be removed from the map as bushfire prone land.

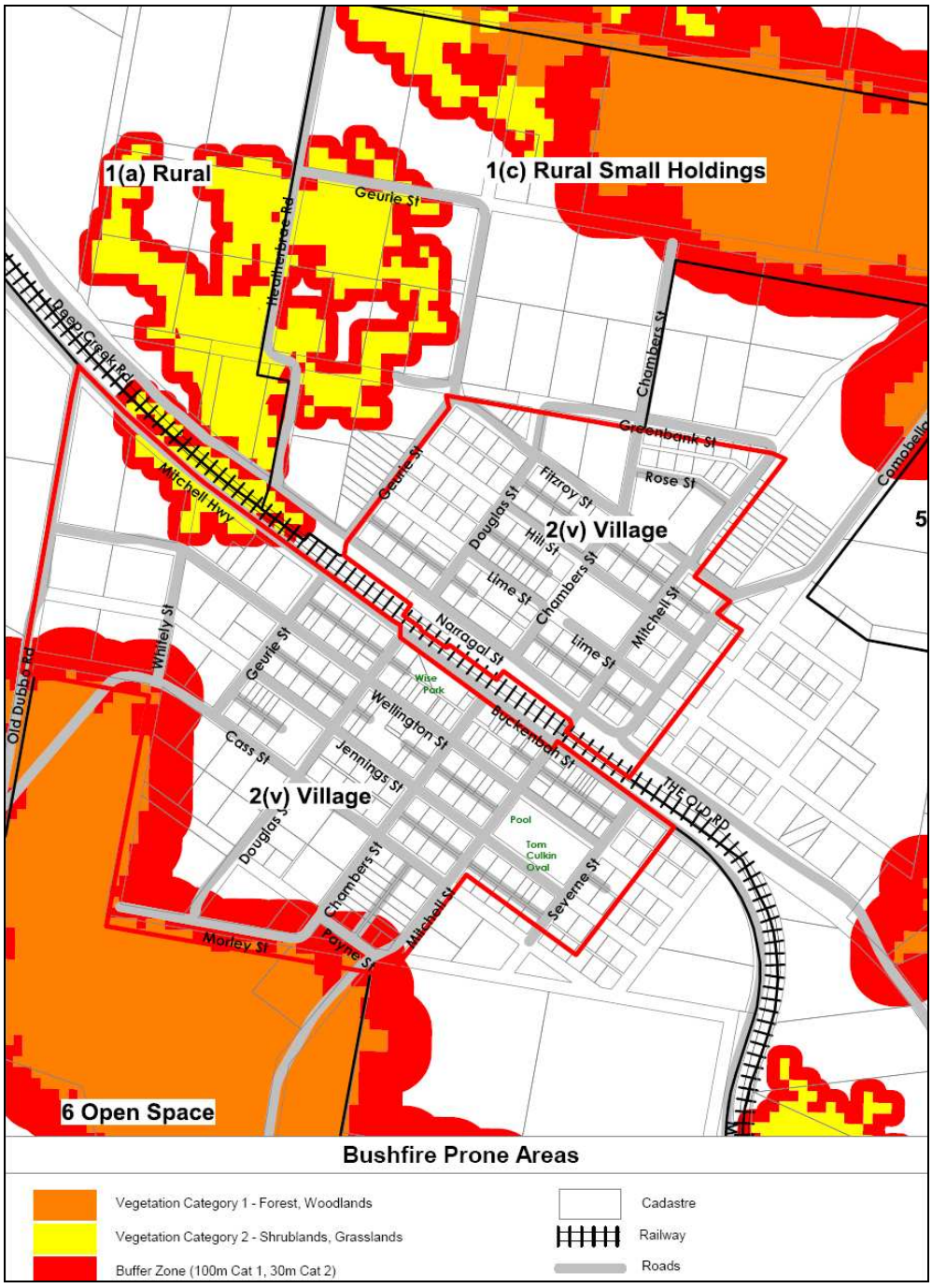

Figure 8: Bushfire prone lands in Geurie (Source: Wellington Council GIS2011 & Rural Fire Service mapping 2007).

Issues & Strategies

- **Village Zone:** There are limited bushfire prone land issues in the settlement. However, there may be a need to maintain larger lot sizes at the southern edge of the settlement against Zone 6 (Open Space) to provide an appropriate Asset Protection Zone for dwellings in this area.
- **Rural Small Holdings:** The north-eastern Zone 1(c) area has an area of significant vegetation that is Category 1 bushfire prone land. This area has a high bushfire risk and significant constraint to development. If there is no significant development of this land then it should be considered for removal from the Rural Small Holdings Zone.

9.9.6. Summary of Natural Hazard Constraints

A summary of the level of natural hazard constraints in this section is as follows:

Table 4: Summary of natural hazard constraints in the village settlement

Geurie	Bushfire	Flood	Karst	Topography	Summary
	MED-HIGH Low Risk Village Zone Constraints to growth outside immediate settlement area	**HIGH** Constraints to growth to east and south of Village Zone	**MED** Constraint to growth to north and east	**MED** Some slopes to north & north-west may require larger lots	**MED-HIGH**

9.10. Transport & Access

9.10.1. Air

There are no available public air services at Geurie. The closest airports are located at Bodangora (8km from Wellington on the Goolma Road), Dubbo (28km), Orange (117km) and Mudgee (121km).

9.10.2. Roads

Geurie has a reasonable level of access to roads for transport with its location on the Mitchell Highway. The road hierarchy in Geurie is relatively uncomplicated:

- **Arterial roads:** Mitchell Highway passes through the settlement (Dubbo – Bathurst). This road is state funded and managed, with B-double access.
- **Regional roads:** otherwise known as 'Main Roads' are partially state funded and managed by Council.
- **Local roads:** links rural properties with the regional road network. This is locally funded and sections of such roads are bitumen sealed with the remainder gravel surfaced. 3 key local roads leading out of Geurie - Comobella Rd, Arthurville Road and Old Dubbo Road. Each of these roads link onto various other roads to rural areas.
- **Collector streets:** are those located within the residential settlement which directs local traffic to the highway.

There are no alternate heavy vehicle routes in Geurie; heavy vehicles must pass through the centre of the settlement, increasing the potential for conflict between pedestrians and vehicles. The potential for conflict between pedestrians and vehicles is however reduced by large footpaths and designated crossing areas within the settlement (see Section 3.10.7 – Pedestrian and Cycle). There is no heavy

vehicle town bypass. Such a route is not considered warranted, given the mainstreet (highway) is wide enough catering for the parking of vehicles and movement of pedestrian traffic.

Issues & Strategies

- **Highway:** The Mitchell Highway (along with the rail line) separates Geurie's Village Zone into two distinct sides, north and south. The road supports heavier vehicles and numbers of traffic and is not suitable for numerous private driveways and has limited pedestrian amenity.
- **Local Roads:** There are few local roads that are unsurfaced in the urban area. If there is significant development along `these local roads then they may need to be upgraded to improve safety and durability, especially in the Rural Small Holdings areas.

3.10.3. Rail

The XPT runs daily from Sydney to Dubbo, passing through Geurie providing residents with a daily rail service to other regional areas. The original station building has been demolished, leaving just a shelter. The safe working hut and lever frame are present, although no longer in use. There are six large grain silos situated on the railway line in Geurie. Freight transport is limited to such commodities, with truck access to the rear of the silos adjacent to the railway line.

Issues & Strategies

- **Limited Utilisation of Infrastructure:** The daily use of rail infrastructure provides a benefit to the residents of Geurie. This takes the pressure of road based transport and allows opportunities for future growth, both residential based (people) and possibly industries based (freight/commodity transport).
- **Barriers to Development:** Rail corridors can also act as a barrier to development and connections. The provision of new or upgraded crossings or overpasses is expensive and may impact on development feasibility.
- **Impacts on Dwellings:** Rail corridors are utilised for heavy rail passenger and freight and can produce noise, vibration and light impacts on adjacent developments. These impacts should be taken into consideration

3.10.4. Public Bus

There following bus services are provided by Ogden's Coaches,

- Lithgow-Dubbo-Nevertire-Nyngan, which runs Monday, Wednesday, Thursday and Saturday;
- Nyngan–Nevertire–Dubbo–Lithgow runs on Tuesday, Thursday, Friday and Sunday.
- Dubbo–Orange–Bathurst–Lithgow runs on Monday, Wednesday and Saturday.

Countrylink provides a daily coach service from Sydney Central to Geurie, providing residents with an additional public transport option to access regional areas. These public transport services do not allow daily return journey shopping to other centres, which may present itself as a constraint to the aged, young and disabled persons or those without access to a private car.

Issues & Strategies

- **Opportunities:** Public bus transport is available for people living in Geurie for connections along the Mitchell Highway (including Dubbo). This would enable trips to key regional centres and provide some mobility for those without access to private transport.
- **Constraints:** However, there are limited public bus transport connections between Geurie and other settlements in the LGA, other than the school bus network. This may affect those seeking to work or shop in other settlements.

3.10.5. School Bus

A school bus run departs/ returns daily (school days) from Geurie to Dubbo. The school bus services surrounding areas outside the village zone that are located on the route including Windora Rd, Comobella Rd and the Mitchell Hwy – Wongarbon. The school bus service provides access to all of the schools within Dubbo. The Maryvale school bus run services Geurie for access to Wellington schools. Transport assistance is also available for school students providing subsidised travel on rail, bus and long distance coach services.

9.10.6. Taxi

Wellington Radio Cabs is a taxi service operating in Wellington and can be contacted on 131 008. Dubbo Community Services and Information Centre and Wellington Council also offer town community transport services.

9.10.7. Pedestrian & Cycle

There are limited pedestrian or cycle paths provided in Geurie. A cycle path runs along Narragal Street, from the railway crossing. The only designated pedestrian pathway runs along Buckenbah Street. There is a zebra crossing which runs across Buckenbah Street enabling pedestrians to park on one side and cross to the other side for the general store or pub.

Geurie has a system of kerb and gutter, however it is disjointed. There is a section running along Buckenbah Street, a section on the corner of the Post Office block, both in front and behind the public school block on Narragal and Lime Street and a section on Jennings Street outside the bowling club and police station. This suggests that such areas are the most highly used and accessed by pedestrians. A section of kerb also runs along both sides of Mitchell Street; however this is more a concrete swale than a kerb and gutter section. There is currently no Pedestrian Access Management Plan (PAMP) or Bicycle Plan operational for Geurie.

Issues & Strategies

Development of PAMP: Council should consider investing in the resources to develop a comprehensive PAMP and Bicycle Plan for Geurie. With the potential for future growth in Geurie such plans would benefit the community, enhancing community spirit and promoting additional recreational space within the settlement.

9.10.8. Summary of Access to Public Transport

A summary of the level of access to transport in this section is as follows:

Table 5: Summary of access to transport in the settlement

Geurie	Air	Rail	Road	Public bus	School bus	Summary
	LOW-MED Dubbo Airport	**HIGH** Western Rail Line	**HIGH** Mitchell Hwy	**MED** Mitchell Hwy services	**HIGH** Connections to Dubbo/Well.	**MED-HIGH**

9.11. Utilities & Infrastructure

9.11.1. Water

Supply & Demand

Water is available in Geurie from the Macquarie River, which is sourced from Burrendong Dam. The Geurie Bald Hill Reservoir pipes water to service the urban areas of the settlement (*Figure 9*). The water supply is potable and treated by Wellington Council. Geurie is also serviced by a bore that can potentially be used for drought contingency (Council Utilities Manager 27/04/10).

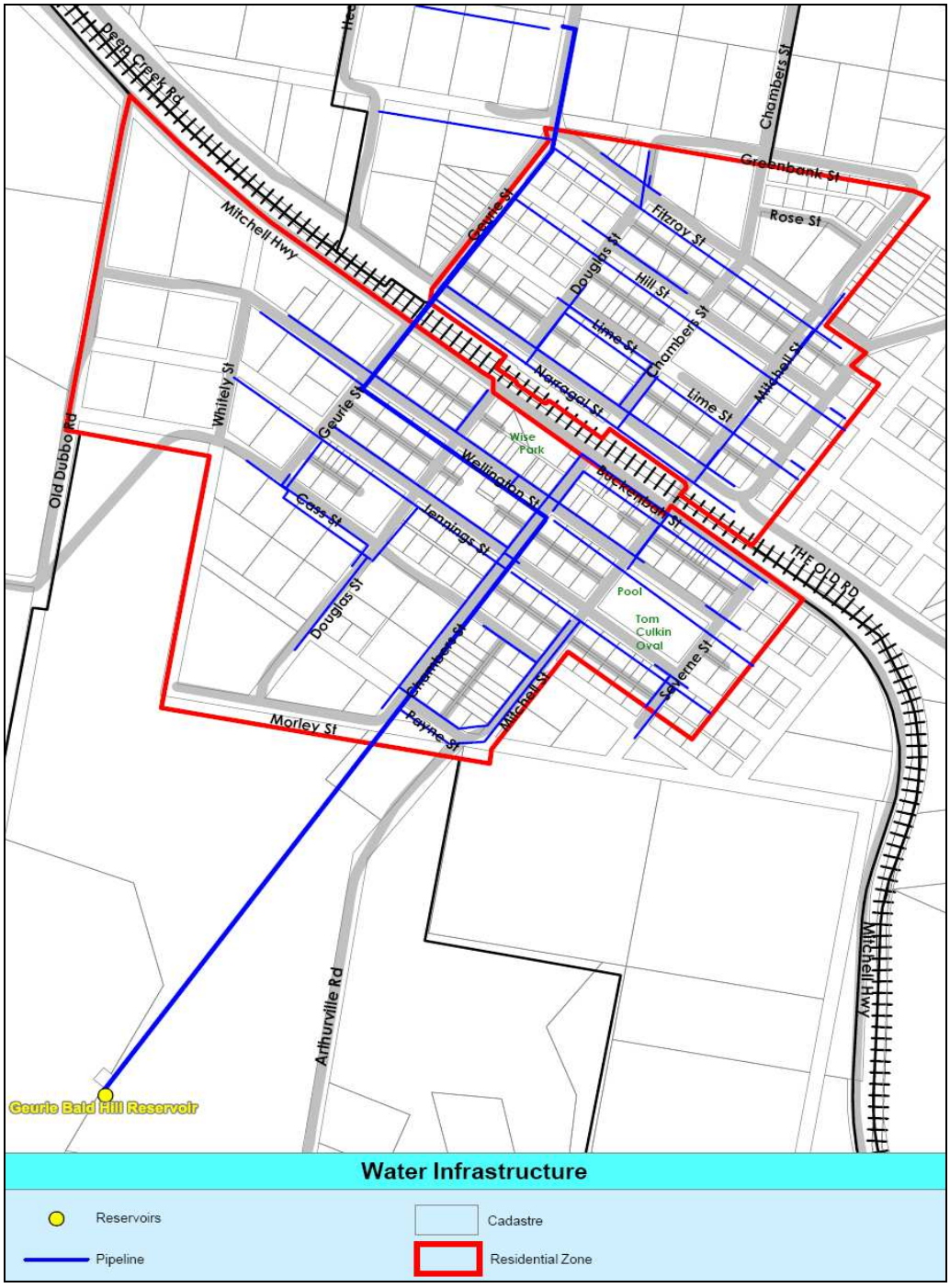

Figure 9: Existing water infrastructure in the settlement (Source: Wellington Council GIS 2011).

Integrated Water Cycle Management Report

The Integrated Water Cycle Management Report is in the process of being completed. This is not yet available for review of water security. Other documents such as the draft Drought Management Plan reveal that water security is high, with alternatives available in any extreme cases of failure.

Draft Drought Management Plan

Wellington water scheme services approximately 2060 households with an average water consumption of 320kL per household per year. Peak consumption is approximately 8ML; this is the desirable supply level.

Table 6: Maximum capacity and current demand for the Geurie Water Supply System

Scheme	Maximum Capacity	Peak daily demand	Current Demand (%)	Average yearly consumption
Geurie	1.5ML/day	1.1ML/day	73.3%	401.5ML

Issues & Strategies

Water security issues: This is a key issue in the settlement, with the secondary issue being the capacity of existing pipes, treatment stations & reticulation systems. Council has recognised that since the introduction of water charges in the settlement, demand has dropped substantially below maximum capacity levels. Therefore, with the continuance of such charges it is expected that the capacity will be adequate to service the settlement with future growth.

9.11.2. Sewer

Until March 2010, Geurie was reliant on septic systems for the disposal of sewerage waste. In 2010, Council constructed a new Activated Sludge Sewage Treatment Plant in Geurie to support the growing population. The newly constructed sewer works is located outside the Village Zone, approximately 800m to the south, accessed via the Mitchell Highway (*Figure 10*).

The new system provides service to all lots within the Village Zone (any lots not currently serviced in the Village area are able to be connected). All dwellings within the settlement are now required by Council to be connected to the system and to make existing onsite waste management systems redundant. Effluent from the new treatment plant is to be irrigated on an adjoining farm (privately owned). Geurie is one of the two settlements in the Wellington LGA with a centralised sewerage system, making it a more attractive (easier) place for future development.

Table 7: Maximum capacity and current demand for the Geurie Sewerage System (Source: Council Water & Sewer Coordinator 2010).

Geurie Sewerage System	*Equivalent Tenements*	*Equivalent Persons*
Maximum Capacity	*162.5*	*650 (estimated population)*
Current Demand (%)	*76.92%*	*500*

As *Table 7* highlights, the sewage treatment plant is capable of 650 EP fully loaded and the current expected capacity is 500. Therefore, an additional capacity of 150 EP is available, with the current system not operating at full capacity. Based on 4 persons per dwelling an extra capacity of 37.5 dwellings are available (Council Water & Sewer Coordinator 5/7/10). If this capacity is reached, the system can be augmented to cater for increased demand. It is not considered that sewerage provision is a growth constraint for Geurie.

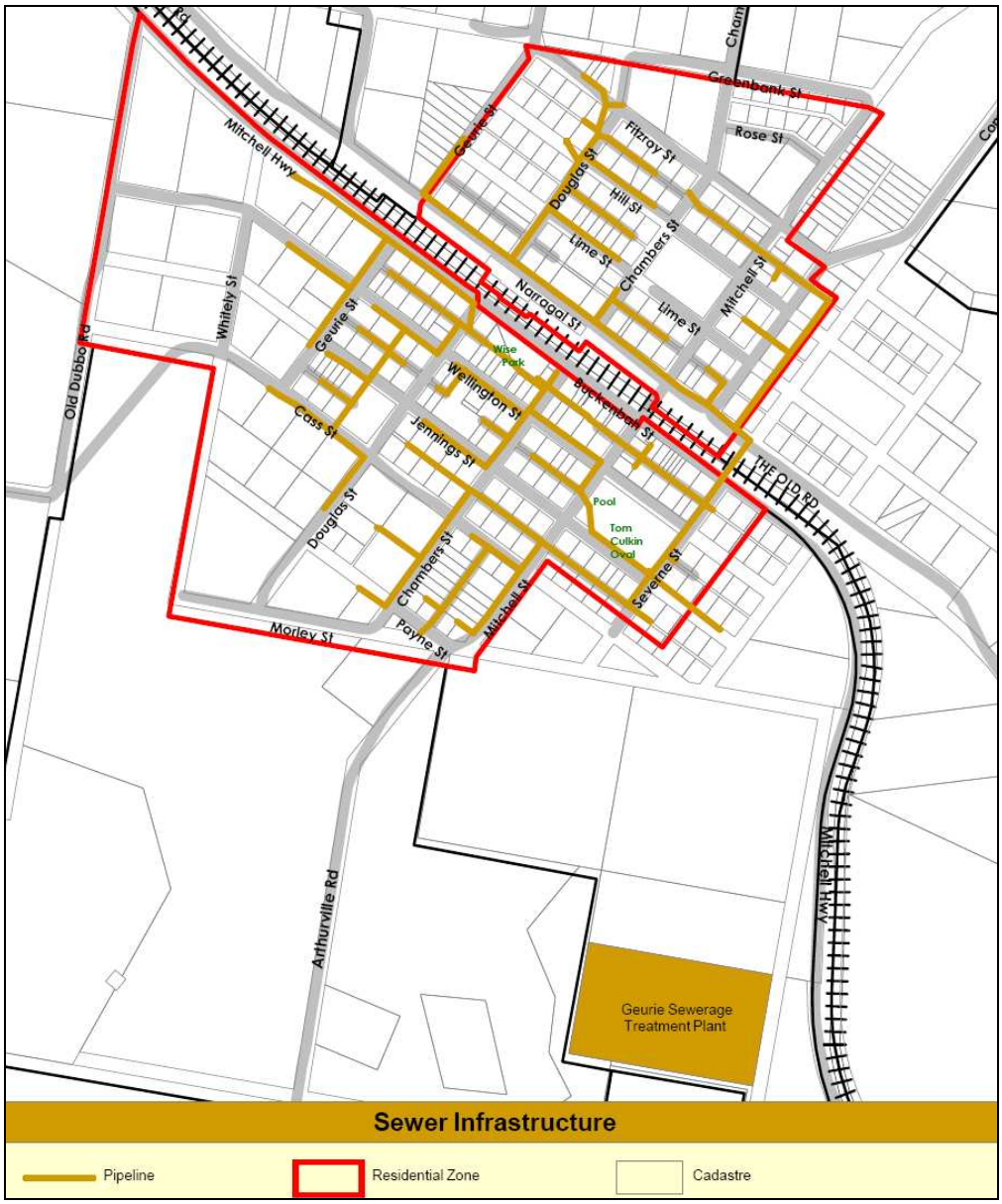

Figure 10: Geurie sewer infrastructure and location of Sewage Treatment Plant (Source: Wellington Council GIS 2011).

9.11.3. Electricity & Gas

Electricity is available to all allotments within Geurie. A new substation was constructed in 2000 to allow the settlement to manage with increasing demand. There is a natural gas pipeline which runs underneath the highway. There is no residential connection available in Geurie. It is suggested that Council review potential future connections to gas if the population grows to expected levels. It is unlikely that connections will occur in the settlement unless an industrial development, which requires the provision of gas, is established; however if this did not occur it is unlikely that such infrastructure connections would be justifiable for the current demand. LPG is however available for all allotments within the settlement. Electricity and LPG supply are not expected to be growth constraints for Geurie in the future.

9.11.4. Summary of Access to Utilities

A summary of the level of access to utilities in this section is as follows:

Table 8: Summary of access to key utilities in the settlement

Geurie	Water	Sewer	Electricity	Telecommunications	Gas	Summary
	HIGH Secure centralised water supply	**HIGH** Centralised sewer to Village Zone	**HIGH**	**HIGH**	**LOW** No reticulated services	**MED-HIGH**

Issues & Strategies

- **Environmental Sustainability:** Council should investigate ways to improve sustainability by reduced energy, water and gas consumption for all development.
- **Economic Sustainability:** Council should minimise the need for additional utilities or expensive extensions by promoting compact settlement patterns.

9.12. Heritage

A key overlay for all the land uses in Geurie are the items of heritage value or interest. Currently these items are set out under WLEP1995 and Wellington DCP No.5.

The Draft Wellington Heritage Study and Inventory lists a range of potential heritage items (including those listed on the LEP or DCP) and some of these are recommended for inclusion in a new LEP. In addition, the Wellington Heritage Inventory lists all heritage items (those listed on LEP DCP or considered significant). This electronic database is regularly updated with photographic records and historical data of each of the items. All of the items located in Geurie are listed on the inventory with an individual inventory number.

There are two known Aboriginal Heritage Items identified within the settlement of Geurie, both Aboriginal Scarred trees. There are no other known Aboriginal items. Council is currently seeking access to Aboriginal Heritage information from the Office of Environment & Heritage to ensure that no intensification of land use will occur that may impact on sensitive Aboriginal sites.

Please see Appendix 9 of the LPIP and WLEP1995 for a list of current and potential heritage items/ items of heritage interest in the LGA and the Village of Geurie.

9.12.1. Future Heritage Conservation Area

It is not considered that a HCA would be necessary in the settlement, given there are few items located in a central area. Given the items are spread across most of the extent of the settlement; if a HCA was to be imposed it would cover a large proportion of the settlement (with many buildings not of heritage value). This is considered to be a potential constraint to future growth in the settlement. With a review of the DCP it is possible that additional controls could be placed upon heritage items in the settlement, to ensure their conservation.

Issues & Strategies

- **Protection of Items**: The table above shows that the existing WLEP1995 does not recognise many of the existing items of significant heritage value and interest. These items are in danger of not being protected, retained or appropriately treated and Geurie could lose valuable environmental assets that could support its character and tourism initiatives. However, it is not

considered appropriate for a HCA to be imposed. A review of the current LEP and DCP controls should occur for those items within the village areas.

- **Integration of Item:** The table above shows that the 2003 Draft Community Heritage Study does not always include items that are on the Register of the National Estate, National Trust or NSW Heritage. The Study should be reviewed to incorporate all relevant items. Similarly, once the Study is complete, Council should seek to update relevant items to the NSW Heritage Register.
- **New Heritage List:** The 2003 Draft Community Heritage Study should be finalised as soon as possible. An updated Schedule of Heritage Items, based on the outcomes of the Heritage Study, should be incorporated into the new Wellington Local Environmental Plan along with enhanced controls in the new DCP.

9.13. Summary of Existing Land Uses (Village Zone)

A summary of the total number of lots in the Village Zone (*Table 9*) and the existing land use on each lot (*Figure 11*) is provided in this section. The following table separates the individual lots and their respective landuse:

Table 9: Lot counts for each land use in Geurie Village Zone

Existing Land Uses	***Geurie***	***%***
Total Lots (2010)	***316***	***100%***
Vacant Lots (2010)	*67*	*21.2%*
Total Lots for Dwellings(2010)	*272*	*86%*
Total Exisiting Dwellings (2010)	*204*	*64.5%*
Total Lots for Business	*13*	*4.1%*
Total Lots for Community/ Cultural/ Religious/ Educational uses (2010)	*12*	*3.7%*
Total Lots for Open Space (within Village Zone)	*3*	*0.9%*

The differences are those lots which are designated road reserve or railway etc and lots which are not in the immediate settlement CD includes some rural lands. There is no percentage data available from the ABS for Total Private Dwellings in 2006. This also skews the data somewhat.

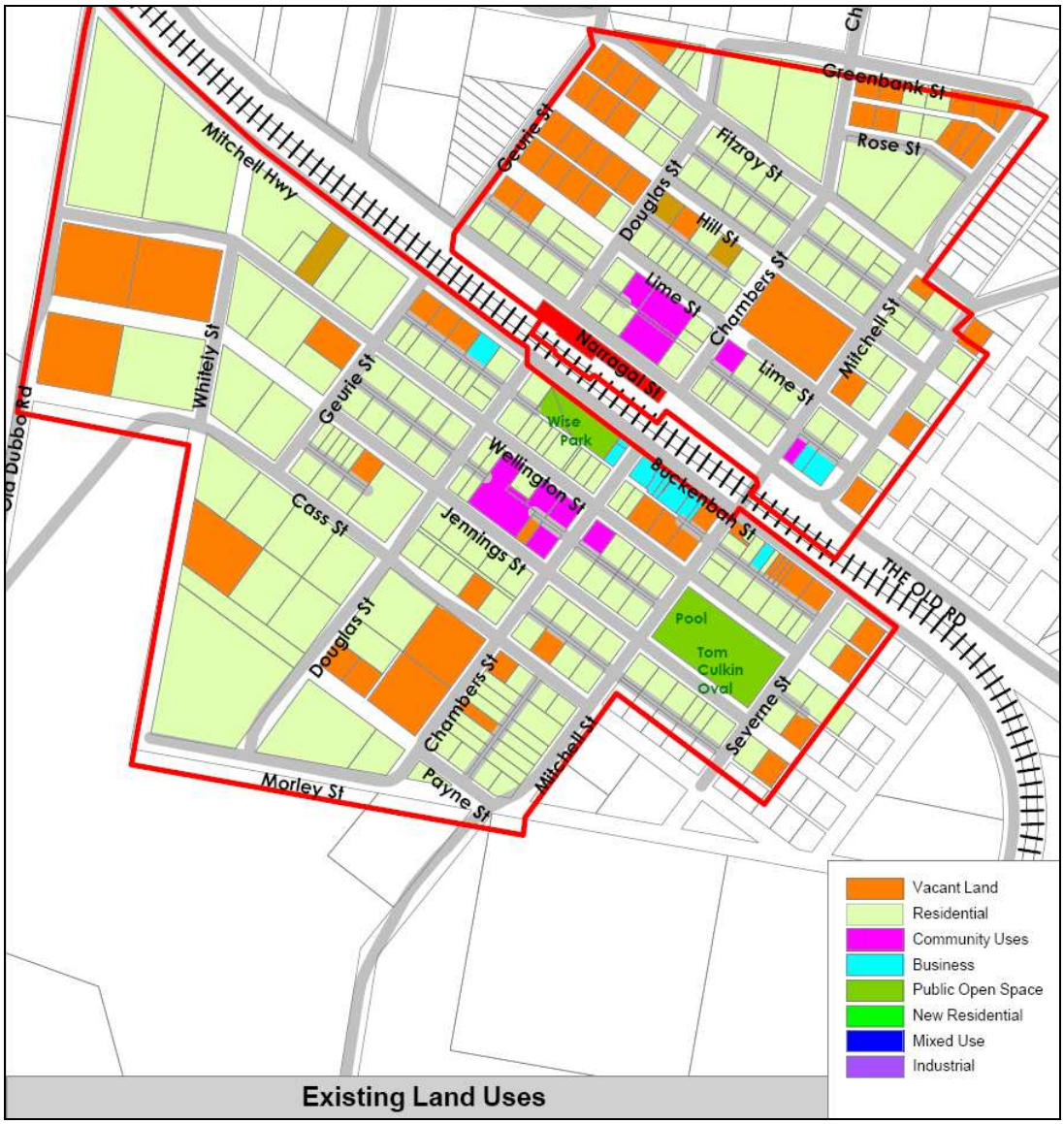

Figure 11: Existing land uses in Geurie's Village Zone (Source: Council GIS and street analysis 2010).

9.14. Open Space & Recreation

Geurie has various open space areas utilised for recreational purposes (*Table 10*). Two of the open spaces are owned by Wellington Council, and the other owned by Geurie Racecourse and Sports Ground Incorporated (which is located outside the village zone area).

Table 10: Open space and recreation areas in the settlement and surrounds (Source: Council GIS and ground truthing 2010)

Name & Location	***Facilities/ Use***	***Area / Owner***	***Photo***
Geurie Pool, 21 Wellington St, Geurie	*Town pool, Tennis Courts (4) and Tom Culkin Oval – cricket pitch*	*2.08ha* *Wellington Council*	
Wise Park, 63 Buckenbah Street, Geurie	*Tourist rest area, toilet facilities & parkland*	*0.5ha* *Wellington Council*	
Geurie Racecourse/ Showground, 78 Comobella Road, Geurie *(Outside Village Zone)*	*Racecourse and associtated facilities*	*19.62ha* *Geurie Racecourse and Sports Ground Inc.*	

Supply & Demand

There are a range of passive/ active and formal/ informal recreational areas spread throughout Geurie with 2.58ha (within village area) and a total of 22.2ha (including racecourse and showground) of open space and recreational lands. This range of facilities meets a wide variety of recreational needs and different sporting and recreational types including tennis, cricket, rugby and football, swimming and

horseracing related events. The current supply of open space and recreational lands is expected to be sufficient to meet future demands for some time (subject to a detailed review).

Issues & Strategies

- **Open Space Review:** As the village grows, there will need to be a more detailed review of the quantity and quality of facilities to ensure growing needs are met. This should be completed as part of a Shire-wide recreation and open space assessment and strategy and integrated with a Pedestrian Access Management Plan.
- **Youth Facilities:** There is not a wide range of recreational opportunities that target youth needs other than the swimming pool. Transport to Dubbo or Wellington is required for other youth based recreational facilities. There is a possible increased demand for such facilities within the settlement, or located immediately outside the settlement to cater for the younger families and teenagers, however this is not expected to increase in the short-medium term.
- **Dog Areas:** There are no designated dog walking (leash-free) or enclosed dog-runs in the settlement. Travellers are able to stop at Wise Park if required.
- **Drainage:** Some of the passive recreational parks are located along drainage corridors. There may need to be a review of the quality/ operation of these spaces and safety (both from anti-social activities and unfenced water areas).

9.15. Vacant Land

9.15.1. Role of Vacant Land

This section reviews the availability of vacant land within the existing urban area to adequately meet future demand and growth, particularly for residential land uses.

9.15.2. Total Vacant Land

Approximately 67 lots in the existing urban area (as at May 2010) are vacant. This figure includes both small and large vacant lots within the Village settlement. For the purposes of this vacant land chapter, only the vacant land within the existing 2(V) Village zone is considered.

9.15.3. Vacant Lots Constrained by Natural Hazards

The settlement of Geurie was developed with approximately half the settlement located in low lying areas and much of the settlement is close proximity to dense vegetation. This development pattern did not account for natural hazards (predominantly flooding and bushfire), which may make it more difficult or costly to develop such lots today.

Flood prone lands

Note: *Figure 5* of Section 3.9.2 – Watercourses and Flooding should referred to in conjunction with reading this section.

In Geurie the flood planning level that is used for development control purposes is the 1 in 100 year flood event (with high, low and additional flood hazard levels used). As previously stated in Section 3.9.2 – Watercourses and Flooding any lands covered by the high hazard flood zone are not developable, lands covered by the low hazard flood zone are potentially developable and lands located in the additional flood hazard zone are developable but referred to Councils Engineers for any applicable development standards.

In Geurie there are approximately 26 small and 2 large vacant lots in Zone 2(V) Village that are flood affected resulting in 28 vacant lots out of 67 total vacant lots with a low potential for future development (41%). Of the 28 vacant flood affected lots, 15 are covered by the low hazard (1 in 100 year level), 5 are covered by the high hazard (1 in 100 year level) and 12 are covered by the additional flood hazard

level (2 of the 12 are large vacant lots), totalling 32 lots. This inconsistency between vacant lot counts is due to 4 vacant lots being impacted by more than 1 flood layer, for example low hazard and additional hazard covering a single vacant lot.

Once lots that are flood affected are removed from the supply of vacant land, the total number of vacant lots available for development purposes is 39 vacant (easy-to-develop) lots (subject to detailed studies and development consent).

Bushfire prone land

The settlement of Geurie is surrounded by bushfire prone lands (*Figure 8* Section 3.9.5 – Bushfire prone Land), with the majority of affected land located toward the southwest of the immediate urban area. In Geurie there are approximately 2 large vacant lots (approximately 2.72ha) in Zone 2(V) Village that are bushfire affected resulting in 2 large vacant lots out of the 68 total vacant lots with a low potential for future development.

These lots are classified as buffer zone bushfire prone lots and whilst these lots could potentially be developed, are potentially more expensive than those without constraint. As a result, the total number of vacant lots (68) is reduced down to 66 vacant (easy-to-develop) lots that have a potential of being able to support a building/dwelling (subject to detailed studies and development consent).

Total easy-to-develop (constraint free) Lots in Geurie

Of the 67 vacant allotments within the immediate settlement of Geurie 28 lots are affected by flooding and 2 lots are affected by bushfire. Therefore, 37 vacant constraint free developable lots exist.

Total vacant developable lots in Geurie

Notwithstanding the above paragraph, given only 8 of the identified flood prone lots are excluded from development (identified as high hazard lots) development potential exists for the remaining 20 flood affected lots.

Council considers that approximately 40% of these lots would be developed. As a result an additional 8 lots could be included in the supply of vacant land. The total supply of vacant land in Geurie would then increase to 37 vacant constraint free developable lots + 8 flood prone developable lots = 45 potential developable lots.

Furthermore, if the 2 large bushfire affected vacant lots were included for development purposes (given they are only located in the buffer zone – RFS referrals and conditions maybe applicable to development) the total developable lots would increase to 47.

9.15.4. Total Vacant Unconstrained Small Lots for Dwellings (Village Zone)

A vacant (small) lot is identified as any lot of a size approximately 2,000m^2 or smaller that does not contain any significant buildings (including sheds, garages, gardens or septic systems). Whilst these lots may be part of a larger ownership and associated with an adjacent dwelling, as the lot is on a separate title is can be sold at any time and it may be able to support a dwelling (subject to development consent). Identified small lots do not include large allotments where there is only a single dwelling with further subdivision potential (see Section 3.15.5 - Vacant Small Lots Released for Development).

There are a total of 35 unconstrained small vacant lots within the existing 2(V) Village zone. As these lots are already subdivided, it is assumed that they could be put on the market at any time and may be capable of supporting a dwelling (subject to consent).

9.15.5. Vacant Small Lots Released for Development

Council takes into consideration that the community often claims that some of these vacant small lots should not be counted for the purposes of infill development because the current owners are not

interested in selling. However, this Settlement Strategy is looking to review land supply over the next 30 years. Whilst some existing landholders may be currently reticent to make land available, over a 30 year period this position could change, particularly as land prices rise and people no longer need larger lots. Council can only 'guesstimate' what percentage of lots may become available for sale or development over a 30 year period but this Strategy suggests that:

- Where there are vacant small lots that have been in existence for some time, Council is proposing a conservative estimate of 60% being available for purchase in the next 30 years. This would result in 35 small vacant constraint free developable lots x 60% = 21 dwellings.
- Where these vacant small lots exist, Council proposes that such lots could be further subdivided to a Minimum Lot Size of 1000m^2, therefore doubling the total amount of small vacant constraint free developable lots to 70. Based on the conservative estimate of 60% being available for purchase in the next 30 years. This would result in 70 small vacant constraint free developable lots x 60% = 42 dwellings.
- If the flood prone lands (8) which are considered to be developable are included a total of 43 small vacant developable lots exists, therefore 43 x 60% = 25 dwellings.
- Where these vacant lots form part of a recent subdivision by a developer, Council generally assumes that 100% of these lots would be intended for sale.

9.15.6. Vacant Land & Subdivision of Larger Lots in Village Zone

A vacant (large) lot is identified as any lot greater than 2000m^2 that does not currently contain any significant buildings (dwelling or business – active or disused) and may be capable of future subdivision or development (subject to development consent). Under current controls the minimum lot size for subdivision, where a site is fully serviced (centralised water and sewer), is 2000m^2 or 4000m^2 for un-serviced allotments.

It is considered that there is a reasonable amount of land, approximately 7.03ha (5 large unconstrained vacant lots) within the immediate settlement that is of a size capable to support additional lots through subdivision. Approximately 30 additional lots (approximately 1500m^2) could potentially be created to support new dwellings.

The 2 identified constrained large vacant lots are affected by buffer zone bushfire. If these lots were considered developable, it is thought that 8 lots approximately 3000m^2 could potentially be created, whilst allowing for appropriate Asset Protection Zones to be maintained.

In addition to the large vacant lots available for subdivision, there are many large lots in Geurie that currently have a building/dwelling that may support further subdivision and are not constrained by any natural hazard (approximately 9.19ha). Therefore it is considered that such lots maybe able to support approximately 46 new dwellings through subdivision. In total 76 new additional lots could potentially be created through subdivision of large lots.

Again Council can only 'guesstimate' what percentage of lots may be created as new lots and further become available for sale over a 30 year period but this Strategy suggests that:

- Where existing large unconstrained vacant lots are to be subdivided, to create new allotments, it is assumed that 60% of such potential lots would be created. Therefore, 30 potential new dwelling lots x 60% = 18 potential dwelling lots.
- If the 2 large lots which are identified as bushfire prone land were included for potential subdivision, approximately 8 lots could potentially be created. Assuming 60% of such lots are developed (given the associated increased development costs) a potential for 4 newly created lots exists.
- Where existing large unconstrained developed lots have potential for subdivision, it is thought that approximately 46 new lots could potentially be created. Assuming 60% of such existing lands are subdivided, approximately 27 newly created lots exist.

9.15.7. Vacant Land/ Subdivision of Lots in Rural Small Holdings Zone

If the existing 2(V) Village area was unable to meet the demands for land supply the Rural Small Holding Zone is a possible alternative for land supply. The area of 1(c) Rural Small Holdings adjacent to the existing Village Zone consists of a total of 31 lots (108.11ha) of this there are 17 lots (59.23ha) which are considered developable/ subdividable. It is thought that an appropriate subdivided size would be between 1-1.5ha; therefore approximately 47 lots could potentially be created (allowing for area for road access).

This is a substantial increase in supply, if required by future populations, after supply of land within the immediate 'urban' zone is exhausted. For the purpose of land supply for this Strategy it is assumed that approximately 60% of existing lots would be subdivided, creating 29 new dwelling lots. This issue of supply and demand is more extensively covered in the Rural Residential Strategy.

9.15.8. Vacant Land – Summary Table

Based on the above analysis, a summary of the potential lots that could be created/ developed for future dwellings (subject to Council consent) is approximately 95 over the next 30 years (*Table 11*).

It is important to note that the community often claims that some of these vacant lots should not be counted for the purpose of infill development because the current owners are not interested in selling. However, as this Settlement Strategy is looking at land supply over a 20-30 year timeframe, ownership patterns and intentions with relation to land are likely to change over this time.

Council can only make an estimate of what percentage of lots may become available for development and as such Council is proposing a conservative estimate of 60%.

Table 11: Potential dwelling lots available for development

Source of Lots for Dwellings	Vacant Lots Development Potential	Likely Number to be Available in next 30 years (60% Rule)
Village Zone - Small Vacant Unconstrained Lots	35 (70 lots if subdivided to 1000m^2)	21 (42 lots if subdivided to 1000m^2)
Village Zone - Small Vacant Low Risk Constrained Lots	8 lots (8 flood prone developable lots)	4
Village Zone – Subdivision of Large Unconstrained Vacant Lots	30 lots (through subdivision of 5 large vacant lots)	18
Village Zone – Subdivision of Constrained Large Vacant Lots	8 lots (subdivision of 2 large vacant lots)	4
Village Zone – Subdivision of Unconstrained Existing Developed Large Lots	46 lots (subdivision of 9.19ha into 2000m^2 lots)	27
Total		**74 (95 if MLS reduced to 1000m^2)**
Rural Small Holdings Zone – Subdivision Potential	47 lots (subdivision into 1-1.5 ha lots)	29
Total		**29**

9.16. Community Services

9.16.1. Emergency Services

The only emergency service that is located in Geurie is the Police Station (58 Jennings Street Geurie). This station is not a 24 hour station. All other services are located in Wellington or Dubbo. Emergency service provision is not considered to be a future growth constraint, given the immediate proximity of larger towns/ cities.

9.16.2. Education

Education opportunities are limited in Geurie because of its close proximity to Dubbo, where there are additional educational services. There is no information available regarding day care and pre-school facilities in Geurie, however home based child care centres may exist in the settlement.

Geurie Public School, located at Narragal St, Geurie is the only educational facility in the settlement, providing primary education for grades K-6. Enrolment numbers as of March 2011 are 46 students, which is an increase of 10 students from 2010 enrolment numbers. It is considered that such recent increases reflect the strong demand for such services in the settlement. There are not considered to be any future capacity issues, given the school has substantial area for expansion.

Issues & Strategies

- **Supply & Demand:** the settlement of Geurie is considered to have an adequate supply of educational facilities given the size of the settlement. Given the predicted increase in population over the next 30 years the demand for primary school facilities may increase.
- **Proximity to Larger Regional Areas:** Given the relatively close proximity to Dubbo and Wellington, families have an increased choice for schooling options for primary schools. Given there are no high schools or tertiary educational facilities within the settlement such opportunities are reduced to outside the settlement. The lack of educational services within Geurie is not likely to restrict future growth; there are numerous school bus services that cater for both primary and secondary students (see Section 3.10.5 – School Bus Services).

9.16.3. Health & Aged Care Services

Hospital Services

There are no hospital services available in Geurie. See Chapter 1- Wellington Settlement Strategy, Section 2.16.5 – Health and Aged Care Services for information on hospital services. The nearest hospital for emergency related services is located in Dubbo.

Aged Care Services

Geurie does not have any aged care services based in the settlement. The limited services available within the settlement itself do force those who require such facilities to travel to other centres, creating a dependency upon public transport if access to private transport means is not available. The Dubbo community neighbourhood centre provides home modification services and respite services are provided through Wellington multi-purpose incorporated.

Issues & Strategies

- **Limited Health and aged care services:** increased reliance on travel to nearby centres for service. This increased reliance also increases the dependence on private transport and if such is not available public transport. The potential to develop aged care facilities within the settlement exists, potentially the development of a smaller scale independent care units, could be successful. However the development of aged care health related facilities is less likely in the short term.
- **Limited Public Transport:** The reliance on public transport is potentially an issue, given there are

not regular and frequent services available.

- **Reduced attraction of settlement:** Potentially the attraction of Geurie to older aged people or other healthcare reliant persons could be reduced as a result of no health and aged care services.

9.16.4. Other Community Services

Post Office

There is a Licensed Post Office in Geurie, located at 57 Wellington Street. The Post Office is open weekdays closed on weekends. The Post Office provides both postal and banking services.

Halls

Geurie Memorial Hall: Recently (2010) $10,000 was granted for the upgrade of the roofing at Geurie Memorial Hall as part of the Rudd Labour Government community infrastructure program.

Churches

There are 4 churches within the settlement; Windora Uniting Church, Holy Name Catholic Church, St Mathews Anglican Rectory and the Union Hall and Church.

9.16.5. Future Community Land Requirements

There are only a limited number of businesses and community land uses existing in Geurie. As a Village Zone (or its equivalent under the Standard LEP Template) is likely to be the future zoning these uses can be located anywhere within the settlement, subject to consent, based on their merits. It is thought that the any future community landuses would be co-located to take advantage of any existing services and facilities. Growth in these uses is not projected to be substantial in the short-term, however as populations increase such requirements are projected to become more demanded. Therefore, there is no need to conduct an analysis of land availability for these uses for the next LEP.

9.17. Business Land Uses

9.17.1. Existing Business Uses

Existing Business Zone

Given the current zoning of the settlement there is not strictly an area designated for business landuses. The mainstreet of Geurie (Mitchell Hwy) is essentially the business area of the settlement with few other businesses located on the southern side of the settlement. The nature of the settlement allows for business expansion in any area of the village, however it is considered in the interests of the business owner that the business would be located on the highway for most access to visitors.

Existing Services

Businesses existing in early 2010 are as follows:

- Jones David General Transport is located at 94-96 Cass Street;
- Geurie Pit Stop Garage located at Chamber Street;
- Geurie Bowling Club located at Jennings Street;
- Geurie Engineering Services located on Buckenbah Street
- Paxton Welding Works located on Narragal Street
- Geurie General Store & Newsagency, located on Buckenbah Street;
- Geurie BP located on Buckenbah Street; and
- Mitchell Inn located on Buckenbah Street.

The limited business uses within the settlement does not so much contribute to limiting future growth in the area. Business centres are located either side of the settlement within 20 minutes drive. The limited business character of Geurie also allows for the settlement to maintain a more community orientated and residential based lifestyle.

9.17.2. Existing Tourism Uses

Tourist Attractions

There are no specific tourist related entertainment services or facilities in Geurie (see the Wellington Tourism website www.visitwellington.com.au for more details). There are a limited number of heritage items or items of heritage interest (see Section 3.12 - Heritage for more detail). However, this is not considered to be a growth restricting factor for general population increase, given Geurie is mid-way between Dubbo and Wellington, both larger tourist centres.

Accommodation

There is only one source of accommodation at Geurie, the Mitchell Inn (*Figure 12*). As Geurie is located on the Mitchell Highway it could potentially offer a range of accommodation for passing travellers. However, as there is a larger range of tourist related experiences in and around Wellington and Dubbo, it may not be a critical issue for Geurie.

Figure 12: Photograph of Mitchell Inn, Geurie

9.17.3. Demand & Supply

There are only a limited number of business land uses existing in Geurie. As a Village Zone (or its equivalent under the Standard LEP Template) is likely to be the future zoning these uses can be located anywhere subject to consent on their merits. Growth in these uses is not projected to be great. Therefore, there is no need to conduct an analysis of land availability for these uses. There are no vacant businesses that could be utilised, however there are a few vacant stores located on the Mitchell Highway which could be opened for business enterprises.

9.17.4. Future Business Land Requirements

It is not expected that the settlement of Geurie will require extensive land for future business development. Given the commuter nature of the settlement, it is expected that businesses that service the day-to-day needs of the community will be required. The introduction of a small local supermarket may be viable within the settlement, for example IGA.

The aim is to reinforce the existing core business area and avoid higher impact businesses occurring in dominantly residential streets. Any future businesses would be best to co-locate along Buckenbah Street with existing businesses for amenity and consumer proximity reasons, however the natural hazards (flooding) would suggest new business is better to establish north of the railway line. This establishment would suggest that local services (those which are non-highway related) are best suited to the north, however those which rely upon highway trade, are best to remain along the highway.

There are several ways in which this business area could be reinforced. It could either remain a matter for consideration in this Strategy or it could be incorporated into a DCP for Geurie. As a DCP cannot conflict with the permissible uses in a LEP and business uses are permissible with consent throughout the Village Zone then it may be best that the area is only included in this Strategy as a matter for consideration. There is no need for a future investigation area for expansion of a business area as the proposed defined area for business uses is sufficient large to cater for growth over the next 30 years.

9.18. Industrial Land Uses

9.18.1. Existing & Future Industrial Land Requirements

Existing Industrial Land Uses

There are no industrial uses in Geurie. The limited industrial nature of Geurie is not considered to be a constraint for future growth of the settlement.

Future Industrial Land Uses

There are no current industrial land uses in Geurie (other than home based industries). The likelihood of retaining a Village Zone in Geurie means that light industrial land uses could be permitted with consent throughout the proposed Village Zone. However, there are a number of constraints that may suggest that large-scale light industrial uses are unlikely to be attracted to Geurie including, but not limited to:

- **Natural Hazards:** Geurie is a settlement with some of the greatest constraints to development (particularly for industrial uses requiring large sites) due to the steep sloping nature of the northern sites, flood potential on the low-lying land to the south, and significant vegetation surrounding the settlement;
- **Utilities:** There is a lack of high voltage electricity access to support energy/waste intensive industries and water supply is not secure;
- **Efficiencies:** As there is a lack of any other large-scale industrial activities in this area there are no efficiencies from co-locating with other industrial uses. It would be hard to compete with the industries in nearby Wellington and Dubbo;
- **Land Use Conflicts:** As a key attraction for living in Geurie is the rural and landscape qualities there may be potential conflicts with residential amenity;
- **Lack of Large Vacant Lots:** In the Village Zone there is a lack of larger vacant lots that are well setback from existing residential uses and constrained (natural hazard) lots.

It is appreciated that many settlements such as Geurie are keen to find local employment solutions and this improves the long-term sustainability of these settlements. However, from a Shire-wide approach, the challenges above suggest that the chance of attracting large-scale industry to Geurie is relatively low in-comparison to opportunities in Wellington. Furthermore, the cost of setting up industry in Geurie would be much higher than in Wellington.

Issues & Strategies

Industrial Land Uses: Retaining a Village Zone in Geurie means that light industrial land uses could be permitted with consent throughout the proposed Village Zone. However, the lack of suitable sites suggests that Geurie is not a preferred location for light industrial uses (except for home based industry). Instead of Geurie having to compete to attract industry it should look at other employment generating activities (e.g. tourism and local businesses) where it will have a competitive advantage.

9.19. Residential Land Uses (Village Zone)

9.19.1. Existing Residential Character

Number of Dwellings / Occupancy Rate

As of December 2010, there were 219 lots used for dwellings (constructed dwellings) in the Village of Geurie according to a count from aerial photographs and street analysis. This is 70% of the total lots (309) in the settlement. The ABS 2006 Census (Quickstats) recorded 191 dwellings in the Village of Geurie with an occupancy rate of 2.6 people per household. In 2006, there were 16 unoccupied dwellings (8.3%).

Dwelling Types

Geurie is characterised by a mix of dwelling types which reflects on the character of the settlement. Geurie is largely characterised by single storey detached housing. Many of the buildings are constructed from a mix of brick (newer dwellings) and weatherboard (older dwellings). These dwellings types are complimentary to each other and create a unified streetscape, given the setbacks and lot sizes upon which they are situated. The styles and periods which many existing houses were constructed vary from the Old Colonial Georgian style houses to Victorian and Federation style dwellings. Some of the oldest cottages are constructed with external walls of sawn timber (once a common local vernacular type of construction - NSW SHI database). Section 9.19 addresses heritage issues further, with a map included locating all heritage listed items.

Lot Sizes

Lot sizes in the settlement vary, but in general most of the residential stock is 1500-2000m^2, creating a rather homogenous settlement pattern. These lot sizes are large for an urban environment, yet it is such size that contributes to reinforcing the desired rural village character. There are larger allotments on the periphery of the settlement; the Rural Residential Strategy covers these allotments in more detail. Councils Development Control Plan, Clause 18 – Minimum lot sizes states that the prescribed minimum lot sizes for subdivision in the 2(V) Village are is 4,000 m^2 (no sewer) or 2,000m^2 (with reticulated sewer).

Given the majority of Geurie (Village Zone) is now serviced with a reticulated sewer system it is expected that most allotments will either remain at 2000m^2 or be further subdivided into 1000m^2 allotments, which are considered capable of supporting dwellings in an urban environment.

Setbacks, Open Space & Landscape Character

Setbacks are an important control mechanism in settlements such as Geurie as they can aid the regulation and formation of both sense of place and desired lifestyle. The lot sizes within Geurie allow for residential dwellings to setback from the road, increasing privacy and reducing the appearance of high density. The current setbacks for residential areas within the settlement (as prescribed by Councils DCP No.2) are:

"Front building line will take into account development on adjoining land. Side setbacks will be the same as side and rear setbacks for residential land or BCA, whichever is the greater (3 metres preferred)".

The majority of the dwelling stock within Geurie complies with the setbacks, excluding some areas which are setback greater distances, which does not disadvantage neighbours or impact streetscape. Any new development within these areas is made compliant with current setbacks; however this can be at the cost of streetscape uniformity and character continuity. Private lots are well accommodated with landscaped open space, contributing to the streetscape and character of the particular street.

Dwelling Densities

Lot sizes are considered to be very uniform within the settlement. The overall dwelling density of Geurie is considered low with approximately 5 dwellings/ hectare. Future possibilities of increased dwelling densities are unlikely given the lack of large lots which are accessible to services (for aged care or

young families). However, increased densities may offer an alternative to consumption of more land for growth and improved sustainability.

Rental Rates

Out of 175 occupied dwellings in Geurie, a total of 87 dwellings are rental properties (including rent to buy dwellings – 66 dwellings), a total of 49.7% of total dwellings (Source ABS 2006). Geurie has a reasonably high rate of rental properties (almost half the occupied dwellings of the settlement) which may be explained by the demand from itinerant workers including people associated with farming activities and the Wellington Correctional Facility.

Issues & Strategies

- **Lot Size:** Lot sizes need to be reviewed against current proposals for complying development to ensure that the development controls are consistent with current state policy. The introduction of a reticulated sewerage system in the settlement provides for lot sizes to be smaller, as environmental issues associated with onsite waste management systems no longer exist. There should be a review of appropriate lot sizes to support medium density housing including dual occupancies, attached dwellings and townhouses.
- **Density/ Character:** The character of Geurie is based on the rural residential lifestyle offered, by low density larger lot sizes. The lot size pattern contributes to the character of the settlement, with larger lots surrounding the urban areas of the settlement in the 1(c) area. Dwelling density is considered relatively low. The lower density lifestyle contributes to the attraction to live in Geurie. However, with a large ageing population and predicted increased costs of living in the future, there may be an increased future demand for increased densities in the form of aged care housing or duplex situations, which require lower maintenance.
- **Housing Types:** The majority of the housing stock in Geurie is single storey single detached dwellings. The construction materials of the dwellings range from masonry to clad dwellings, depending on the age of the dwellings. This mix of construction materials contributes to the heterogeneous character of the settlement (even though the settlement pattern is considered homogenous).
- **Rental Supply:** There may be an issue with the provision of rental properties and affordable housing in Geurie to meet the needs of lower socio-economic groups and itinerant workers. The supply of new medium density housing stock in appropriate areas (close proximity to services) may assist with future demands.
- **Development Controls:** There may need to be additional controls imposed to ensure that the character of Geurie is preserved. A review of the current DCP and future release of a new DCP should be compatible with the recommendations of this strategy. Any new developments should be compatible and sympathetic with the existing housing stock and desired future character.
- **LPIP Issue 32 –** Does the arrival of sewer allow for a small commercial core within the village of Geurie? Is medium density development now an option for that part of the village that lies within the sewer footprint?

9.19.2. Projected Dwelling demand by the year 2036

Dwelling Occupancy Rate

The occupancy rate is the number of people that will live in each house. The occupancy rate for the Village of Geurie in 2006 was 2.6 persons per household (ABS Census 2006). This is expected to decrease slightly over the next 10-30 years, especially if there are increases in aged care housing (senior citizens living alone); families having less children (smaller family sizes); and greater variety of housing types which attracts younger people to live independently. On this basis it is assumed that the estimated occupancy rate in Geurie in the year 2036 will be approximately 2.3 people per dwelling (down from 2.6 in 2006).

Dwelling Demand from Projected Population Growth

As stated in Section 3.7 – Projected Future Population Growth, the projected annual population growth rate for Geurie ranges from +0.4%/year (minimum) to +1.5%/year (maximum) with an average of +1%/year. As this Strategy needs to cater for the greatest potential land demands, dwelling demand will be based on a **maximum** annual population growth rate of 1.5%/year, even if this rate is never achieved. On this basis, the projected population of Geurie in the year 2036 is 728 people, an additional 262 people above the 2006 Census figure. A projected rate of 2.3 people per dwelling in 2036 results in a requirement for the following number of dwellings:

Table 12: Projected dwelling demand for 2036 from estimated population growth predictions

Method	Calculation	Projected Demand for New Dwellings by 2036
Dwellings required by Additional Population	262 / 2.3 per dwelling	114
Dwellings required by Total Population minus Total Dwellings	728 / 2.3 per dwelling (317) minus existing total dwellings (191)	126
Dwellings required by Total Population minus Occupied Dwellings	728 / 2.3 per dwelling (317) minus existing occupied dwellings (175)	142
Average Dwelling Demand to 2036	**114+126+142 = 382 / 3**	**127**

Therefore, the requirement for new dwellings based on projected estimations of population growth ranges from 126 to 142 dwellings over 30 years, with an average demand for 127 new dwellings.

Dwelling Demand Projected from Development Applications

From 1999 to 2009 (10 years), there was an average of 1.6 single detached dwellings and 6.3 approved per year. If this trend continues at the same rate then there would be 48 additional detached dwellings approved over the next 30 years (to 2036). Please note that this is a broad assumption as dwelling approvals do not necessarily result in constructed dwellings and future dwelling applications may change.

Table 13: Approved single detached dwelling DA's from 1999-2009 (Source: Council records).

Dwelling Type	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Av. DA's/yr	Project 30 yrs
Single detached	0	3	0	2	1	1	1	0	5	1	0	1.6	48

Dwelling Demand Projected from Historical Growth in Dwellings

The historical change in dwellings for Geurie is shown in *Table 14*. It is clear that there has generally been a positive relationship experienced between population growth and dwelling growth increasing over the past 30 years.

In particular from 1976-2006 there was an increase in total dwellings of +3.98%/year (~3.4 dwellings/year) and occupied dwellings of +4.05%/year (~3.4 dwelling/year). It is interesting to note that both figures have seen an average increase of 3.4 dwellings/year in both total and occupied dwellings. More recently there has been some slowing in total dwellings from 2001-2006 of 0.98%/year (total dwellings) and 0%/year (occupied dwellings) – this may have occurred due to census boundary changes or a range of financial constraints on both the community and individuals.

This Strategy assumes that dwelling growth (based on historical growth of dwellings) is likely to continue to increase at a rate of +1.5-2.5%/year. Over 30 years this is likely to result in a total dwelling count of 2,720 dwellings by 2036, an increase of 579 dwellings over the 2006 figure.

The historical change in dwellings for Geurie is shown in *Table 14*, *Table 15* and *Table 16*.

Table 14: Historical changes in dwellings in the settlement (Source: ABS www.abs.gov.au).

Year	Dwellings (Total)	Dwellings (Occupied)	Δ in Total Dwellings from previous Census	% Δ in Total Dwellings from previous Census	% Av. Ann. Δ in Total Dwellings from previous Census
1976	87	79	---	---	---
1981	109	96	+22	+25.2%	+5.04%
1986	120	106	+11	+10.09%	+2.018%
1991	150	135	+30	+25%	+5%
2001	182	175	+32	+21.3%	+4.26%
2006	191	175	+ 9	+ 5.0%	+ 1.0%

Table 15: Historical changes in total dwellings in settlement (source: ABS www.abs.gov.au).

Range of Years	Δ in Total Dwellings	% Δ in Total Dwellings	% Av. Ann. Δ Total Dwellings
1976-2006	+104	119.54%	3.985%
1986-2006	+71	59.17%	2.958%
2001-2006	+9	4.94%	0.98%

Table 16: Historical changes in occupied dwellings in settlement (source: ABS www.abs.gov.au).

Range of Years	Δ in Occupied Dwellings	% Δ in Occupied Dwellings	% Av. Ann. Δ Occupied Dwellings
1976-2006	104	121.5%	4.05%
1986-2006	69	65.09%	3.25%
2001-2006	0	0%	0%

The average rate of total dwelling increase from 1976 to 2006 was almost 4% per year and between 1986 and 2006 had declined slightly to 2.958%. Based on a 3.5% growth per year the total dwellings in Geurie would grow from 191 in 2006 to 536 dwellings by 2036 (an increase of 345 dwellings). This would appear both unsustainable and unlikely. For the purposes of this strategy a dwelling growth rate of 2% has been adopted as more likely over a 30 year period. This would result in a total dwelling count of 346 by 2036 (an increase of 155 new dwellings).

Dwelling Demand - Summary Table

Based on the above methods the following projected dwelling demand for dwellings by 2036 is averaged at 110 new dwellings by the year 2036.

Table 17: Average number of projected new dwellings by 2036

Method	Rate of Growth	Projected Demand for New Dwellings by 2036
Average Historical Growth of Dwellings 1976-2006	2%	155
Historical Rate of Development Applications for Dwellings	1.6/yr	48
Dwellings Required by Projected Population Growth (Maximum Rate)	1.5%	127
	Average	**110**

9.19.3. Supply of Vacant Land in Residential (Urban) area

A total of 95vacant lots are expected to be made available within the existing urban Village area over the next 30 years (or less) based on the calculations in Section 3.15 – Vacant Land.

9.19.4. Summary of Vacant Land Demand & Supply

Summarising all of the above sections there is a projected demand for 110 new dwellings in Geurie over the next 30 years and a potential for 120 small vacant lots in the existing Zone 2(a) Residential Area.

The total supply of land available in Geurie, if all vacant lots are developed to their full potential (subdivided to MLS of 1000m^2 - excluding Rural Small Holdings lots – See Table 13) compared to the demand is shown below:

$$\frac{\text{95 (potential lots/ dwellings)}}{\text{110 (projected demand for new dwellings)}} \times \text{30 years} = \text{25.9 years supply.}$$

If every small vacant lot was only used for a single detached dwelling then the current zoned urban area would provide approximately 25.9 years of supply. Therefore, there is at least 20 years supply of vacant land still available for detached single dwellings (which are the majority of dwellings in the settlement currently).

It is considered that there is sufficient land supply available within the settlement to allow predicted growth of dwellings in residential zones and as such no new land would need to be provided or any land rezoned (the Rural Residential Strategy further addresses the supply of 1(c) land to cater for unexpected growth).

However, there are several ways by which this supply could be increased (if required) including:

- Geurie not achieving the maximum population growth rate or dwelling demand rates used in the calculations above which would result in reduced demand and consequently increased supply;
- The 'turning-on' of Rural Small Holdings land, to cater for increased demand, with increased supply (see Section 3.20.2 - Supply of Vacant Land in Rural Small Holdings Zone);
- The adoption of higher density dwelling types to provide increased dwelling demand with lower land consumption (see Section 3.19.5 – Medium Density Housing).

Issues & Strategies

Demand & Supply: There is assumed to be no need to rezone any additional land for dwellings in the next 20 years to meet the projected supply based on the maximum projected population growth rates. Given there is a minimum of 20 years supply of land for new dwellings, the proposed changes to the Village Zone (reduction of Village land) are not considered to constrain growth. The average projected growth rates will extend this land supply for a longer period.

9.19.5. Medium Density Housing

Demand for Smaller Housing

The calculations provided above in Section 3.19.4 - Summary of Vacant Land Demand & Supply are premised on existing land supply being utilised for single detached dwellings. However, it is important to consider that settlements such as Geurie maybe attractive to persons who demand smaller housing situations, whether it is units or duplexes.

The increased housing choice is also likely to meet the growing demographic demands for younger couples, aged persons, single household persons and lower socio-economic groups. An increase in medium density development would also provide a higher number of dwellings with a lower supply of land. This could potentially meet any shortfall in dwelling supply. It is considered that such developments are not in high demand within the settlement; however this style of development is an available option.

Existing and Future Medium Density Housing

There is currently no medium density dwelling developments that exist in Geurie. Given the increased demand for smaller housing situations it is considered that such developments may become more popular within the settlement, however given the lack of immediate facilities within the settlement, people who lived in such residences would be required to be mobile and have access to private transport. Given the lack of community and support facilities in Geurie there is a lower chance of medium density development being successful in this location. In addition, there are few areas within the settlement that may be highly suitable for medium density development, which are not already constrained by either natural to other constraints (e.g. highway, railway).

Proposed Medium Density Area

There is no specific identified area within the settlement for medium density dwellings. It is considered that demand for such housing would be for smaller scale developments, for example, smaller unit complexes with approximately 2-6 units.

3.20. Large Lot Residential Land Uses (Rural Small Holding Zone)

3.20.1. Large Lot Residential Strategy

A separate Large Lot Residential Strategy will address issues and strategies for the existing Zone 1(c) (Rural Small Holdings). However, as there is a large portion of Zone 1(c) land in close proximity to Geurie and this area provides some of the land supply for dwellings for the settlement catchment - it is important to summarise the outcomes of this Strategy here.

3.20.2. Supply of Vacant Land in Rural Small Holdings Zone

A total of 32 lots exist in the Rural Small Holdings zone, located to the north of the existing Village zone. The smallest of these lots is approximately 0.09ha and the largest 21.9ha. Natural hazards affect 16 of the lots (16 bushfire only affected and 2 lots affected by both bushfire and karst hazards). A summary of the allotments is provided:

- 13 of these lots are developed (have a dwelling or substantial farm structures located onsite). Approximately 50-60% of the developed lots are considered vacant; therefore potential for further development may exist;
- 10 of these lots have already been subdivided to a suitable lot size capable of supporting a dwelling. No further subdivision would be permissible on these sites. It is possible that some of these lots may require consolidation to permit the use of dwelling (to satisfy MLS). Furthermore these allotments have been identified as suitable for Village Zone expansion (Future Investigation Area);
- Potentially 47 new allotments (approximately 1-1.5ha) can be created through subdivision of existing allotments, allowing area for road creation.

3.20.3. Demand for Vacant Land in Rural Small Holdings Zone

Based on the calculations provided in Section 3.15 – Vacant Land, the Village of Geurie has a minimum of 20 years of land supply, excluding any 1 (c) lands. It is therefore considered that the demand for such lands is not expected to be high in the short-term.

However, as the population of Geurie continues to grow it is thought that the supply of such land will be necessary to support dwelling choice. As identified in the previous section there is potential for the creation of 47 new allotments through subdivision (29 lots at a take-up rate of 60%). If growth projections for this area are based upon a growth rate of 2%/ year, it is calculated that approximately 24 new dwellings will be required by the population by 2036. Given there is a potential supply of 29 new dwellings lots (1-1.5ha) it is considered that supply will be able to satisfy demand.

3.21. Proposed Land Use Arrangements

Based on the outcomes of the above issues and strategies, the following recommendations are made for land use arrangements for the Village of Geurie that will inform the preparation of a new Local Environmental Plan and Development Control Plan for the Wellington LGA.

Please note that any maps or references to 'zones' or 'zoning' refers to indicative terms for the type of zone that illustrates the desired future land use of that area. The actual zone name and the permissible land uses in that zone will be determined at the time that the new Local Environmental Plan is prepared in accordance with the Standard LEP Template.

9.21.1. Suitability of Existing Village Zone

Good planning practice suggests that settlements above 1,000 in population should consider adopting specific zoning for each land use (i.e. 'business' zones, 'industrial' zones, 'residential' zones etc). The current population of the urban area of Geurie is 466 (2006 Census) and the projected 2036 population is 728 which is significantly less than 1,000 people so there is no immediate need to identify specific land use areas in the new LEP. Therefore, Council is recommending that a future zone similar to the existing 'Village Zone' is retained in the next LEP for Geurie. The Village Zone will allow applications for a wide range of land uses that are permissible with consent (similar to the existing Village Zone) and provides the greatest flexibility for growth of future land uses.

9.21.2. Summary of Proposed Future Land Use Arrangements

As stated in Section 3.19 – Residential (Village Zone), there is a sufficient supply of land within the existing Village Zone to provide a minimum of 20 years supply (primarily for residential uses). Therefore, it is considered there is no need to significantly expand the urban zone in the forthcoming LEP, subject to the following changes (*Figure 13*)**:**

Extensions to Village Zone

- **Extension of Village Zone to West (North of railway line):** There is a minor extension of the existing Village Zone to encompass 10 subdivided lots from the existing 1(c) Rural Small Holdings Zone. The reasons for including this land are:
  - Whilst there are predicted to be sufficient Village Zoned lands for 20 years – this is based on the assumption that some flood prone lands would be developed which is not necessarily a good environmental outcome and some additional lands may be needed;
  - The proposed lots have a smaller lot size and tighter subdivision pattern that is more urban in character that aligns more with the Village Zone than the large lot residential areas;
  - The lots have close proximity to centralised water and sewer making development of these lots more efficient and economically feasible;
  - The topography of most of the lots would support a denser pattern of development with minimum cut and fill;
  - The lots are not flood prone – and there are few directions in which Geurie can grow. To leave these as large lot residential risks having them sterilised by large lot residential development.
- **Extension of Village Zone to South-East (South of railway line):** It is proposed to extend the Village Zone to encompass one lot on Mitchell Street that has an existing dwelling on a lot of no more than 2000m^2. This recognises the urban character of this lot and may provide limited additional development potential.

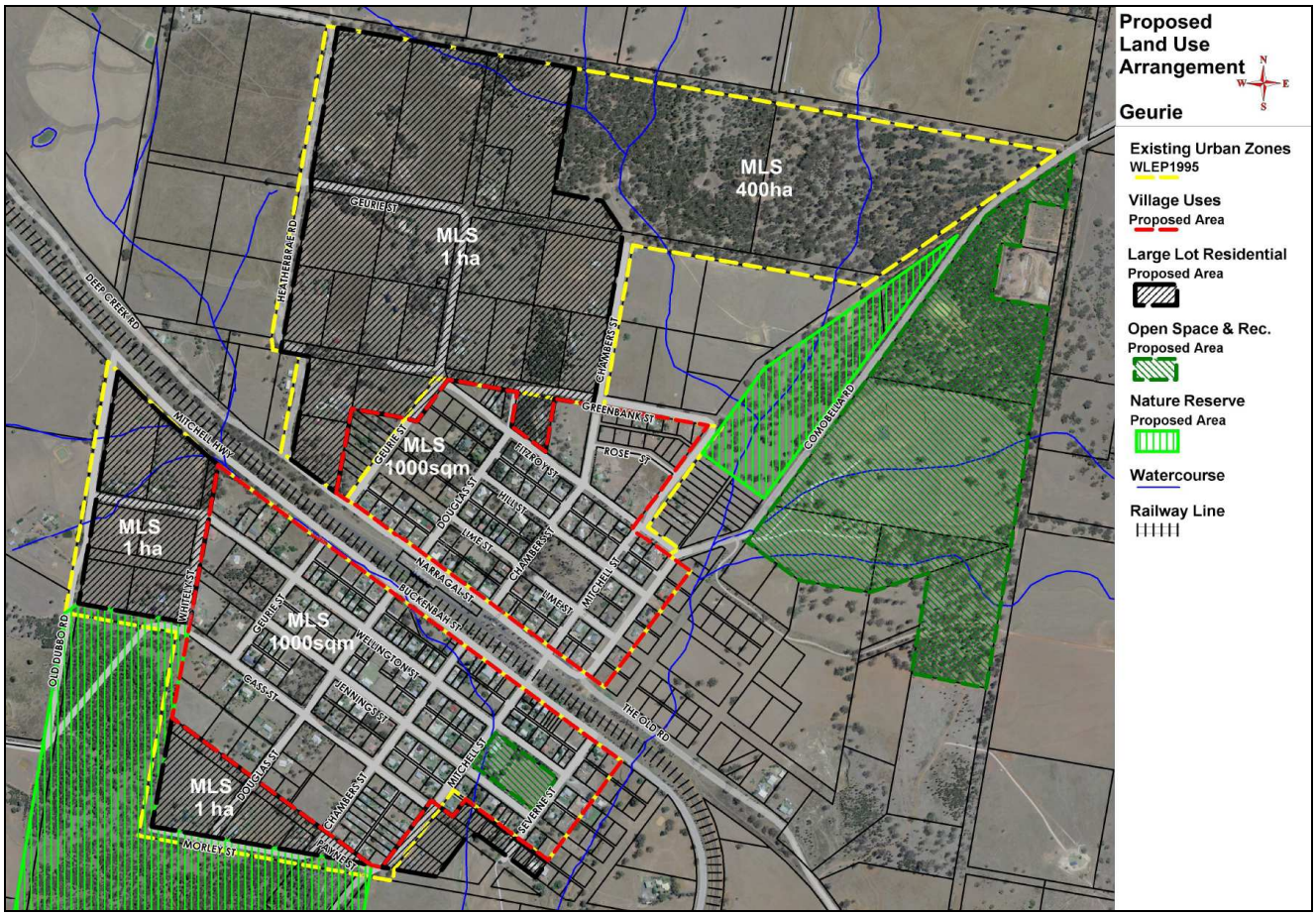

Figure 13: Proposed land use arrangement for Geurie (Source: Wellington Council GIS 2011).

Reduction of Village Zone

- **Reduction of Village Zone (Northern extent of Village Zone):** One parcel of land at the corner of Fitzroy and Douglas Streets is proposed to be removed from the Village Zone. This lot has an existing dwelling. However, the lot is greater than 1 hectare in area and is covered in vegetation that may be of significance and would need to be removed to support additional dwellings and reduce bushfire risk. Furthermore, any future development on this site would require the extension of both sewer and water pipelines as it is not currently serviced. Therefore, this lot has a reduced development potential and is more suited to a large lot residential character.
- **Large Lot Residential to West (South of railway line):** The large allotments, located between Old Dubbo Road and Whiteley Street, are proposed for removal from the Village Zone and inclusion in a large lot residential area. This area is comprised of 6 large allotments, 3 of which are totally vacant. The lots adjoin the Mitchell Highway to the north and are adjacent to prime agricultural land to the south-west of the Village Zone. These lots are not currently serviced by centralised water or sewer so they will need larger areas of land to support any future dwellings or expensive extensions to the existing networks. The lots adjacent to Bald Hill Reserve are also within a bushfire hazard area. The aim would be to recognise the large lot residential qualities of this land and provide some additional limited growth opportunities outside the Village Zone. These allotments would have a Minimum Lot Size ('MLS') of 1 hectare.
- **Large Lot Residential to South (South of railway line):** There are four lots in the south-west of the existing Village Zone that are immediately adjacent to the heavily vegetated Bald Hill reserve and are within a bushfire hazard buffer area. Setbacks for bushfire protection would necessitate larger lots in this area. These lots are not currently serviced by centralised water or sewer so

they will need larger areas of land to support any future dwellings or expensive extensions to the existing networks. The aim would be to recognise the large lot residential qualities of this land with a Minimum Lot Size ('MLS') of 1 hectare that allows approximately 3 potential additional dwellings.

Changes to Existing Large Lot Residential Areas

- **Reduction of Rural Small Holdings land (North-East of Village Zone):** Two large lots in the Zone 1(c) area to the north-east of the Village Zone are proposed for a future rural zoning. This change is based on the dense vegetation cover onsite, its associated bushfire risks, the lack of utility provision, and location of key watercourses through both allotments. This zoning change would aim to protect both the ecological qualities of the lots and avoid over-development of high risk bushfire prone land. A portion of land in the south-west corner of the western allotment is proposed as Large Lot Residential. This split zoning will allow potential future development for a single dwelling in accordance with its existing development potential.
- **Large Lot Residential to South-East (South of railway line):** Between Mitchell Street and Severne Street in the south-east of Geurie there are several allotments that have existing dwellings on smaller lots but are located within the existing rural zone. It is proposed to include these in a future large lot residential area to recognise their existing character and allow for minor future development. However, with an MLS of 1 hectare it is unlikely any significant new dwellings will be possible until the MLS is considered for review in the future.

Other proposed changes

- **Environmental land:** Two large allotments to the north of the Village Zone are proposed to be included in an environmental zone to protect the vegetation onsite. This zone will extend across both allotments, with a portion of the western allotment split into a residential zone, which would allow development in the future if required. This environmental zone extends to capture land surrounding the racecourse/ showground.
- **Recreational lands:** The dedicated recreational spaces within the settlement are proposed to be zoned identifying their use as either public or private. The racecourse and showground to the north of the settlement is to be zoned for private recreation purposes and the primary open space within the settlement, to be zoned for public recreation purposes.

9.21.3. Resulting Dwelling Potential from Proposed Land Use Arrangements

Given the existing Village Zone is proposed to be altered; the previously calculated dwelling potential (Section 3.19.4 – Summary of Vacant Supply and Demand) will also be altered. The following calculations are amended to reflect the proposed changes:

- Dwelling potential of Existing Village Zone (95 lots) minus Lots proposed for Large Lot Residential Zone (11 lots, with calculated dwelling potential of 22) = 73 potential Village Zone dwelling lots.
- NEW Dwelling potential for Village Zone (73 lots) + Lots proposed for Village Zone from Rural Small Holdings Zone (10 lots) = 83 total new dwelling lots.

Therefore, the amended dwelling potential provides 22.6 years of supply in the Village Zone, which is considered sufficient to not warrant any additional rezoning of land to meet demand requirements. Previously the supply was calculated as 25.9 years of supply, however with the amendments a reduction of 3.3 years of supply occurs.

9.21.4. Proposed Heritage Controls

It is not considered appropriate that Council consider a Heritage Conservation Area for Geurie. It is thought that controls should be incorporated into the DCP to ensure the conservation and protection of existing heritage items. The imposition of a HCA would cover the majority of the settlement and enforce controls on many lots which are not of heritage value or interest. This is an issue that needs to be

explored in more depth with possible community consultation. It is not considered that heritage issues will impact on the proposed LEP.

9.21.5. Future Growth Areas

If growth exceeds the projected maximum growth scenario then it is important to give some indication to the community on the land that may be best suited to future growth (see *Figure 14*). It is thought that land best suited for future growth does not need to be rezoned unless at least 60% take-up of existing vacant (or potentially subdivided) land within the existing Village Zone has occurred.

- **Future Investigation Village Area (Proposed Large Lot Residential):** It is proposed above that the western section of the existing Village Zone is proposed for large lot residential development. If the growth rates of this Strategy are exceeded then there may be need to consider restoring a Village Zone in this location to allow smaller subdivision. This would be dependent on addressing the bushfire risks, drainage and watercourses, and providing water and sewer to these areas. This should be the first area considered for any future extension of the Village Zone.
- **Future Investigation Village Zone (Existing Rural Small Holdings 1(c) North-West of Village Zone):** These 3 allotments immediately adjacent to the Village Zone are proposed as a future investigation area for an extension of the Village Zone due as they form a natural extension, given the relatively low natural hazard constraints and the amount of currently vacant land. However, the topography of this land will need to be reviewed to ensure it can support a tighter subdivision pattern without too much cut and fill.
- **Future Investigation Large Lot Residential (Existing Rural 1(a) North-West of Village Zone):** This land (11 lots – 38.74ha) has the potential for subdivision into approximately 32 dwelling lots at an MLS of 1ha. It should only be considered if existing large lot residential land is mostly consumed for dwellings and there are no major impacts on highly productive agricultural land to remove this from the rural zone.
- **Future Investigation Large Lot Residential (Existing 1(a) Area North-East of Village Zone):** This land (7 lots) has the potential for an additional 17 lots at an MLS of 1 hectare. However, there are some drainage issues that need to be reviewed to ensure what lands are free of flooding for dwellings.

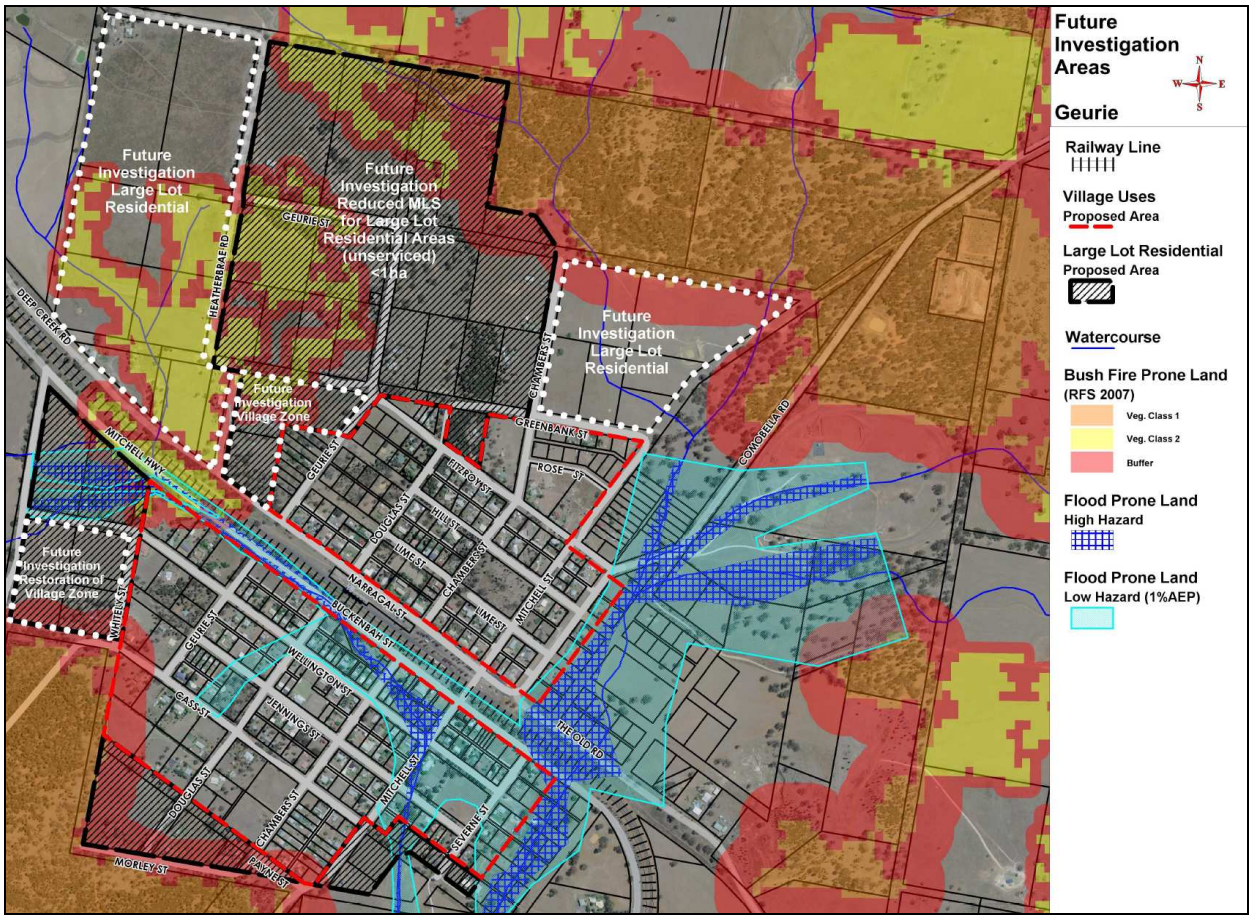

Figure 14: Future investigation areas for the growth of Geurie (Source: Wellington Council GIS 2011).

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Document Control

Version	Date	Author	Summary	Reviewed
A	Nov 2010	Strong/Napier	Draft for Internal Review	JC/AA
B	June 2011	Strong/Napier	Draft for Internal Review	JC/AA
C	August 2011	Strong/Napier	Draft - Councillors (Section 64)	JC/AA
D	January 2012	Strong/Napier	Draft for Public Exhibition	Council Approved for Public Exhibition
F	May 2012	Strong	Section 68 Report	Council approved for DP&I

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4. Village of Mumbil

4.1. Regional Location

In relation to other key cities and settlements, Mumbil is approximately (*Figure 1*):

- 24km (~15-20 minutes drive) from Wellington via Burrendong Way;
- 57km (~40-45 minutes drive) from Molong via Burrendong Way and Euchareena Road;
- 70km (~1 hours drive) from Orange via Burrendong Way and the Mitchell Highway;
- 74km (~1 hours drive) from Dubbo via Burrendong Way and the Mitchell Highway;
- 327km (~4.5 hours drive) from Sydney via Burrendong Way, the Mitchell Highway and the Great Western Highway.

Figure 1: Location of Mumbil within the Wellington LGA (Source: Wellington Council GIS 2011).

Issues & Strategies

- **Role of Mumbil:** Mumbil is the third smallest village within the Wellington LGA. Mumbil provides basic level services for the local community and surrounding rural areas with a small general store, post office and local pub.
- **Proximity to Major Centres:** The proximity of Mumbil to Wellington allows residents to access services such as education, retail, healthcare and greater variety of public transport. Furthermore, reasonable proximity to larger centres such as Dubbo and Orange offer higher level services, particularly retail and healthcare. However this proximity to larger centres could detract from the potential development of Mumbil by encouraging external expenditure and investment.

4.2. Historic Overview

This Strategy does not seek to provide a full history of the settlement. Instead, it only identifies some key dates and outcomes that would have affected the growth of this settlement as follows:

1885 – The Railway was opened as 'Burrendone' and later renamed 'Mumbil'. This was established to transport the construction materials for the dam at Lake Burrendong. The Post Office also opened in this year *(Source: www.nswrail.net)*.

1889 – Railway Hotel was the first licensed hotel in Mumbil *(Source: Andrew West, Mumbil Public School Centenary 1981)*.

1879 – Residents applied for a grant for 2 acres of land for a school, with student enrolments approximately 42 students *(Source: Andrew West, Mumbil Public School Centenary 1981)*.

1926 – St Mary Virgin Anglican Church rebuilt after previous church damaged by storm in 1925 *(Source: Wellington Council Heritage Inventory 2011)*.

1946 – Construction of Burrendong Dam commenced, as a means for boosting water supply (*Source: www.statewater.com.au)*.

1950's – Temporary accommodations were erected for workers of the Burrendong Dam construction *(Source: Thematic History of the Central West 2003)*.

1951 – Police Station opened on 3rd January as a fibro 3 bedroom cottage, with detached garage, office and holding cell *(Source: Andrew West, Mumbil Public School Centenary 1981)*.

1957 – Burrendong Dam construction was completed *(Source: www.statewater.com.au)*.

1960 - Mumbil Public School enrolments had reached a peak of 186 students *(Source: Andrew West, Mumbil Public School Centenary 1981)*.

1950 - 1960 – Hansford's General Store and 1 other grocery store, a local butcher and hardware/petrol station operated *(Source: Andrew West, Mumbil Public School Centenary 1981)*.

1964 – Burrendong Arboretum and Botanical Gardens were established in Burrendong State Park in proximity to Mumbil (*Source:* www.visitwellington.com.au*)*.

1966 – 20 June the Mumbil Police Station was closed and authorities were dissolved to surrounding localities *(Source: Andrew West, Mumbil Public School Centenary 1981)*.

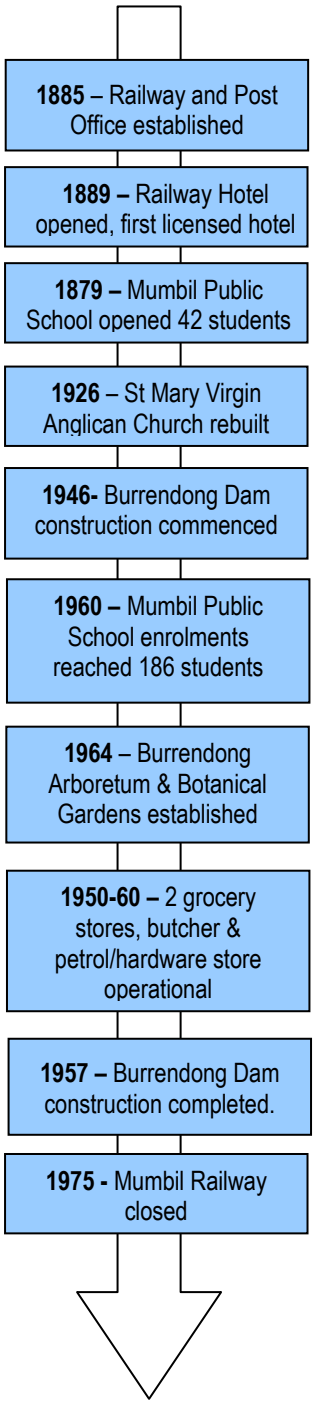
1967- Burrendong Dam officially opened *(Source: Wellington Times Newspaper 1967)*.

1975 – Mumbil Railway Station closed on 20 October 1975. All 'rail mail' ceased (Source: www.nswrail.net*)*.

1993 – The State Government provided $20,000 funding to Wellington Council to assist with an investigation into sewerage infrastructure in Mumbil *(Source: Wellington Times Newspaper 1993)*.

Issues & Strategies

- **Understanding the History:** The history of Mumbil and its surrounds is an important factor both in understanding the location of the settlement, how it grew, key opportunities and constraints to its growth, and as a fundamental building block for tourism and community spirit. As there is limited historical information available for the settlement of Mumbil this Strategy recommends that more detailed studies and records are made to enable Mumbil to build further on its history and ensure appreciation for its heritage and character.
- **Key Growth Factors:** It is important to have an understanding of the history of the settlement to review the driving factors for growth. For example, Mumbil developed as a temporary housing settlement for those workers involved with the construction of the Burrendong Dam in the mid 1900s. Since the dam is completed new economic and social drivers for growth will be needed to promote sustainable development in Mumbil and it will need to maximise leverage from existing and future opportunities.



4.3. Existing Zoning

The Village of Mumbil is made up of and surrounded by a number of different land use zones (*Figure 2*) under Wellington Local Environmental Plan 1995 ('WLEP1995') including:

- **Zone 2(V) (Village) -** the immediate settlement of Mumbil (Total area 32.42ha including roads);
- **Zone 1(c) (Rural Small Holdings) -** a large area to the south west for rural residential living (Total area 235.98ha);
- **Zone 5(b) (Special Uses – Railway) –** for the Main Western Railway that runs adjacent to the Village Zone and through the Wellington LGA; and
- **Zone 1(a) (General Rural) -** surrounding these areas.

Figure 2: Existing zoning in the settlement under WLEP1995 (Source: Council GIS 2011).

Issues & Strategies

Review of Land Use ('Zoning') Areas: It is the role of this Strategy to define appropriate areas for each land use to ensure sufficient supply of land for the next 10 years with forward planning for the next 30 years (until 2036). This will then inform the preparation of new zoning boundaries under the proposed new Local Environmental Plan for Wellington LGA.

4.4. Settlement Pattern

The majority of Mumbil does not follow any regular street/block pattern due to the constraints of transport infrastructure (road and rail). Streets radiate outward from Mumbil Sports Ground providing a degree of connectivity to the centre of the Village. The settlement is divided into east and west by Burrandong Street and bounded by the railway line to the western extent, forming an essentially triangular shaped settlement. The divide created by road infrastructure (Burrandong Street) between the east and west of the settlement creates a barrier for those located on the east to access the services and utilities located on the west.

Those lots which are clustered together on the eastern side of Burrandong Street are of similar shape and size, approximately 750-1000m^2 (see *Figure 3*). Those lots located to the west of Burrandong Street, range in size between 600m^2 to 1500m^2; the majority of these lots are rectangular shaped, with other lots obscurely shaped which appear to 'fill in the gaps'.

Figure 3: Settlement pattern; street network and lot size (Source: Wellington Council GIS 2011).

The range of lot sizes and reasonably low density (approximately 11 dwellings per hectare) are in accordance with the desired for the rural village character. The variable nature of the lots size allows for a heterogeneous streetscape with potential for subdivision of the larger lots. This lot size variability adds to the 'rural' character of the settlement.

Issues & Strategies

- **Lot Size:** The standard urban blocks in Mumbil range from as small as 600m^2 up to 1,700m^2 with some larger blocks with subdivision potential. As Mumbil does not have a fully reticulated sewerage system, larger lots may be needed to support a standard septic system. In addition, development of lots below 1,000m^2 may be inconsistent with the rural village qualities and streetscape character of the area.
- **Ease of Connections/ Permeability:** Mumbil appears to be partially fragmented with a newer circular street layout to the east and the remainder of the settlement to the west of Burrandong Street and east of the railway. There are no marked pedestrian road crossings between the east and west of the settlement; however the low traffic volumes which pass along Burrandong Street allow pedestrians to cross with relative ease. There no cul-de-sac situations within the village, with most streets through roads.

4.5. Historic Population

4.5.1. How is the Population Measured?

The Australian Bureau of Statistics ('ABS') measures the population and demographics of areas across Australia using Census Collection Districts ('CDs'). *Figure 4* shows how the Mumbil CD relates to the existing urban zones.

It can be seen that the CD (black dotted line) encompasses a larger area than the immediate settlement of Mumbil (Village Zone – red). However the CD does not include the Zone 1(c) Rural Small Holdings area. The area included in the CD outside the Village Zone is not densely populated, therefore the population data of this CD is likely to closely approximate the population and demographics of the Village Zone (excluding the adjacent Zone 1(c) area adjacent).

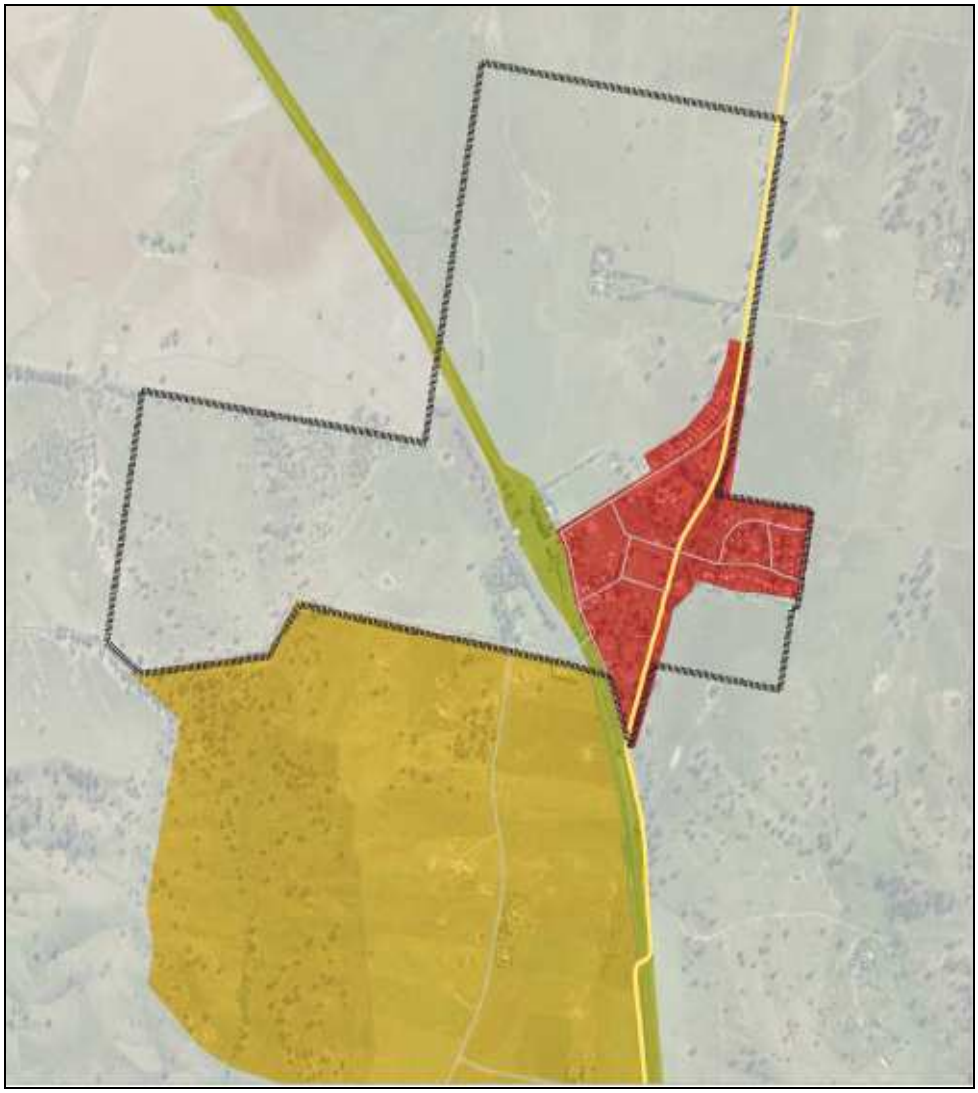


Figure 4: ABS Census Collection District relationship with existing landuse zones of Mumbil (Source: Wellington Council GIS 2011).

Issues & Strategies

- **Accuracy of Population Count:** The Collection District for Mumbil includes approximately 11 rural dwellings or 24 additional people (2.2 persons/ dwelling) that do not live within the existing Village Zone. However, these people are likely to use Mumbil as their local centre.
- **Rural Catchment:** Council acknowledges that all of the settlements have a function as a centre for their broader rural catchments and these rural populations are not included in the settlement population.

4.5.2. Historic Population at Census Dates

On the date of the 2006 Census, the population of Mumbil was 187 people. The historical population and population change for Mumbil is shown in *Table 1*:

Year	*Population @ Census*	*Δ in Pop from previous Census*	*% Δ in Pop from previous Census*	*% Av. Ann. Δ in Pop from previous Census*
1986	*227*	*---*	*---*	*---*
1991	*219*	*-8*	*-3.52%*	*-0.704%*
1996	*185*	*-34*	*-15.5%*	*-3.1%*

Year	Population @ Census	Δ in Pop from previous Census	% Δ in Pop from previous Census	% Av. Ann. Δ in Pop from previous Census
2001	173	-12	-6.4%	-1.28%
2006	187	+14	+8.09%	+1.618%
	1986-2006	-40	-17.62%	-0.881%
	1996-2006	+2	+1.08%	+0.108%

Table 1: Historical population changes in the settlement (Source: ABS www.abs.gov.au).

Issues & Strategies

- **Historic Population Growth:** The population of the village of Mumbil has decreased from 227 (1986) to 187 (2006), a decrease of 40 people or -0.88%/year. The population decline trend was greatest between 1991 and 1996 with 34 persons leaving the settlement. However, more recently there has been a slight increase in population. This illustrates that at small population sizes it is difficult to determine clear trends as small changes (e.g. one family leaving) can result in large fluctuations in population. Therefore, the projections in this Strategy are indicative only.
- **Dwelling Demand:** It is important to note that there can be continued demand for new dwellings even with a negative population growth due to smaller household occupancy rates and demand for new dwellings.

4.6. Summary of Opportunities & Constraints

This section seeks to provide a brief summary of the key opportunities and constraints noted in the LPIP and the following sections of this Chapter of the Strategy (see sections below for more detail). These opportunities and constraints are important because they assist Council in determining the future population and economic growth of this settlement.

4.6.1. Potential Positive Influences

Positives that may increase population and economic growth until 2036 include:

- **Population** – Whilst the overall population has fallen since 1986, Mumbil population has experienced relatively strong growth over the last census period. It is possible that population will continue to increase and may attract small scale services and utilities.
- **Community Spirit -** Mumbil has a strong sense of community which may attract people looking for this lifestyle and associated demand for services and infrastructure. Mumbil appears to function as a focal point for the surrounding rural community, particularly the local community hall and festivals.
- **Proximity to Regional Centres –** As Mumbil is only 15-20 minutes drive from Wellington and 1 hours drive from Orange/Dubbo there is a high likelihood that people utilise Wellington and Orange/Dubbo for higher level services and employment and Mumbil acts as a 'commuter' suburb to these settlements. This proximity allows residents to live in a small rural community with reasonable access to the higher-level services and associated opportunities in larger settlements if they have access to a private vehicle.
- **Services (Education)** – Mumbil has one primary school, with enrolments averaging 24 students (May 2010). The existence of the school can attract and retain younger families in the village with possible positive flow on effects for the community. 'Education' employs 20.7% of the village population.
- **Transport (Rail) –** Whilst Mumbil Rail Station is closed, access to Stuart Town Railway Station is available within 10 minutes drive and Wellington Rail Station in 15-20 minutes. This provides a key transport (passenger and freight) daily connection between Sydney, Orange, and Dubbo.
- **Transport (Public)** – Mumbil is serviced by relatively good public transport services for the size of the village, with close proximity to train access, direct coach and school bus services and other community transport run by Wellington Multi-purpose Incorporated. The school bus service

(which is also available for limited public use) and the community bus run by the senior citizens are of particular advantage to those without access to private vehicles.

- **Utilities (Sewer)** – Mumbil is currently not serviced with a complete reticulated sewerage system. However, a greywater sullage system is operational, which essentially pipes the greywater from residential properties to treatment ponds located outside the Village Zone. The onsite septic tanks do however require emptying for the blackwater and waste product. Given the larger sized lots there are no amenity issues associated with such waste management.
- **Land supply** - There is approximately 20% vacant land supply within Mumbil, which means there is substantial development potential in the village.
- **Landscape & Rural Character-** The landscape of Mumbil is attractive to potential residents and tourists. The natural features and close proximity of Burrendong Dam provide outdoor activity and contribute to amenity and activity. Mumbil operates as the southern gateway to the Arboretum and Burrendong State Park.

4.6.2. Potential Negative Influences

Negatives that may decrease population and economic growth until 2036 include:

- **High unemployment rate -** Mumbil experiences a high unemployment rate (37%) and this may have resulting social and economic issues that affect the town and illustrate the lack of local employment opportunities.
- **Regional Centre Proximity -** The close proximity of larger regional centres such as Wellington, Dubbo and Orange is likely to result in people conducting the majority of retail shopping in the larger centres resulting in less support for local businesses and local economic growth. Mumbil also lacks a population size that is likely to support a range of local businesses. There are also trends that populations in regional centres are increasing whilst regional settlements and rural areas are decreasing as employment, services and facilities are increasingly centralised.
- **Negative Population Growth -** The Census data shows an overall population decline between 1986- 2006 of approximately negative 0.88% per year. This is however juxtaposed with positive growth over the period of 2001-2006. If the negative historic trend continues then there will be reduced demand for local services and land supply and lower economic growth.
- **Transport (Road) –** Mumbil is accessed by Burrendong Road is accessed by the Burrendong Way, which is an important regional road but not a major highway, making the town less attractive for major industry and businesses. This road however is used as an alternative route to Orange from Wellington which may have some limited flow on effects.
- **Transport (Rail) –** Mumbil Railway Station is closed and the closest active station is at Stuart Town. This means people must have access to private transport to further access public transport. Furthermore, the railway no longer plays a key role in the village's development so new drivers for development will need to be found if the settlement is to avoid loss of population and services.
- **Utilities (Water)** – Town water is supplied to Mumbil via Councils water supply. The water is supplied by three wells near the Bell River. The water is chlorinated but is considered to be hard (high mineral content – can cause nuisance mineral build-up on fixtures and detergent performance) (Eric Poga 27/04/10). Some properties utilise rainwater tanks for water supply.
- **Services (Health & Aged Care) –** 25.7% of the population is 65 years or older, and will require health and aged care services in the future. Given there are currently no service provisions in Mumbil, the aged population may need to relocate to a centre which has such services available. Additionally, once this population has relocated, flow on effects of family members moving away may occur. External health and aged care agencies which service the village include the Dubbo community neighbourhood centre providing home modification services, Wellington multi-purpose incorporated provides a respite and frozen foods service.
- **Historic Economic Drivers -** Given Mumbil was established as a temporary housing core for those constructing Burrendong Dam, it is considered that a key growth driver for the village no longer exists and new growth drivers will need to be found.

Issues & Strategies

Population & Economic Growth: Whilst there are a number of 'positives' for Mumbil, there are also a range of challenges that are likely to limit substantial growth in Mumbil in the foreseeable future. Mumbil is likely to be exhibit low to medium growth over the next 10 to 30 years with some limited demand for additional land and/or services.

4.7. Projected Future Population

Warning: The estimated population in 2036 is based on the factors considered in this chapter and it may be affected by future changes in growth potential. Growth over 30 years will not remain at this average figure and will vary to be both lower and higher than the average. Therefore the growth figures in any one census period (5 years) are not conclusive as to the long term growth rate.

Given the relatively small size of the settlement, the population may increase of decrease above/ below the recommended levels as a result of 1 or 2 families entering or leaving the settlement.

As stated above, in the last 20 years, Mumbil has tended to experience negative growth averaging 0.88% per annum population growth. Based on the opportunities and constraints noted above, Council has set out a range of possible growth scenarios for Mumbil up to the year 2036 in *Table 2*.

As it is difficult to set a definitive growth rate due to a number of complex variables – a range of growth rates have been highlighted – from a recommended minimum through to a maximum growth rate. The average growth scenario is most likely to occur. However, for the purposes of determining land supply, the maximum growth rate will be used to ensure sufficient land supply.

Potential Population Growth Rates	Rate %	2006	2011	2016	2021	2026	2031	Proj. Pop. 2036	Pop. Diff. 2006-2036
Mumbil (1986-2006)	-0.88	187	180	173	166	159	153	147	-26
Wellington LGA 2001-2006 (Minimum)	-0.26	187	185	182	180	178	175	173	-14
~WRI Scenario A (Average)	0.2	187	189	191	193	195	197	199	12
~WRI Scenario B (Maximum)	0.4	187	191	195	199	203	207	211	24
~WRI Scenario C	0.6	187	193	199	205	211	217	224	37
Mumbil 2001-2006 (Unlikely)	1.62	187	203	220	238	258	279	303	116

Table 2: Projected population based on various growth scenarios for the Village of Mumbil.

Issues & Strategies

- **Regular Review:** The growth rate for Mumbil should be reviewed every census period (5 years) at a minimum to see whether it accords with the projections and, if not, then the projections and the supply of land may need to be modified. Please note that the table above shows population growth based on an average growth rate per annum. Growth over 30 years will not remain at this average figure and will vary to be both lower and higher than the average, particularly because a small population has a much higher risk of substantial fluctuation.
- **Minimum Growth Rate:** The minimum growth rate assumes that there will be some population loss over time (-0.26%/year) but not as high as the historical rate for Mumbil from 1986 to 2006 (-0.88%/year). If the minimum growth rate is adopted then the population will decrease by 14 people to a total of 173 people by 2036.

- **Average Growth Rate:** The average growth rate assumes +0.2% growth within the settlement increasing the population by 12 persons (199 total) by 2036.
- **Maximum Growth Rate:** If the maximum growth rate is adopted (0.4%/yr) then the population will grow by 24 people to a total of 211 people by 2036.
- **Unlikely Growth Rate:** It is highly unlikely that Mumbil would be able to maintain the same rate of growth experienced between 2001 and 2006 of 1.62%/year over the next 30 year period. If this growth rate continued then the population would grow by 116 people with a total population of 303 by 2036 which is unlikely to be supported by existing infrastructure and land supply.

4.8. Demographics

The following is a summary of the demographics of the settlement of Mumbil in the 2006 Census:

- **Age:** 34.2% of the population were aged between 25 and 54 and 25.7% were persons aged 65 years and over. Compared to Australia 42.2% of persons were aged 25-54 and 13.3% were aged 65 years and over.
- **Labour Force:** During the week prior to the 2006 Census, 46 people aged 15 years and over were in the labour force. Of these, 39.1% were employed full-time, 17.4% were employed part-time, 6.5% were employed but away from work, 0.0% of persons was employed but did not state their hours worked. There was 37.0% unemployed, compared to Australia's unemployment rate of 5.2%.
- **Occupations:** Managers 27.6%, Clerical and Administrative Workers 17.2%, Technicians and Trades Workers 17.2%, Labourers 17.2% and Community and Personal Service Workers 10.3%.
- **Employers:** School Education 20.7%, Sheep, Beef Cattle and Grain Farming 17.2%, Local Government Administration 13.8%, Other Crop Growing 13.8% and Construction Material Mining 13.8%.
- **Income:** The median weekly individual income for persons aged 15 years and over who were usual residents was $239, compared with $466 in Australia. The median weekly household income was $404, compared with $1,027 in Australia. The median weekly family income was $531, compared with $1,171 in Australia.
- **Family Structure:** 52 families: 50% were couple families with children, 28.8% were one parent families, 21.2% were couple families without children and 0.0% were other families.
- **Dwelling Types:** 81 occupied private dwellings: 100.0% were separate houses
- **Housing Payments:** The median weekly rent was $100, compared to $190 in Australia. The median monthly housing loan repayment was $347, compared to $1,300 in Australia.
- **Household Occupancy:** The average household size was 2.2 and the average number of persons per bedroom was 1.2.

Issues & Strategies

- **Age:** The percentage of people over 65 years is 12.4% higher compared to the Australian average. Mumbil is faced with similar problems as Stuart Town in that it does not have any established health and aged care services. This may force persons to travel or relocate to areas with more extensive services. Given the population is expected to remain static or experience decline, the increased provision of such services may not be feasible. Further investigation is required.
- **Employment:** There is a reasonable mix of employment types in Mumbil, with a large percentage of persons identified as Managers (27.6%), possibly farm managers, which is related to the reliance on the rural sector. Labourers, Clerical and Administrative workers and technicians and trade workers all equalled (17.2%). High unemployment levels were experienced in Mumbil (37%). The reason for this high level of unemployment may be attributed to various factors; size working age population, lack of employment industries within the settlement, one parent families and restricted public transport options available.

- **Income:** The median weekly household income is significantly lower than the Australian average, which may be linked to reduced employment opportunities and potential for increased socio-economic issues in the village that may require additional support services.
- **Dwelling Characteristics:** The dominance of detached housing combined with an ageing population may indicate a need for greater housing choice in the future, e.g. medium density development. However, given the other level of other aged care services in the settlement this may not be a feasible or likely option.

4.9. Environment & Natural Hazards

4.9.1. Topography & Land Constraints

Mumbil is located on a mildly undulating land which falls from the higher land to the west and north towards the watercourses along the eastern side of the settlement. The highest point of land within the settlement is located where Mumbil Public School is situated. The slope of the land in some areas of the settlement contributes to increased overland flow and runoff (See Section 4.9.3 – Watercourses and Flooding). Whilst the topography is unlikely to be a significant constraint to development it may result in some drainage issues that affect development (see below).

Mumbil is not severely affected by any known environmentally sensitive lands other than a portion of land which runs through the centre of the settlement identified as salt affected land (*Source: NSW State Government 2006 ESA Mapping*). This portion of land extends north to south following the main road, Burrandong Street. This type of sensitive area is not anticipated to impact on any future development or growth of the settlement but may result in some additional cost for different construction methods to protect concrete against salt.

Issues & Strategies
Land Constraints: The undulating topography may result in some additional cut and fill for new buildings but this is not a major constraint. There may also need to be some amended construction techniques to manage the higher salinity in proximity to Long Creek and Burrandong Street.

4.9.2. Watercourses & Flooding

There is one intermittent watercourse running alongside the eastern side of Burrandong Street known as Long Creek. There is a section of the settlement, located to the east of Burrandong Street which is covered by moderately high groundwater vulnerability. This portion of land is already highly developed and this is not considered to be a constraint to future growth.

Mumbil is not identified by Councils GIS mapping system as flood prone land. There are no flood related development controls for Mumbil. This is not considered to be a constraint for any future development. However, the issue of overland flow and runoff is often the subject of complaints by residents in Mumbil. These complaints however are more directly related to illegal developments (such as extensions with no appropriate stormwater disposal systems) or existing issues related to slope of land. These issues are not considered to be constraints to growth, as they can be managed by imposition of appropriate conditions.

Issues & Strategies
Water Constraints: Long Creek may have some intermittent flooding or drainage issues but these are not a major constraint to development. The undulating topography is likely to result in some overland drainage / flow issues that would need to be managed as there is limited stormwater infrastructure but this requires further review.

4.9.3. Significant Vegetation & Biodiversity

The settlement of Mumbil and the surrounding rural lands are not densely vegetated. In addition, Office of Environment & Heritage (OEH) has noted that there is not any Environmentally Sensitive Biodiversity or Vegetation Areas in the settlement of Mumbil. The rural land surrounding the settlement to the south east experience over cleared landscapes in some areas, most likely the result of agricultural production. Office of Environment & Heritage ('OEH') has identified an Endangered

Ecological Community to the south of the settlement located adjacent to the existing railway line and highway but this is unlikely to be affected by any development proposals.

4.9.4. Bushfire Prone Lands

There are no lands within the village area of Mumbil that are identified by Councils mapping system as bushfire prone. The nearest bushfire prone area is approximately 0.75km to the south-east of the settlement. There is not considered to be any development constraints or threat of bushfire in Mumbil.

4.9.5. Summary of Natural Hazard Constraints

Overall the settlement of Mumbil is little affected by natural hazards. There is no flooding, bushfire or topographic hazards which would impact on future development of the settlement. There may be some additional development costs associated with cut and fill to create flat sites and managing stormwater and overland flows but these are not significant.

4.10. Transport & Access

4.10.1. Air

There are no available public air services at Mumbil. The closest airports are located at Dubbo (72km) and Orange (79km). Private means of transport must be available to access the airport facilities.

4.10.2. Roads

Mumbil has a reasonable level of access to roads for transport with Burrendong Way dissecting the settlement. Connections to the Mitchell Highway provide easy access to Wellington, Stuart Town, Molong and Orange.

The road hierarchy in Mumbil is uncomplicated:

- Arterial roads- Mumbil does not have direct access to any arterial roads; however the Burrendong Way connects to the Mitchell Highway. These are state funded and managed, with B-double access.
- Regional roads- otherwise known as 'Main Roads' are partially state funded and managed by Council. All are bitumen sealed including MR573 Burrendong Way. The Burrendong Way is often utilised as a means of both time and traffic reduction for travellers to surrounding centres including Dubbo and Orange.
- Local roads – links rural properties with the regional road network. This is locally funded and most roads are bitumen sealed with the remainder gravel surfaced.
- Collector streets- are those located within the residential settlement which direct local traffic to the other higher level roads.

Issues & Strategies

- **Local Roads:** The majority of the local roads are formed and sealed. Future development is not anticipated to be restricted by the condition of such roads. Upgrades may need to occur to ensure continued safety and durability.
- **Detour traffic:** Given the Burrendong Way is used often for a detour route to access larger centres; Mumbil, like Stuart Town, is presented an opportunity for small scale commuter/tourist business.

4.10.3. Rail

Although the Great Western Railway line borders the western extent of the village, there is no direct passenger or freight rail services available in Mumbil. Daily passenger rail services are available nearby in Stuart Town (approximately 10 minutes drive). Similar to the situation of accessing air transport, private transport means are required to access rail facilities.

Issues & Strategies

- **Barriers to Development (east of settlement):** The rail corridor in Mumbil is not considered a barrier to development, given the village area is wholly contained to the east of the railway line.
- **Impacts on Dwellings:** Rail corridors are utilised for heavy rail passenger and freight and can produce noise, vibration and light impacts on adjacent developments. These impacts should be taken into consideration. Larger lot sizes should be placed adjacent to railway line.

4.10.4. Public Bus

A community bus is run from Mumbil to Wellington twice a month (Tuesday). This schedule would not allow regular access to services/ employment, therefore private vehicle access is likely to be required. There are no public bus services that service the Mumbil centre. The following bus services are provided by Ogden's Coaches, however people would need to travel to Wellington to access such services;

- Lithgow-Dubbo-Nevertire-Nyngan, which runs Monday, Wednesday, Thursday and Saturday;
- Nyngan–Nevertire–Dubbo–Lithgow runs on Tuesday, Thursday, Friday and Sunday; and
- Dubbo–Orange–Bathurst–Lithgow runs on Monday, Wednesday and Saturday.

4.10.5. School Bus

Children within the settlement have access to Ogden's Coaches school bus services, which depart and return daily to/ from Wellington. From Wellington, school buses Wellington No.1 and No.2 service the majority of the schools in the Dubbo area (connections are then further available in Dubbo for any school which is not serviced by school buses Wellington No.1 and No.2).

Transport assistance is also available for school students providing subsidised travel on rail, bus and long distance coach services. In addition, the private vehicle conveyance scheme is available to eligible families in isolated or rural areas where there is no accessible public transport. Parents are reimbursed for the costs of driving their children to a transport pick-up point.

4.10.6. Pedestrian & Cycle

There is no Pedestrian Access Management Plan (PAMP) for the area. Mumbil does not have many areas within the settlement serviced by walkways and footpaths. There are few designated pedestrian or cycle areas in the settlement. There is a kerb and gutter system which runs along both sides of Mackeral Street and along the front and side of the Burrendong Hotel (corner of Railway parade and Apsley Crescent). This allows stormwater to be conveyed more conveniently, reducing navigation conflicts for pedestrians.

4.10.7. Summary of Access to Public Transport

A summary of the level of access to transport in this section is as follows:

Table 3: Summary of access to transport in the settlement

Mumbil	Air	Rail	Road	Public bus	School bus	Summary
	LOW	LOW-MED Railway disused	MED Burrendong Way & Mitchell Hwy	LOW Mitchell Hwy services	HIGH Services Wellington, Dubbo & Orange	LOW- MED

4.11. Utilities & Infrastructure

4.11.1. Water

Residents of Mumbil rely upon both Council supplied water and rainwater tanks. Water is supplied by three wells near the Bell River, northwest of the settlement. The water provided to the settlement is chlorinated (Councils Water and Sewer Manager 27/04/10). The water pipeline that services Mumbil provides access to most properties within the settlement. The pipeline services each street within the settlement, allowing for 'easy to access' connections for any future developments in the settlement.

4.11.2. Sewer

Mumbil is currently not serviced with Council reticulated sewerage. The settlement operates on a gravity fed common effluent system. This means each house has a septic tank and the tank is connected to a Council owned and maintained grey water/ sullage pipe system which runs to oxidation ponds (oxidation pond treatment works) which are located on the left hand side of Burrendong Way, entering Mumbil from Wellington (Lot1 DP1000737) (Councils Water and Sewer Manager 27/04/10).The Council sullage system services those properties nearby Cudgegong, Naroogal and Mackeral Streets (west of the Mumbil Sports Ground). Connections to the east of Burrendong Way would be difficult and expensive given the existing sullage pipelines do not extend to this area (based on Council GIS mapping).

4.11.3. Electricity & Gas

Electricity and LPG gas is available in the settlement to all properties; however natural piped gas is not an available option. Natural gas is not available to any of the village areas within the Wellington LGA. The proposed Young to Wellington gas pipeline runs approximately 12km to the west of Mumbil; therefore future connection is also unlikely. The lack of natural gas provisions to the settlement is not considered to be a growth constraint for the settlement but may affect the attractiveness of the town for energy intensive industries and economic growth.

Issues & Strategies

Electricity & Gas: The lack of high voltage electricity lines and piped natural gas is unlikely to constrain local residential and business growth but is further evidence that Mumbil is unlikely to be able to support larger scale industrial uses that need access to major energy distribution lines.

4.11.4. Waste Management

Mumbil Waste Depot is located outside the Village Zone at 133 Fashions Mount Road. The operational hours are each Thursday from 1:00 pm until 5:00 pm and each Saturday from 1:00 pm until 5:00 pm. This depot does not accept tyres or waste oil (these are to be disposed at the Wellington Waste Transfer Station).

4.11.5. Summary of Access to Utilities

A summary of the level of access to utilities in this section is as follows:

Table 4: Summary of access to key utilities in the settlement

Water	Sewer	Electricity	Telecomm-unications	Gas	Summary
MED Unsecured water supply	**MED** Gravity fed common effluent system & onsite septic systems	**MED** Low voltage supply lines; no piped natural gas available	**MED** Limited access to higher internet speeds limited mobile reception	**MED** No piped natural gas; LPG bottled only.	**MED**

4.12. Heritage

A key overlay for all the land uses in Euchareena are the items of heritage value or interest. Currently these items are set out under WLEP1995 and Wellington DCP No.5. In addition, Council is preparing the Wellington Community Heritage Study which reviews all items across the LGA.

There are only one known Aboriginal Heritage item within the settlement, Aboriginal Scarred tree – MR573, Item 2640524. However, Council is currently conducting a search of the Aboriginal Heritage databases to confirm if there are additional items and will liaise with the relevant Aboriginal groups during the public exhibition process.

There is only one listed heritage item in Mumbil with Non-Aboriginal significance. This is St Mary the Virgin Anglican Church, located at 23 Apsley Crescent Lot: A DP: 313934 (Heritage Inventory No. 2640654). This church is of historic importance to the village of Mumbil with its construction at a time when small rural communities were growing and developing.

Issues & Strategies

- **Protection of Items:** There are two items within the settlement, one European and one Aboriginal. The exact location of the Aboriginal Scar Tree is unknown; the protection of such items is therefore difficult. Given the Church is the only other heritage item in the settlement, perhaps greater protective care should be placed upon the Church to ensure it is maintained.
- **Heritage (LPIP Issue 28) –** the LPIP noted that all nominated heritage items within the LGA should progress toward being included on the new LEP Schedule 5 as LEP items. This would ensure legislative protection for any listed heritage items. This is important to ensure the history of the LGA is preserved.

4.13. Summary of Existing Land Uses (Village Zone)

A summary of the total number of lots in Mumbil is summarised as follows:

Existing Land Uses	Mumbil	%
Total Lots (2010)	172	100
Vacant Lots Total (2010)	36	20.9
Total Dwelling Lots (2010)	128	74.4
Total Dwellings (2010)	105	N/A
Total Private Dwellings (ABS Census 2006)	81	47.09
Total Lots for Business	2	1.16
Total Community/ Cultural/ Religious/ Educational (2010)	3	1.74
Open Space Lots (within settlement)	3	1.74

Table 5: Lot counts for each land use in Mumbil.

The differences are those lots which are designated road reserve or railway etc and lots which are not in the immediate settlement CD includes some rural lands. There is no percentage data available from the ABS for Total Private Dwellings in 2006.

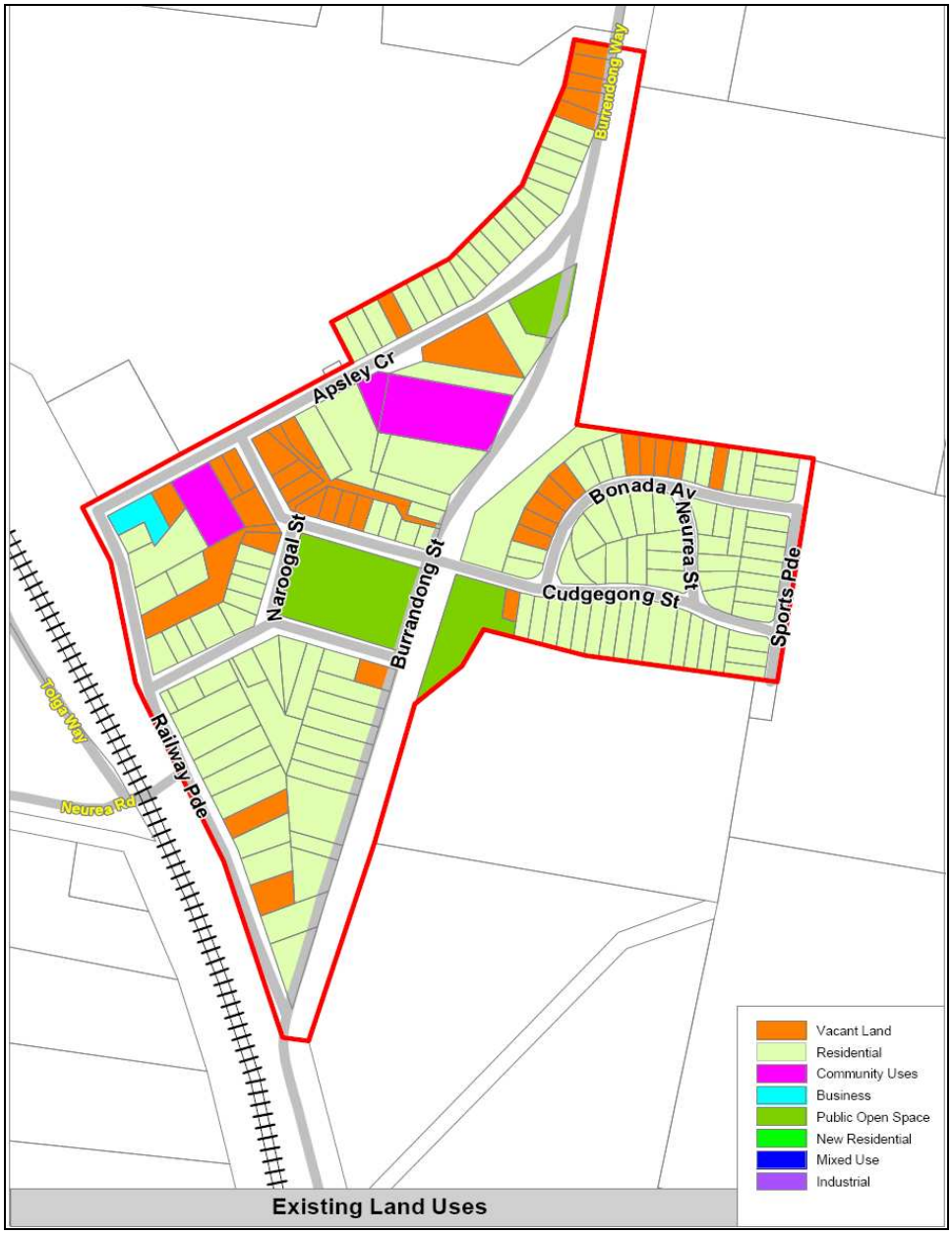


Figure 5: Existing land uses in Mumbil (Source: Council GIS and street analysis 2010).

4.14. Open Space & Recreation

Mumbil has three dedicated open space and recreation areas. The largest and primary area (1.3ha) Mumbil Sports Ground is located within the heart of the settlement and easily accessible by the majority of the population, owned and maintained by Council. This space is used for active and passive recreation by residents. The other two areas of open space are smaller (0.6ha and 0.3ha respectively). The first located adjacent to Mumbil Hall and Mumbil Tennis Courts at the northern entrance to the settlement.

Supply & Demand

There are a range of passive/ active and formal/ informal recreational areas spread throughout Mumbil. This range of facilities meets a wide variety of recreational needs and different sporting and recreational types including, cricket, rugby and football. The current supply of open space and recreational lands is expected to be sufficient to meet future demands for some time (subject to a detailed review).

4.15. Vacant Land

4.15.1. Role of Vacant Land

This section reviews the availability of vacant land within the existing settlement to meet future demand and growth, particularly for residential land uses.

4.15.2. Minimum Lot Size

Councils DCP No.2, Clause 18 states the prescribed minimum lot sizes for subdivision in the 2(v) Village are 4,000 m^2 (no sewer) or 2,000m^2 (with reticulated sewer). The Village of Mumbil does not have a reticulated waste management system like Wellington or Geurie; however a gravity-fed sullage system exists, which services the majority of allotments within the Village Zone. Given this type of system is operational in the settlement, smaller lot sizes are capable of supporting a dwelling given absorption trenches are not required (often larger allotments are required to support trenches).

It is important to note, however, that the development controls do not specify the minimum lot size on which a dwelling application can be made. Historical approvals by Wellington Council suggest that allotments are approved for dwellings at smaller sizes than 4,000m^2 where applicants have shown that the lots can support a dwelling and on-site effluent management system. Therefore, within Mumbil dwellings can be supported on smaller allotments

For the purposes of this Strategy, lots below 600m^2 are not considered to have a high development potential and are excluded in determining total dwelling potential for the settlement (but a development application may be acceptable to Council subject to meeting the controls).

A total of 36 vacant lots are identified in the settlement. 33 of these are considered to be potentially developable (See Section 4.15.3 Developable Vacant Land – Small Lots) and 3 lots are considered to be of a size which is not suited to development. The following section provides more detail.

4.15.3. Developable Vacant Land – Small Lots

A developable vacant (small) lot is identified as any lot of a size between 600m^2 – 4000m^2 that does not contain any significant buildings (not including sheds, garages, gardens or septic systems) and appears to be capable of development.

As at May 2010, there were 33 developable small vacant lots. However, Council accepts that not all of these lots will be developed over the next 30 years and has applied a 'rule of thumb' that 50% of these lots will become available for development if there is demand in the market that create an appropriate price for owners to sell. Therefore, out of 34 developable small vacant lots only approximately 16.5 are likely to be developed over the next 30 years. None of these developable lots are constrained by natural hazards or any other constraints that would render them less developable.

Some lots may be part of a larger ownership and associated with an adjacent dwelling but as the lot is on a separate title it can be sold at any time and it may be able to support a dwelling (subject to development consent). Each of these allotments may have the potential to support a dwelling subject to meeting Council's controls and showing there is sufficient space for the on-site effluent system. There is no further subdivision potential available for these identified small vacant allotments (given they are smaller than the minimum lot size).

4.15.4. Developable Vacant Land – Subdivision of Larger Lots

A developable vacant (large) lot is identified as any lot of a size approximately 8000m^2 or larger that does not contain any significant buildings (not including sheds, garages, gardens or septic systems) and is capable of further subdivision (with a minimum lot size of 4000m^2). There are no vacant allotments in Mumbil greater than 8000m^2.

4.15.5. Infill Development Potential

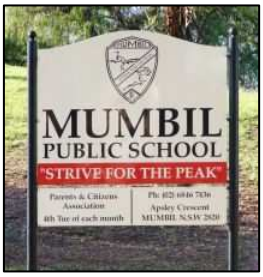
Based on the summary above, there is potential for infill development over the next 30 years on approximately 16.5 lots that could potentially provide land for an additional 16-17 dwellings, businesses or community uses.

4.16. Community Services

4.16.1. Emergency Services

There are no emergency services other than the Police Station and Rural Fire Service in Mumbil. This is not considered to be a constraint to future growth, given the relative proximity to Wellington and Orange.

4.16.2. Education



Generally education opportunities within Mumbil are limited, given its relatively small size and the availability of education facilities in Wellington. Mumbil has one primary school, which caters for children K-6. Enrolment numbers in 2011 remained the same as 2010 with 24 students.

There is no information available regarding Day Care and Pre-School services in Mumbil. Ridgecrest Education and Convention Centre is located at 621The Circle Road. This facility is available for community use and school excursions and activities.

4.16.3. Health & Aged Care Services

Hospital Services

There are no hospital services available in Mumbil. See Chapter 2- Wellington Settlement, Section 2.16.5 for information on hospital services. The nearest hospitals for emergency related services are located in Dubbo or Orange.

Aged Care Services

Mumbil does not have any aged care services based in the settlement. The limited services available within the settlement itself do force those who require such facilities to travel to other centres, creating a dependency upon public transport if access to private transport means is not available.

The Dubbo community neighbourhood centre provides home modification services for people with newly acquired disabilities or persons who are referred by an occupational therapist. This is not a free service. A respite service is provided through Wellington multi-purpose incorporated, which is for persons who have been assessed and deemed to require the service.

Other aged services available include the Wellington Senior Citizens Centre which coordinates Wellington Council's Community Bus providing fortnightly trips to Yeoval, Mumbil, Stuart Town and Wellington (bookings required).

Issues & Strategies

- **Limited Health and aged care services:** Increased reliance on travel to nearby centres for service. This increased reliance also increases the dependence on private transport and if such is not available public transport. The potential to develop aged care facilities within the settlement exists, potentially the development of a smaller scale independent care units, could be successful. However the development of aged care health related facilities is less likely in the short term.
- **Limited Public Transport:** The reliance on public transport is potentially an issue, given there are not regular and frequent services available. As a result, older aged people or other healthcare reliant persons could move away from the settlement to larger settlements seeking immediate health and aged care services.

4.16.4. Other Community Services

Post Office

There is a Licensed Post Office in Mumbil located at the General Store. The Post Office is open weekdays 9am-1pm and 2pm-5pm and closed on weekends. The Post Office provides the same services at the Post Office in Wellington (See Chapter 2- Wellington Settlement, Section 2.16.6).

Halls

There is one community hall in Mumbil. The Mumbil Community Hall recently received a grant of $10,000 for the installation of childproof fencing, which will further increase the usability and safety of the Hall. Community groups which utilise the hall include:

- Mumbil District Progress Association Inc. Po Box 840, Mumbil NSW 2820 Meets Every 3rd Wednesday of the Month at 7.30pm
- Mumbil-Stuart Town CWA, C/- Mumbil Post Office Mumbil NSW 2820 meets every 2nd Thursday of the month at 10am.
- Youth Group- Ridgecrest Kids club 5.30pm – 7.30pm Friday nights during school terms.
- Mumbil Public School Parents and Citizens association, C/- Mumbil Public School, Mumbil NSW 2820. Meets every 4th Tuesday of the month (during school term).

Churches

There is one church in Mumbil; St Mary the Virgin Anglican Church.

Community Events

There are several annual events held in Mumbil including Anzac Day and Remembrance Day services, Halloween Kids night, Christmas Carol night, Spring Festival and Exhibition of Burrendong Botanic Gardena and Arboretum and the Black Wattle Fair. Other community events include, monthly markets, Ladies darts and social day, Bingo and meat Raffles at Burrendong Hotel.

4.16.5. Future Community Land Requirements

There are only a limited number of businesses and community land uses existing in Mumbil. As a Village Zone (or its equivalent under the Standard LEP Template) is likely to be the future zoning these uses can be located anywhere within the settlement, subject to consent, based on their merits. It is thought that the any future community landuses would be co-located to take advantage of any existing services and facilities. Growth in these uses is not projected to be substantial in the short-term to medium term. Therefore, there is no need to conduct an analysis of land availability for these uses for the next LEP.

4.17. Business Land Uses

4.17.1. Existing Business Uses

Existing Business Zone

There is no existing designated business zone in the settlement, given the Village zoning permits business uses anywhere in the settlement. It is not thought that the settlement will warrant a specific business zone in the future.

Existing Services

The settlement of Mumbil has two key businesses which cater for the community; however based on the size of the settlement the services which are available are appropriate.

- Mumbil General Store and Post Office; and
- Burrendong Hotel.

4.17.2. Existing Tourism Uses

Tourist Attractions & Accommodation

There are few tourist attractions located immediately within the settlement, however located in close proximity to the settlement are the Burrendong Botanic Garden and Arboretum and Lake Burrendong State Park. These attractions draw many tourists year round, with many tourists passing through the settlement, or coming to the settlement for access to the pub and general store. There are no tourist accommodation options available in the immediate settlement however; accommodation is available at the caravan park at Lake Burrendong.

4.17.3. Supply & Demand

There are only a limited number of business land uses existing in Mumbil. As a Village Zone (or its equivalent under the Standard LEP Template) is likely to be the future zoning these uses can be located anywhere subject to consent on their merits. Growth in these uses is not projected to be great. Therefore, there is no need to conduct an analysis of land availability for these uses. There are no vacant businesses or vacant stores that could be utilised. However, there are approximately 15 vacant lots clustered around the area of the existing businesses which could be developed (with consent) if required.

4.17.4. Future Business Land Requirements

It is not expected that the settlement of Mumbil will require extensive land for future business development. There is the potential for an area to be created to the north west of the settlement where a cluster of vacant land exists, however the demand for such new business may not be warranted. It is unlikely that the community will be able to support any other business within the settlement, given the proximity of Wellington and the nature of the settlement. An option maybe for the existing general store to increase the business base it currently provides, diversifying providing increased services and facilities.

There is no need for a future investigation area for expansion of a business area as the proposed defined area for business uses is sufficient large to cater for growth over the next 30 years.

4.18. Industrial Land Uses

4.18.1. Existing & Future Industrial Land Requirements

Existing Industrial Land Uses

There are no existing industrial uses in Mumbil. The limited industrial nature of Mumbil is not considered to be a constraint for future growth of the settlement.

Future Industrial Land Uses

There are no current known industrial land uses in Mumbil (other than home based industries). The likelihood of retaining a Village Zone in Mumbil means that light industrial land uses could be permitted with consent throughout the proposed Village Zone. However, there are a number of constraints that may suggest that large-scale light industrial uses are unlikely to be attracted to Mumbil including, but not limited to:

- **Utilities:** There is a lack of high voltage electricity access to support energy/waste intensive industries and water supply is not secure. In addition, there is no reticulated waste services;
- **Efficiencies:** As there is a lack of any other large-scale industrial activities in this area there are no efficiencies from co-locating with other industrial uses. It would be hard to compete with the industries in nearby Wellington and Dubbo;

- **Land Use Conflicts:** As a key attraction for living in Mumbil is the rural and landscape qualities there may be potential conflicts with residential amenity;
- **Lack of Large Vacant Lots:** In the Village Zone there is a lack of larger vacant lots that are well setback from existing residential uses.

It is appreciated that many settlements such as Mumbil are keen to find local employment solutions and this improves the long-term sustainability of these settlements. However, from a LGA-wide approach, the challenges above suggest that the chance of attracting large-scale industry to Mumbil is relatively low in-comparison to opportunities in Wellington. Furthermore, the cost of setting up industry in Mumbil would be much higher than in Wellington.

Issues & Strategies

Industrial Land Uses: Retaining a Village Zone in Mumbil means that light industrial land uses could be permitted with consent throughout the proposed Village Zone. However, the lack of suitable sites suggests that Mumbil is not a preferred location for light industrial uses (except for home based industry). Instead of Mumbil having to compete to attract industry it should look at other employment generating activities (e.g. tourism and local businesses) where it will have a competitive advantage, especially with Burrendong Dam located nearby.

4.19. Residential (Urban Village)

4.19.1. Existing Residential Character

Number of Dwellings / Occupancy Rate

As of December 2010, there were 105 lots used for dwellings (constructed dwellings) in the Village of Mumbil according to a count from aerial photographs and street analysis. This is 61% of the total lots (172) in the settlement. The ABS 2006 Census (Quickstats) recorded 81 dwellings in the Village of Mumbil with an occupancy rate of 2.2 people per household. In 2006, there were 24 unoccupied dwellings (13.9%).

Dwelling Types

Mumbil is characterised by a mix of dwelling types which reflects on the character of the settlement. Mumbil is largely characterised by single storey detached housing with the majority of dwellings having tin rooves. Many of the buildings are constructed from a mix of brick and weatherboard. The majority of the dwellings in Mumbil are older style dwellings that were built during the construction of Burrendong Dam. The lot sizes and street setbacks are similar for each of the dwellings, creating the appearance of uniformity. There are no heritage houses within the settlement.



Lot Sizes

Lot sizes vary quite considerably throughout the settlement of Mumbil, creating a rather heterogenous settlement pattern. Some of the lot sizes are larger lifestyle lots with many of the lots smaller and more densely clustered creating a residential (suburban) atmosphere. There are larger allotments surrounding the immediate settlement; the Rural Residential Strategy covers these allotments in more detail. Councils Development Control Plan, Clause 18 – Minimum lot sizes - states that the prescribed minimum lot sizes for subdivision in the 2(V) Village are is 4,000 m^2 (no sewer) or 2,000m^2 (with reticulated sewer). Mumbil operates on a sullage system, so it is also assumed that lots smaller than the required size are appropriate and capable (as the existing pattern suggests).

Setbacks, Open Space & Landscape Character

Setbacks are an important control mechanism in settlements such as Mumbil as they can aid the regulation and formation of both sense of place and desired lifestyle. The lot sizes within Mumbil

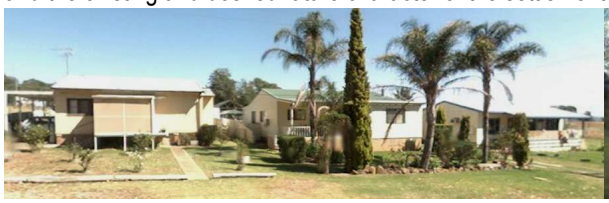
allow for residential dwellings to be setback from the road, increasing privacy and reducing the appearance of high density. The current setbacks for residential areas within the settlement (as prescribed by Councils DCP No.2) are:

"Front building line will take into account development on adjoining land. Side setbacks will be the same as side and rear setbacks for residential land or BCA, whichever is the greater (3 metres preferred)".

The majority of the dwelling stock within Mumbil complies with the setbacks, excluding some areas which are setback greater distances, which does not disadvantage neighbours or impact streetscape. Any new development within these areas is made compliant with current setbacks; however this can be at the cost of streetscape uniformity and character continuity.

Dwelling Densities

Lot sizes are not considered uniform within the settlement of Mumbil. The overall dwelling density of Mumbil is reasonably low with approximately 11 dwellings/ hectare allowing for the rural-residential lifestyle to be achieved. Future possibilities of increased dwelling densities are unlikely given the lack of large lots which are accessible to services (for aged care or young families). The settlement of Mumbil is not considered appropriate for high dwelling density given the lack of immediate services and the existing and desired future character of the settlement.



Rental Rates

Out of 81 occupied dwellings in Mumbil, a total of 39 dwellings are rental properties (including rent to buy dwellings – 21 dwellings), a total of 48% of total dwellings (Source ABS 2006). Mumbil has a reasonably high rate of rental properties (almost half the occupied dwellings of the settlement) which may be explained by the socio-demographic profile of the settlement, lower income earners who cannot afford to buy residential stock.

Issues & Strategies

- **Lot Size:** Lot sizes needs to be reviewed against current proposals for complying development to ensure that the development controls are consistent with current state policy. It is thought that any future DA's for dwellings on existing lots would be subject to a merit based assessment. It is not proposed that such sizes will be reduced, as the amenity and character of the settlement may be compromised.
- **Density/ Character:** The character of Mumbil is based on the rural residential lifestyle offered, by low density larger lot sizes. The lot size pattern contributes to the character of the settlement, with larger lots surrounding the urban areas of the settlement in the 1(c) area. Dwelling density is considered relatively low.
- **Housing Types:** The majority of the housing stock in Mumbil is single storey single detached weatherboard and tin roof dwellings. The majority of the dwellings are constructed from similar materials and were constructed at similar times. There are few new dwellings within the settlement.
- **Rental Supply:** There may be an issue with the provision of rental properties and affordable housing in Mumbil to meet the needs of lower socio-economic persons. The provision of medium density style units may provide a solution for such rental markets, however it is not considered that adequate services within the settlement exist to support increased rental properties.

4.19.2. Projected Dwelling demand by the year 2036

Dwelling Occupancy Rate

The occupancy rate is the number of people that will live in each house. The occupancy rate for the Village of Mumbil in 2006 was 2.2 persons per household (ABS Census 2006). This is expected to decrease slightly over the next 10-30 years, especially if there are increases in aged care housing (senior citizens living alone); families having less children (smaller family sizes); and greater variety of housing types which attracts younger people to live independently. On this basis it is assumed that the estimated occupancy rate in Mumbil in the year 2036 will be approximately 2.1 people per dwelling (down from 2.2 in 2006).

Dwelling Demand from Projected Population Growth

As stated in Section 4.7 – Projected Future Population Growth, the projected annual population growth rate for Mumbil ranges from -0.88%/year (minimum) to +0.4%/year (maximum) with an average of +0.2%/year. As this Strategy needs to cater for the greatest potential land demands, dwelling demand will be based on a **maximum** annual population growth rate of 0.4%/year, even if this rate is never achieved. On this basis, the projected population of Mumbil in the year 2036 is 211 people, an additional 24 people above the 2006 Census figure. A projected rate of 2.3 people per dwelling in 2036 results in a requirement for the following number of dwellings:

Method	Calculation	Projected Demand for New Dwellings by 2036
Dwellings required by Additional Population	24 / 2.1 per dwelling	11.4
Dwellings required by Total Population minus Total Dwellings	211/2.1 per dwelling (100.5) minus existing total dwellings (105)	-4.5
Dwellings required by Total Population minus Occupied Dwellings	211/ 2.1 per dwelling (100.5) minus existing occupied dwellings (81)	19.5
Average Dwelling Demand to 2036	**11.4 + (-4.5) + 19.5 =26.4 / 3**	**8.8**

Table 6: Projected dwelling demand for 2036 from estimated population growth predictions

Therefore, the requirement for new dwellings based on projected estimations of population growth ranges from -4.5 to 19.5 dwellings over 30 years, with an average demand for 8.8 new dwellings.

Dwelling Demand Projected from Development Applications

From 1999 to 2009 (10 years), there was an average of 0.3 single detached dwellings approved per year. If this trend continues at the same rate then there would be 9 additional detached dwellings approved over the next 30 years (to 2036). Please note that this is a broad assumption as dwelling approvals do not necessarily result in constructed dwellings and future dwelling applications may change.

Dwelling Type	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Av. DA's/yr	Project 30 yrs
Single detached	0	0	0	0	0	0	2	0	0	0	1	0.3	9
Total dwelling demand to 2036													**9**

Table 7: Approved single detached dwelling DA's from 1999-2009 (Source: Council records).

Dwelling Demand Projected from Historical Growth in Dwellings

The historical change in dwellings for Mumbil is shown in *Table 11*. It is clear that whilst population since 1986 has been declining, dwelling demand has remained stable. This relationship is most likely best explained by average household sizes falling.

In particular from 1986-2006 there was no change in total dwellings and a minor decrease in occupied dwellings (-2.4%). This reinforces the relationship between declining populations and stable dwelling stock.

More recently, between 2001 and 2006, there has been a decline in total dwellings (-0.73%) and occupied dwellings (-1.16%). This may have occurred due to a range of financial constraints on both the community and individuals. The historical change in dwellings for Mumbil is shown in *Table 8, Table 8: Historical changes in dwellings in the settlement (Source: ABS www.abs.gov.au).*

and *Table 9:* ***Historical changes in total dwellings in settlement (source: ABS*** *www.abs.gov.au).*

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Year	Dwellings (Total)	Dwellings (Occupied)	Δ in Total Dwellings from previous Census	% Δ in Total Dwellings from previous Census	% Av. Ann. Δ in Total Dwellings from previous Census
1986	105	83	-	-	-
1991	84	83	-21	-20%	-4%
1996	No data available	No data available	No data available	No data available	No data available
2001	109	86	N/A	N/A	N/A
2006	105	81	-4	-3.6%	-0.73%

Table 8: Historical changes in dwellings in the settlement (Source: ABS www.abs.gov.au).

Range of Years	Δ in Total Dwellings	% Δ in Total Dwellings	% Av. Ann. Δ Total Dwellings
1986-2006	0	0	0
2001-2006	-4	-3.6%	-0.73%

Table 9: Historical changes in total dwellings in settlement (source: ABS www.abs.gov.au).

Range of Years	Δ in Occupied Dwellings	% Δ in Occupied Dwellings	% Av. Ann. Δ Occupied Dwellings
1986-2006	-2	-2.4%	-0.12%
2001-2006	-5	-5.8%	-1.16%

Table 10: Historical changes in occupied dwellings in settlement (source: ABS www.abs.gov.au).

The average rate of total dwelling increase from 1986 to 2006 was 0%. There has been no increase in total dwellings in this period. However from 2001-2006 a decrease of -3.6% occurred. Based on a 1.0% growth per year the total dwellings in Mumbil would grow from 105 dwellings in 2006 to 108 dwellings by 2036 (an increase of 3 dwellings). This would appear to be a rather small increase for the settlement. It is thought that a more appropriate and sustainable dwelling increase for the settlement maybe approximately 5-10 new dwellings by 2036. For the purposes of this strategy a dwelling growth rate of 1.0% has been adopted over a 30 year period.

Dwelling Demand - Summary Table

Table 11 summarises the above statistics. The table suggests there are approximately 6 new dwellings required by 2036.

Projected No. of Dwellings Required by 2036 based on following calculation method	Rate of Growth	Increased No. of Dwellings from 2006
Average Historical Growth of Dwellings 1986-2006	0%	0
Historical Rate of Development Applications for Dwellings	0.3/yr	9
Dwellings Required by Projected Population Growth (Maximum Rate)	0.4%	8.8
	Average	**5.9**

Table 11: Average number of projected new dwellings by 2036

4.19.3. Supply of Vacant Land in Residential (Urban) area

A total of 20.4 vacant lots are expected to be made available within the existing urban Village area over the next 30 years (or less) based on the calculations in Section 4.15 – Vacant Land.

4.19.4. Summary of Vacant Land Demand & Supply

Summarising all of the above sections there is a projected demand for 5.9 new dwellings in Mumbil over the next 30 years and a potential for 16.5 small vacant lots in the existing Zone 2(a) Residential Area.

The total supply of land available in Mumbil, if all vacant lots are developed to their full potential compared to the demand is shown below:

$$\frac{\text{16.5 (potential lots/ dwellings)}}{\text{5.9 (projected demand for new dwellings)}} \times \text{30 years} = \text{83 years supply.}$$

If every small vacant lot was only used for a single detached dwelling then the current zoned urban area would provide approximately 83 years of supply. Therefore, there is an appropriate supply of vacant land within the settlement to cater for development until the next LEP.

It is considered that there is sufficient land supply available within the settlement to allow predicted growth of dwellings in residential zones and as such no new land would need to be provided or any land rezoned.

Issues & Strategies
Demand & Supply: There is assumed to be no need to rezone any additional land for dwellings in the next 20 years to meet the projected supply based on the maximum projected population growth rates. Given there is a minimum of 80 years supply of land for new dwellings, the proposed changes to the Village Zone (reduction of Village land) are not considered to constrain growth. The average projected growth rates will extend this land supply for a longer period.

4.19.5. Medium Density Housing

Demand for Smaller Housing

The calculations provided above in Section 4.19.4 - Summary of Vacant Land Demand & Supply are premised on existing land supply being utilised for single detached dwellings. However, it is important to consider that settlements such as Mumbil maybe attractive to persons who demand smaller housing situations, whether it is units or duplexes.

The increased housing choice is also likely to meet the growing demographic demands for younger couples, aged persons, single household persons and lower socio-economic groups. An increase in

medium density development would also provide a higher number of dwellings with a lower supply of land. This could potentially meet any shortfall in dwelling supply. It is considered that such developments are not in high demand within the settlement; however this style of development is an available option.

Existing and Future Medium Density Housing

There is currently no medium density dwelling developments that exist in Mumbil. Given the increased demand for smaller housing situations it is considered that such developments may become more popular within the settlement, however given the lack of immediate facilities within the settlement, people who lived in such residences would be required to be mobile and have access to private transport. Given the lack of community and support facilities in Mumbil there is a lower chance of medium density development being successful in this location. In addition, there are few areas within the settlement that may be highly suitable for medium density development, which are not already constrained by either natural to other constraints (e.g. highway, railway).

Proposed Medium Density Area

There is no specific identified area within the settlement for medium density dwellings. It is considered that demand for such housing would be for smaller scale developments, for example, smaller unit complexes with approximately 2-6 units.

4.20. Large Lot Residential Land Uses (Rural Small Holding Zone)

4.20.1. Large Lot Residential Strategy

A separate Large Lot Residential Strategy will address issues and strategies for the existing Zone 1(c) (Rural Small Holdings). However, as there is a large portion of Zone 1(c) land in close proximity to Mumbil and this area provides some of the land supply for dwellings for the settlement catchment - it is important to provide a preliminary review of issues in this Settlement Strategy.

4.20.2. Supply of Vacant Land in Rural Small Holdings Zone

A total of 44 lots exist in the existing Rural Small Holdings zone, located to the south-west of the existing Village Zone. The smallest of these lots is approximately 0.4ha and the largest 41.6ha. None of these allotments are affected by known flooding or bushfire hazards that would preclude some intensification of development. A summary of the allotments is provided below:

- 11 of these lots are developed (have a dwelling or substantial farm structures located onsite). Approximately 60% of the developed lots are considered vacant; therefore potential for further development may exist;
- 33 of these lots are identified as vacant (no dwelling or substantial development on site). Many of these lots are considered suitable for development with the average lot size between 2 and 5 hectares.

4.20.3. Supply & Demand for Vacant Land in Rural Small Holdings Zone

The average size of the allotments in this zone averages between 2ha and 6ha. A Minimum Lot Size of 1ha is currently applied to this zone, a future desirable Minimum Lot Size would be approximately 2ha – 4ha. There is likely to be the potential for further development through subdivision to approximately 59 allotments (4ha lots). This would suggest there is significant development potential in this area and would be able to cater for any additional development with the immediate Village Zone of Mumbil may not.

4.21. Proposed Land Use Arrangements

Based on the outcomes of the above issues and strategies, the following recommendations are made for land use arrangements for the Village of Mumbil that will inform the preparation of a new Local Environmental Plan and Development Control Plan for the Wellington LGA.

Please note that any maps or references to 'zones' or 'zoning' refers to indicative terms for the type of zone that illustrates the desired future land use of that area. The actual zone name and the permissible land uses in that zone will be determined at the time that the new Local Environmental Plan is prepared in accordance with the Standard LEP Template.

4.21.1. Suitability of Existing Village Zone

Good planning practice suggests that settlements above 1,000 in population should consider adopting specific zoning for each land use (i.e. 'business' zones, 'industrial' zones, 'residential' zones etc). The current population of the urban area of Mumbil is 187 (2006 Census) and the projected 2036 population is 211 (+0.4%/yr) which is significantly less than 1,000 people so there is no immediate need to identify specific land use areas in the new LEP. Therefore, Council is recommending that a future zone similar to the existing 'Village Zone' is retained in the next LEP for Mumbil. The Village Zone will allow applications for a wide range of land uses that are permissible with consent (similar to the existing Village Zone) and provides the greatest flexibility for growth of future land uses.

4.21.2. Summary of Proposed Future Land Use Arrangements

Based on the outcomes of this Strategy there is no need to rezone any additional land for urban uses in the new LEP as there is sufficient land for at least the next 10 years. As a result there is very little change to the existing zoning boundaries for the Village of Mumbil except as follows:

- **Village Zone:** The Village Zone boundary is the same except that Sports Parade to the east of the settlement does not need to be included in the Village Zone as it is a road easement and can occur in any zone; and
- **Recreation Zone:** The existing recreation areas may be recognised in the new LEP including Mumbil Recreation Ground and Mumbil Park. Alternatively they can sit within the proposed Village Zone as no major development is expected on these grounds for the foreseeable future.

Please note that this Settlement Strategy does not provide detailed land use arrangements for the large lot residential area to the south-west of Mumbil. The existing area is expected to be converted across to the new LEP. However, it is expected that Council will consider this area in detail when it finalises a large lot residential strategy for the entire LGA.

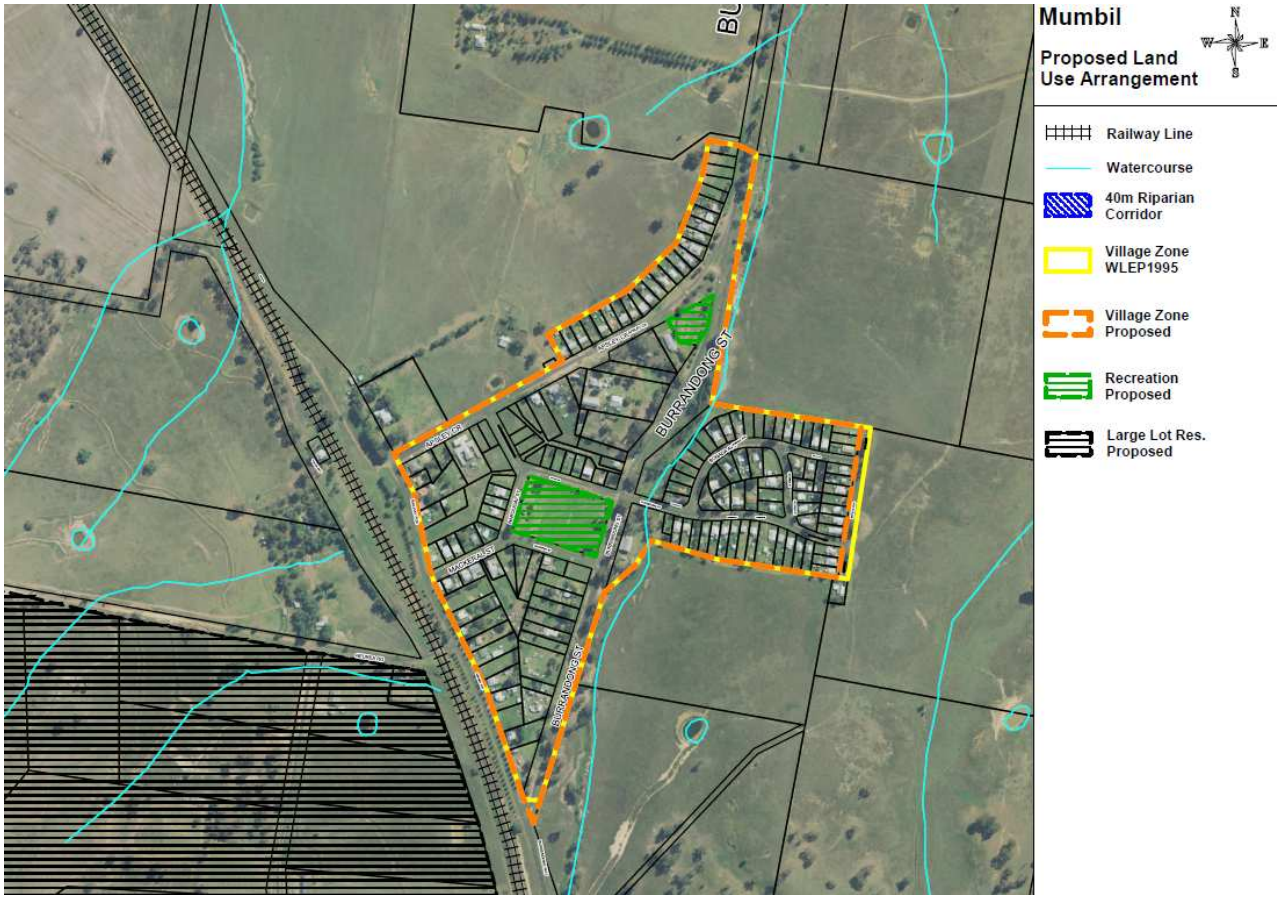

Figure 6: Proposed land use arrangements for Mumbil (Source: Wellington Council GIS 2011).

4.21.3. Future Investigation Areas for Growth

Whilst this Strategy believes that the proposed land use arrangements will provide sufficient land for at least 10 years and most likely well beyond 30 years there is always the possibility that significant changes in economic growth (such as the opening of a new mine or industry) in close proximity to Mumbil could substantially change its growth rate and the demand for land.

If the projections in this Strategy are exceeded in the next 10 years then *Figure 7* shows some indicative areas that could be investigated for future growth and development. These areas would only be suitable for rezoning for urban uses if the existing supply of vacant land was reduced by at least 60%, there was proven demand for new land supply, and a local environmental study for each area demonstrated that the proposed land uses could be supported with minimal environmental, social or economic impact. The future investigation areas for expansion of the Village Zone include:

- **North-West Investigation Area:** The area to the north-west would provide approximately 3.7ha (including up to two existing dwellings). It has frontage to Apsley Crescent and may be suitable for lots of 4,000m2 each to support on-site septic systems. This may result in 6-7 additional lots/dwellings.
- **South-Eastern Investigation Area:** The area identified to the south is approximately 8.3 hectares and is accessible either off Cudgegong Street (to the east of Long Creek) or off Burrandong Street (but this would require a creek crossing to be installed). This area is relatively level, has limited significant vegetation, and would be suitable for lots of 4,000m2 or larger. This may result in 12-15 additional lots / dwellings.

Figure 7: Future investigation area for growth in Mumbil (Source: Wellington Council GIS 2011).

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DOCUMENT CONTROL

Version	Date	Author	Summary	Reviewed
A	Nov 2010	Strong/Napier	Draft for Internal Review	JC/AA
B	April 2011	Strong/Napier	Draft for Internal Review	JC/AA
C	August 2011	Strong/Napier	Draft for Internal Review	JC/AA
D	January 2012	Strong/Napier	Draft for Public Exhibition	Council Approved for Public Exhibition
E	May 2012	Strong	Section 68 Report	Council approved for DP&I

LIST OF FIGURES

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5. Village of Stuart Town

5.1. Regional Location

In relation to other key cities and settlements, Stuart Town is approximately (*Figure 1*):

- 35km (~25-30 minutes drive) from the Town of Wellington via Burrendong Way;
- 59km (~40-50 minutes drive) from Orange via Burrendong Way;
- 85km (~1 hours drive) from Dubbo via Burrendong Way and the Mitchell Highway; and
- 316km (~4 hours drive) from Sydney via Burrendong Way, the Mitchell Highway and the Great Western Highway.

Figure 1: Location of Stuart Town within the LGA (Source: Wellington Council GIS 2011)

Issues & Strategies

- **Role of Stuart Town:** Stuart Town is the second smallest village within the Wellington LGA, yet promotes a strong sense of place and community. It has a limited local service role but is highly dependent on other larger settlements for services.
- **Proximity to Major Centres:** The proximity of Stuart Town to Wellington allows residents to access services such as education, retail, healthcare and greater variety of public transport. Furthermore, the proximity to larger centres such as Dubbo and Orange offer higher level services, particularly retail and healthcare. The reasonably close proximity of such major centres to Stuart Town, but moreover Wellington, does detract from the potential development of such villages and can have the effect of encouraging external expenditure and investment.

5.2. Historic Overview

This Strategy does not seek to provide a full history of the settlement. Instead, it only identifies some key dates and outcomes that may have affected the historical growth of this settlement as follows:

1851 - Earliest official report of gold in the Stuart Town area made by Edward Hammond Hargraves *(Source: Department of Primary Industries Primefacts 2007).*

1857- 1858 - Ginger Reed, Post Office and Poorman's gold reefs opened *(Source: Department of Primary Industries Primefacts 2007).*

1858 - Ironbarks Non-vested National School was opened on 1st December 1858. The school reopened as a Provisional School, with thirty-three students, in 1867. The school room was also used by all denominations for public worship on Sundays *(Source: http://stuarttown.org.au/ThePublicSchool.htm).*

1859 - Beehive opened - one of the main gold deposits in the area of Farnham *(Source: Department of Primary Industries Primefacts 2007).*

1860 - Farnham a small town emerged to the south of Stuart Town *(Source: Department of Primary Industries Primefacts 2007).*

1870's - Stuart Town developed with more gold finds; Peak of the gold rush *(Source: Department of Primary Industries Primefacts 2007).*

1877 - There were 11 working reefs employing around 130 men. The school had approximately 77 students *(Source: Department of Primary Industries Primefacts 2007).*

1878- 1879 - Some miners gave up mining for a more stable job constructing the railway line through Stuart Town. The first deep lead workings were opened, followed by a short lived rush at Bald Hill in 1879 *(Source: Department of Primary Industries Primefacts 2007).*

1880 - 1 June the railway station opened as 'Ironbarks Station' (*www.nswrail.net*).

1880 - There were four hotels in existence, with another at Mookerawa, to support the growing mining population (6000 persons working in the local fields, many were Chinese who built water races which ran for kilometres to supply water for washing) *(Source: http://www.smh.com.au/travel/travel-factsheet/stuart-town-20081113-5yx5.html).*

1889 – 'Ironbark' was renamed 'Stuart Town' after Sir Alex Stuart, the NSW Premier and Colonial Secretary. Railway station renamed 1 May 1889 *(Source: http://acms.sl.nsw.gov.au/search/subjectsearch.aspx?authority=place&id=143493).*

1890 - Stuart Town School had 132 enrolments, a request by the Secretary of the Stuart Town Progress Committee to move the school to a new site which was more central to the township was denied by George Lower, for the reason that "the town was nothing more than "a worked out goldfield" and the replacement of the school could not be justified". *(Source: www.stuarttown.org.au/ThePublicSchool).*

1892 - Banjo Patterson wrote the famous 'Man from Ironbark' poem and the Carrington Hotel opened for business with accommodation and entertainment provided by licensee Samuel Sloane (*Source: Wellington Times Newspaper 1892).*

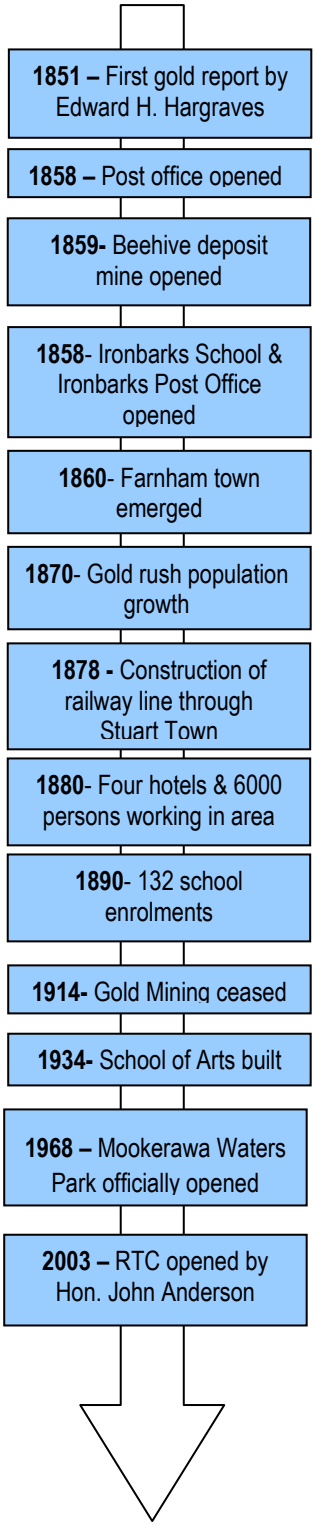
1914 - Most mining had ceased, although some dredging continued until 1958 *(Source: http://stuarttown.org.au/Overview.htm).*

1934 - The School of Arts Hall was built and used for community activities and meetings *(Source: Wellington Council Heritage Inventory 2011).*

1940's - There were five general stores which offered delivery and generous credit in hard times, two hotels, one barber shop, two bakeries, two butchers, two boot makers, a blacksmith, a wheelwright and garage *(Source: http://www.visitwellington.com.au).*

1950 – the first automatic telephone exchange was installed in Stuart Town, the first within the Wellington switching area, 30 years prior to Wellington being connected *(Source: Oxley Museum Archives 2011).*

1976- 10 April – Railway Station closed (*www.nswrail.net*) (however it was subsequently reopened – date unknown).



2003 - Rural Transaction Centre was opened by the Hon. John Anderson on 9 July 2003 providing communities services, including internet, café and small scale retail sales *(Source: http://stuarttown.org.au/Videos.htm 2003)*

Issues & Strategies

- **Understanding the History:** The history of Stuart Town and its surrounds is an important factor both in understanding the location of the settlement, how it grew, key opportunities and constraints to its growth, and as a fundamental building block for tourism and community spirit. There are opportunities to build upon this history through protection of heritage items, documentation of the history, and tourism opportunities.
- **Key Growth Factors:** It is important to have an understanding of the history of the settlement to review the driving factors for growth. For example, Stuart Town was originally developed as a result of the gold rush; yet today there are no mining activities within proximity to the settlement so this is unlikely to be an existing growth factor and other growth factors will need to be identified.

5.3. Existing Zoning

The Village of Stuart Town is made up of one primary zone, 2(v) Village Zone (Total area 66.51ha including roads) (*Figure 2*).

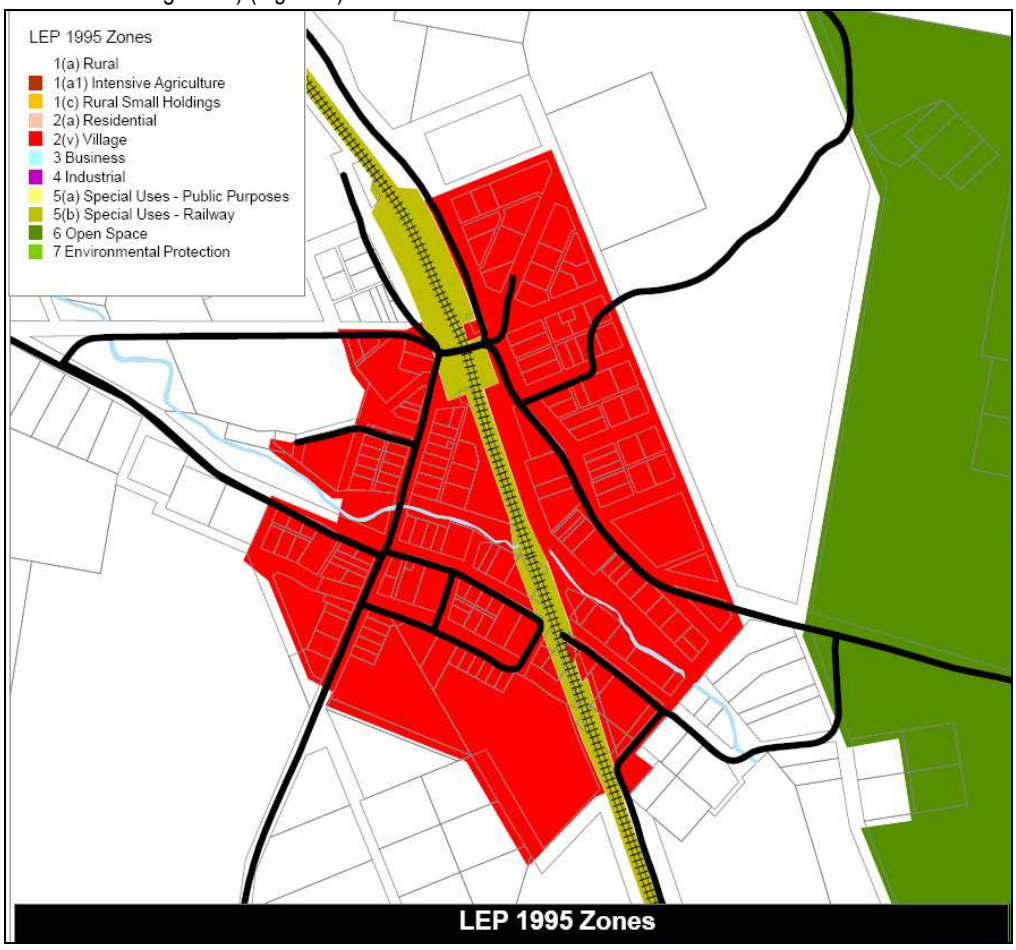


Figure 2: Existing zoning in Stuart Town in WLEP1995 (Source: Wellington Council GIS 2011).

The settlement is surrounded by a number of different land use zones under Wellington Local Environmental Plan 1995 ('WLEP1995') including:

- **Zone 6 (Open Space)** to the east of Stuart Town including Crown Lands (Stuart Town Common) and limited private land holdings (Total area 451.27ha);

- **Zone 5b (Special Uses – Railway)** - The Main Western Railway bisects the settlement and continues throughout the Wellington LGA; and
- **Zone 1(a) (General Rural)** surrounds the Village Zone.

Issues & Strategies

Land Use ('Zoning') Areas: It is the role of this Strategy to define appropriate areas for each land use to ensure sufficient supply of land for the next 10 years with forward planning for the next 30 years (until 2036). This will then inform the preparation of new zoning boundaries under the proposed new Local Environmental Plan for Wellington LGA.

5.4. Settlement Pattern

Generally Stuart Town follows a rough grid pattern, broken by the railway line, radiating street pattern and watercourses. The railway line is the key barrier to pedestrian and vehicle movement between the east and west sides of the settlement with only a single rail crossing at Molong Street / Bell Street / Wellington Street.

Individual lot sizes across both eastern and western sections of the settlement are similar (*Figure 3*). Lot sizes range between 850m^2 (small), 2000m^2 (medium) and 3000m^2 or more (large). The larger lot sizes allow people to maintain a rural village lifestyle with space for small hobby farm activities such as vegetable gardens. The mix of lots sizes creates a heterogeneous (mixed) streetscape and adds to the character of the settlement as well as allowing future potential subdivision of larger lots.

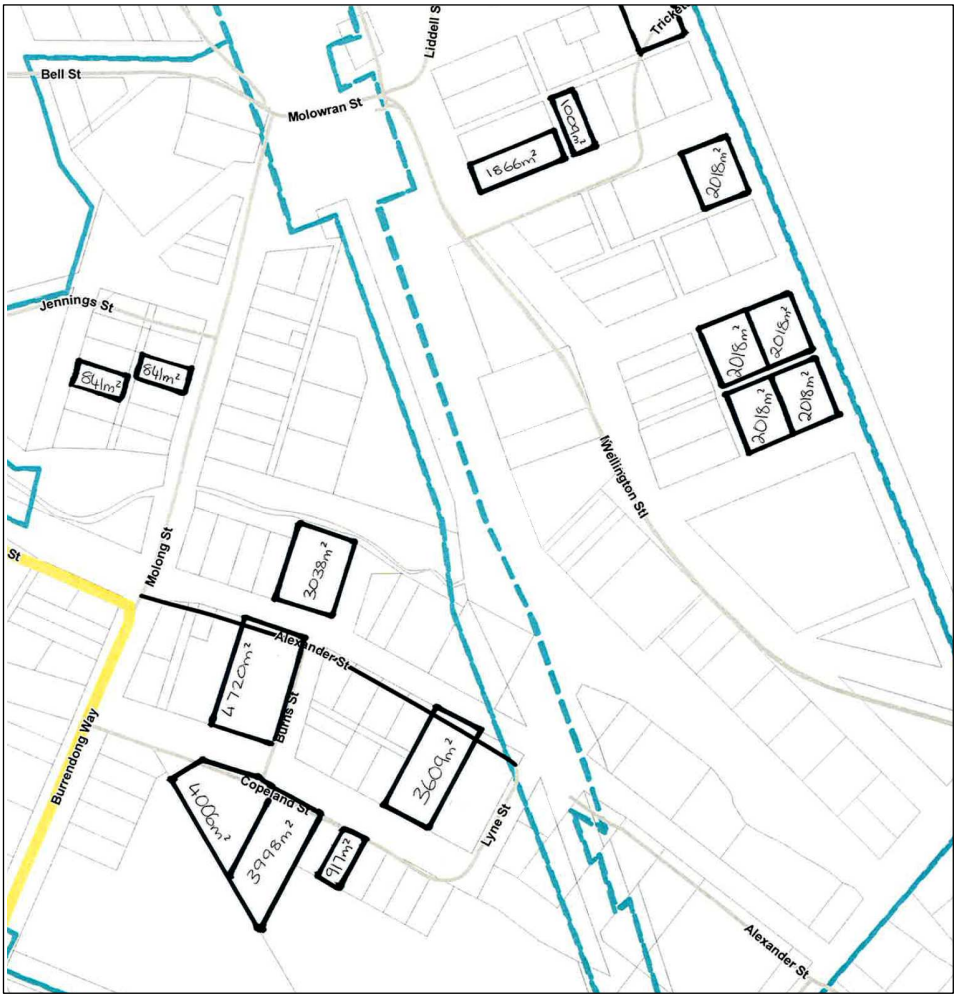


Figure 3: Excerpt of street layout and lot size in Stuart Town (Source: Wellington Council GIS 2011).

Issues & Strategies

- **Lot Size:** As Stuart Town does not have a reticulated sewerage system and requires on-site sewerage management it would be expected that any lots below 4,000m^2 would need further assessment to establish whether they can support a septic system and dwelling. Some of the smaller lots are unlikely to be able to support a dwelling with a standard septic system.
- **Ease of Connections/ Permeability:** Stuart Town has reasonable connections for both pedestrians and vehicles with connections across the railway line joining east and west. There are no cul-de-sac situations within the village, with all streets through roads.

5.5. Historic Population

5.5.1. How is the Population Measured?

The Australian Bureau of Statistics ('ABS') measures the population and demographics of areas across Australia using Census Collection Districts ('CDs'). *Figure 4* shows how the Stuart Town CD (black line) relates to the existing village zone (red area) which suggests that the Census boundary closely approximates the Village Zone boundary for Stuart Town and would provide a reasonable estimate of the statistics for this settlement.

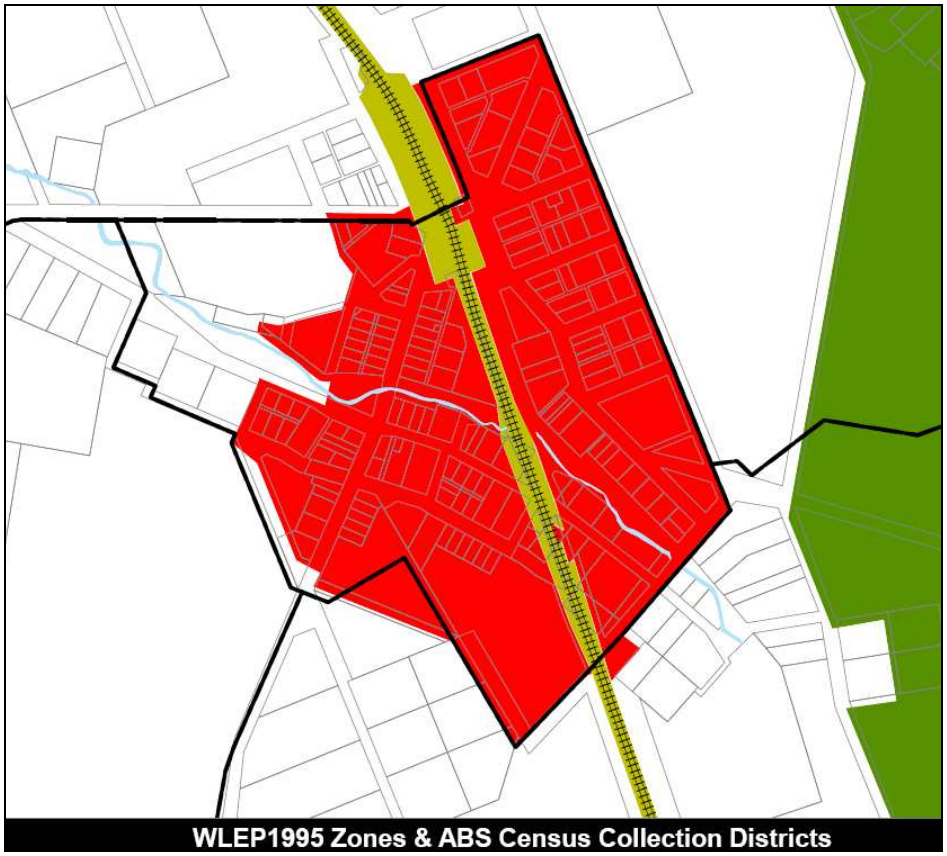


Figure 4: Relationship between ABS Census Collection District and existing Village Zone in Stuart Town (Source: Wellington Council GIS 2011 / ABS).

Issues & Strategies

Census Reliability: The ABS boundary closely approximates the boundary for the Village Zone for Stuart Town and would provide relevant statistics for the settlement. However, it is important to note that the Census data will not include surrounding development and population that may utilise Stuart Town as its primary centre, including its rural catchment.

5.5.2. Historic Population at Census Dates

On the date of the 2006 Census, the population of Stuart Town (CD1032214) was 104 people. The historical population and population change for Stuart Town is shown in *Table 1*.

Year	Population @ Census	Δ in Pop from previous Census	% Δ in Pop from previous Census	% Av. Ann. Δ in Pop from previous Census
1981	125	---	---	---
1986	128	+3	+2.40%	+0.48%
1991	132	+4	+3.13%	+0.63%
1996	153	+21	+15.9%	+3.18%
2001	124	-29	-18.95%	-3.79%
2006	104	-20	-16.13%	-3.23%
	1986-2006	-24	-18.75%	-0.94%
	1996-2006	-49	-32.03%	-3.20%

Table 1: Historical population changes in the settlement (Source: ABS www.abs.gov.au).

Issues & Strategies

Historic Population Growth: The population of the village of Stuart Town has been extremely variable over the last 20-25 years with average annual increases as high as 3% from 1991 to 1996 and subsequent decreases as high as -3.2% from 1996 to 2006. The average growth from 1986 to 2006 is -0.94% per year which is a concern in terms of future population stability and growth. However, there still may be dwelling growth and demand for residential land even with population decline if occupancy rates decrease.

5.6. Summary of Opportunities & Constraints

This section seeks to provide a brief summary of the key opportunities and constraints noted in the LPIP and the following sections of this Chapter of the Strategy (see sections below for more detail).

5.6.1. Potential Positive Influences

Positives that may increase population and economic growth until 2036 include:

- **Proximity to Regional Centres:** Proximity to Orange and Dubbo allows residents to live in a small rural community with the higher-level services and associated opportunities within an hours drive. The settlement could be considered a commuter suburb for Wellington, given it is located only 30 minutes away. In addition, the settlement provides for more affordable housing compared to other larger centres, which can often be an attractive reason for living in such areas.
- **Services:** Stuart Town has access to a variety of local based services including a Primary School, Police Station, Rural Fire Service, Post Office, Railway Station, and Rural Transaction Centre (used for paying bills, accessing internet, and community activities). This provides a reasonable level of local services that can be supplemented by additional services in nearby Wellington.
- **Transport (Rail):** The Main Western Rail Line passes through Stuart Town Railway Station and the station is operational with the Countrylink XPT connecting Stuart Town daily to Sydney, Orange, and Dubbo. This provides public transport access to these higher level centres for shopping and other services.
- **Heritage & Tourism:** Stuart Town is fortunate to have retained some important heritage items and heritage streetscapes that contribute to the attraction of the settlement as both a place to live and visit. There is a heritage walking tour available in Stuart Town and various festivals and events throughout the year which highlight the heritage features of the town including the Easter Fair. There is also the Open Air Museum and other tourist attractions.

- **Burrendong State Recreation Area:** Stuart Town is the gateway to the southern end of Burrendong State Recreation Area including Mookerawa Caravan Park which would result in passing tourist trade through Stuart Town.
- **Land Supply:** There is approximately 240 years of land supply within Stuart Town, this by far exceeds the demand for land, which means there is substantial development potential in the village.
- **Low Unemployment Rate:** The census data suggests there is a 0% unemployment rate within Stuart Town (though there were only 39 people in employment compared to 46 people not in the labour force). Whilst this requires further analysis it does suggest that socio-economic issues associated with unemployment are less prevalent in Stuart Town.
- **Sense of Community:** Stuart Town has a strong sense of community which is likely to attract new members to the community.
- **Landscape & Rural Character:** The landscape of Stuart Town are attractive to potential residents and tourists. The natural features and close proximity to Lake Burrendong and Mookerawa State Park provide outdoor activity and contribute to amenity and activity.

5.6.2. Potential Negative Influences

Negatives that may decrease population and economic growth until 2036 include:

- **Negative Population Growth:** The Census data shows an overall population decline between 1986- 2006 of approximately negative 0.94% per year which is an indicator that there is no increasing population demand for services and economic growth.
- **Loss of Historical Growth Drivers:** Stuart Town is no longer able to rely upon historical growth drivers including mining, railway activity, and rural industries so there is a need to find new drivers to attract population and economic growth.
- **Regional Centre Proximity:** The close proximity of larger regional centres may encourage people to move to the centres for immediate access to employment and services. There are trends that populations in regional centres are increasing whilst regional settlements and rural areas are decreasing as employment, services and facilities are increasingly centralised. There can also be a loss of expenditure to these larger centres where there is greater choice of services/goods that results in decreased support for local businesses.
- **Education:** Given the current enrolment size of the Stuart Town primary school (8-10 students) there may be issues with ensuring sustainable enrolment numbers to maintain the school and teacher numbers. The Department of Education and Communities is committed to providing services such as teaching staff, resources and infrastructure for rural and regional areas but will constantly review the viability of local school if enrolment numbers are not sustainable.
- **Transport (Road):** Stuart Town is Burrendong Road which is a significant regional road but distant from the Mitchell Highway where higher traffic flows and freight movement is present. This makes the settlement less attractive for industry and major businesses. However, Burrendong Road is an alternative route from Wellington to Orange.
- **Utilities (Water & Sewer):** Stuart Town's water supply is not provided by Council. There are two dams that provided non-potable water for the town. The dam on Lot: 1 Sec: 27 DP: 758932 is the village's water supply reserve; is located on Council land, yet the pipelines are maintained privately. The unsecured water supply may be a constraint for future growth. A similar situation exists with the sewer infrastructure in Stuart Town; it is currently not serviced with reticulated sewerage. The town operates from individual septic tank systems. There are potential amenity issues related with such systems which could be a constraint to future growth (minimum lot sizes available for subdivision potential for new dwellings).
- **Services (Health & Aged Care):** Stuart Town has 27.9% of its population above the age of 65 years and this population will require additional health and aged care related services. There are no health or aged care services in Stuart Town. A fully serviced doctor's surgery exists in Stuart Town, ready for occupancy. The town has a need for a pathology collection centre to operate.

5.7. Projected Future Population

Based on the opportunities and constraints noted above, Council has set out a range of possible growth scenarios for Stuart Town up to the year 2036 in *Table 2*.

Due to the historic variable growth rate, the small existing settlement population, and a number of complex variables - it is difficult to set a definitive growth rate. Therefore, a range of growth rates have been highlighted – from a recommended minimum through to a maximum growth rate. The average growth scenario is most likely to occur. However, for the purposes of determining land supply, the maximum growth rate will be used.

Potential Growth Rates	Rate %	2006	2011	2016	2021	2026	2031	Proj. Pop. 2036	Pop. Diff. 2006-2036
Stuart Town 2001-2006	-3.23	104	88	75	64	54	46	39	- 65
Stuart Town 1986-2006	-0.94	104	99	95	90	86	82	78	-26
Wellington LGA 2001-2006 (Minimum)	-0.26	104	103	101	100	99	97	96	- 8
~WRI Scenario A (Average)	0.2	104	105	106	107	108	109	110	6
~WRI Scenario B (Maximum)	0.4	104	106	108	110	113	115	117	13
~WRI Scenario C	0.6	104	107	110	114	117	121	124	20

Table 2: Projected population based on various growth scenarios for the village of Stuart Town

Issues & Strategies

- **Regular Review:** The growth rate for Stuart Town should be reviewed every census period (5 years) at a minimum to see whether it accords with the projections and, if not, then the projections and the supply of land may need to be modified. Please note that the table above shows population growth based on an average growth rate per annum. Growth over 30 years will not remain at this average figure and will vary to be both lower and higher than the average. Therefore, the growth figures in any one census period (5 years) are not conclusive as to the long term growth rate.
- **Minimum growth rate:** The minimum growth rate assumes -0.26% growth within the settlement resulting in a decrease in the population by 8 persons (96 total) by 2036. This would have potential ramifications for the ongoing provision of local services.
- **Average growth rate:** The average growth rate assumes + 0.2% growth within the settlement increasing the population by 6 persons (110 total) by 2036.
- **Maximum growth rate:** If the maximum growth rate is adopted (0.4%/yr) then the population will grow by 13 people to a total of 117 people by 2036. However, it is important to note that with such a small population there is a high chance that the total population could vary significantly from this maximum growth rate.

5.8. Demographics

The following is a summary of the demographics of the settlement of Stuart Town in the 2006 Census:

- **Age:** 37.5% of the population were aged between 25 and 54 and 27.9 % were persons aged 65 years and over. Australia 42.2% of persons were aged 25-54 and 13.3% were aged 65 years and over.
- **Labour Force:** 39 people aged 15 years and over were in the labour force. Of these, 48.7% were employed full-time, 41.0% were employed part-time, 10.3% were employed but away from work, 0.0% of persons were employed but did not state their hours worked. There was 0.0% were unemployed, compared to Australia's unemployment rate of 5.2%.
- **Occupations:** Labourers 23.1%, Community and Personal Service Workers 17.9%, Clerical and Administrative Workers 17.9%, Machinery Operators and Drivers 10.3% and Managers 7.7%.
- **Employers:** Residential Building Construction 12.8%, School Education 12.8%, Hospitals 10.3% and Residential Care Services 10.3%.
- **Income:** The median weekly individual income for persons aged 15 years and over who were usual residents was $276, compared with $466 in Australia. The median weekly household income was $510, compared with $1,027 in Australia. The median weekly family income was $668, compared with $1,171 in Australia.
- **Family Structure:** 31 families: 38.7% were couple families with children, 41.9% were couple families without children and 19.4% were one parent families.
- **Dwelling Types:** 46 occupied private dwellings, all of the housing is single detached housing.
- **Housing Payments:** The median weekly rent in Stuart Town is $75, compared to Australia's average of $190. The median monthly housing loan repayment was $934, compared to $1,300 in Australia.
- **Household Occupancy:** The average household size was 2.1 and the average number of persons per bedroom was 1.1.

Issues & Strategies

- **Age:** The percentage of people over 65 years is 14.6% higher compared to the Australian average. Stuart Town does not have any established health and aged care services. This may force persons to travel or relocate to areas with more extensive services. Given the population is expected to remain static or experience decline, the increased provision of such services may not be feasible. Further investigation is required.
- **Employment:** There is a reasonable mix of employment types in Stuart Town, with a large percentage of persons identified as Labourers and community and Personal Service Workers. There is also a reliance on the rural sector for local employment with machinery operators and drivers. 0% unemployment levels were experienced in Stuart Town this is significantly lower than the Australian average.
- **Income:** The median weekly household income is significantly lower than the Australian average, approximately half. This may be linked to reduced employment opportunities which are of a high skilled level.
- **Family Structure:** 19.4% of the population were sole parent families; this suggests there maybe an increased reliance on various community services, including child care, education and local employment opportunities.
- **Dwelling Characteristics:** The dominance of detached housing combined with an ageing population may indicate a need for greater housing choice in the future. The future population may demand more unit style residences or care residences. However, given the other level of aged care services in the settlement this may not be a feasible or likely option.

5.9. Environment & Natural Hazards

The following is a summary of the key natural hazards and environmental opportunities in this settlement from the LPIP and from Council's GIS system.

5.9.1. Topography & Land Constraints

Stuart Town does not have any dominant topographic features. The settlement is located approximately 548 metres above sea level and is located on relatively flat land with the large portion of Crown land (Zone 6- Open Space) in close proximity to the east. The eastern portion of the settlement is located on higher ground than the western section, with a portion of land located to the north-eastern extent the highest section of the settlement.

5.9.2. Sensitive Land Resources

The settlement is not greatly affected by any sensitive land resources. There is a portion of land outside the settlement to the east (Crown land portion) which experiences severe to extreme sheet and rill erosion and few smaller areas to the south. There are four areas of salt affected land which have little impact on the direct settlement, given most of these are located outside the immediate Village Zone. Many of the lands are already developed where such sensitivities occur and as such these are not considered to be constraints to future development and Village growth.

5.9.3. Watercourses & Flooding

Stuart Town is not identified by Councils GIS mapping system as flood prone land. There are no flood related development controls for the settlement. There are two hydro lines (natural watercourses) which traverse the settlement, one dividing the settlement north-south and the other dissecting the northern section of the settlement which is classified as a major freshwater habitat. Very severe gully erosion is experienced along one of the watercourses which traverses the settlement east-west (Figure 5). There are not anticipated to be any development related restrictions as a result of the watercourses.

It should be noted that development within 40 metres of a riparian corridor or freshwater habitat will require greater protection. This would be captured during the development assessment process should any applications be received for development of such lands.

Issues & Strategies

Flooding & Drainage: Stuart Town is located in an area of relatively flat topography. The lower-lying areas closer to natural watercourses (small creeks) are already developed. There are no major issues with flooding and drainage on low lying areas.

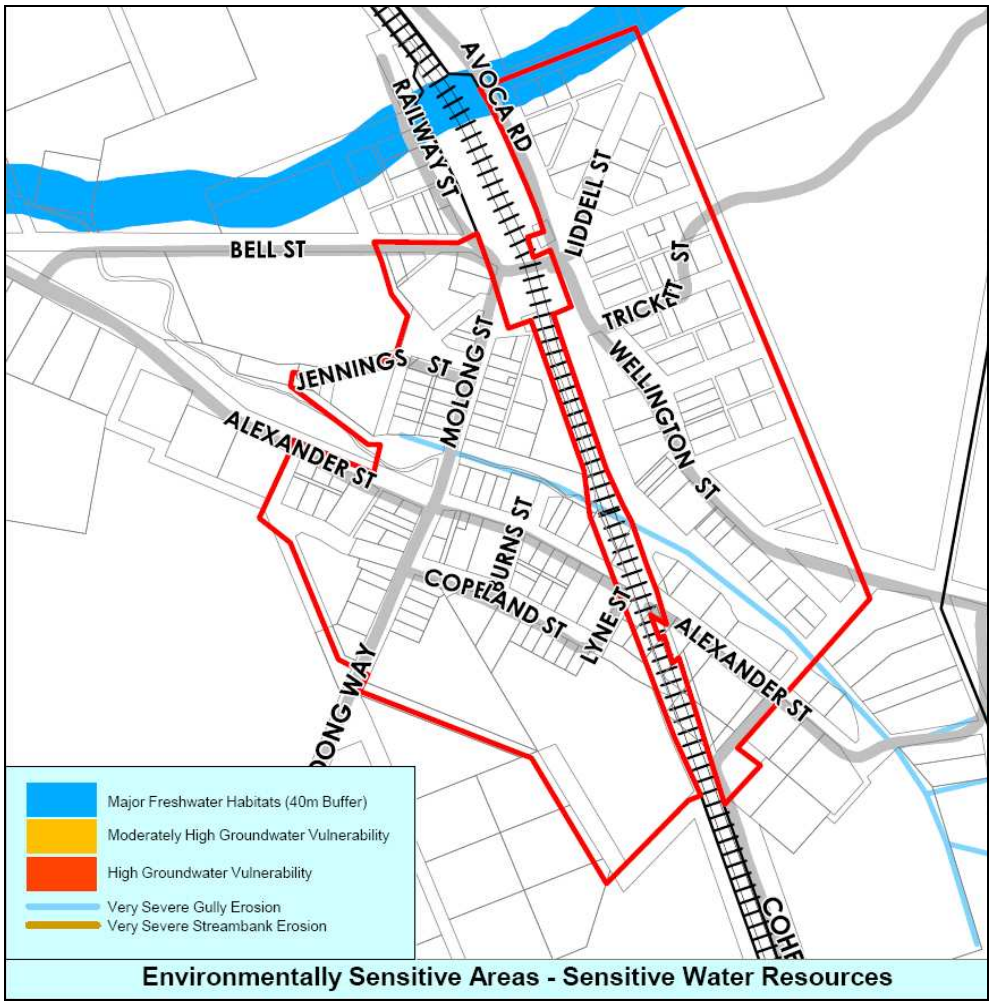


Figure 5: Environmentally Sensitive Areas in Village of Stuart Town (Source: Council GIS 2011 & NSW State Government ESA Data).

5.9.4. Significant Vegetation & Biodiversity

There are areas of significant vegetation to the east and south-east of the settlement (Open Space Area). There is little dense vegetation within the settlement itself. However as *Figure 6* shows the Office of Environment and Heritage has noted that there is a high probability of Endangered Ecological Communities ('EECs') in the eastern section of the settlement.

To the east where vegetation is most dense, the Office of Environment and Heritage has identified the vegetation as located on over-cleared landscapes. Therefore, these patches of significant vegetation may be worthy of additional protection and consequently lower levels of development or clearing. This is outside the scope of this residential strategy and will be covered in subsequent Rural Strategy chapters.

Issues & Strategies

EEC & Over-cleared lands: The identification of EECs and overcleared lands in proximity to Stuart Town is likely to be partly addressed by inclusion of the majority of areas including Stuart Town Commons in an environmental protection zone that limits intensification of development.

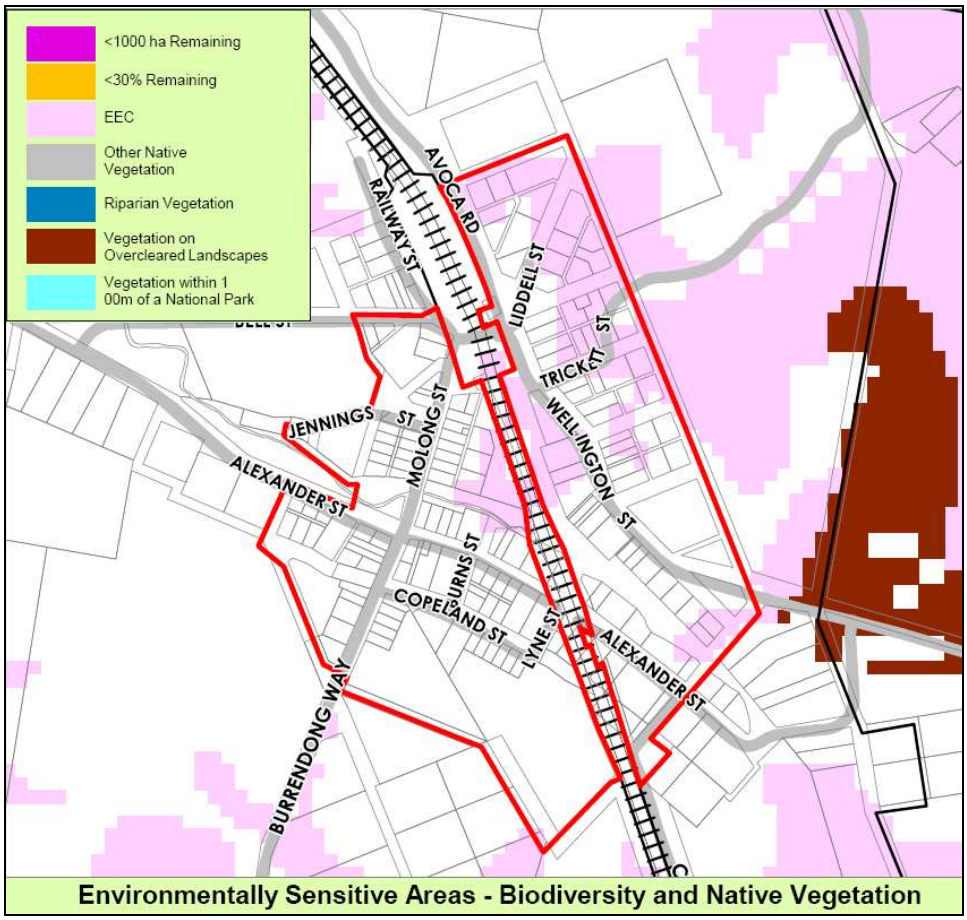


Figure 6: Environmental Sensitive Areas – Biodiversity Overlay (Source: Council GIS 2011 & NSW State Government ESA Data).

5.9.5. Bushfire Prone Lands

There are no lands within the village area of Stuart Town that are identified by Councils mapping system as bushfire prone. The most affected area is the Crown lands located to the east of the settlement. However, there may be a need to maintain larger lot sizes or limit growth of Stuart Town at the eastern edge of the Village Zone against Zone 6 (Open Space) to provide an appropriate Asset Protection Zone for dwellings in this area.

5.9.6. Summary of Natural Hazard Constraints

The threat of natural hazards in Stuart Town is considered to be relatively low overall. This is positive for the settlement, as it will not constrain any future development within the settlement.

5.10. Transport & Access

5.10.1. Air

There are no available public air services at Stuart Town. The closest airports are located at Dubbo (82km), Orange (62km) and Mudgee (103km).

5.10.2. Roads

Stuart Town has a reasonable level of access to roads for transport purposes with Burrendong Way passing through the western side of the settlement connecting Wellington and Orange. Connections to the Mitchell Highway provide easy access to Wellington, Molong and Orange. Burrendong Way essentially runs parallel with Mitchell Highway, and approximately 17km to the east.

The road hierarchy in Stuart Town is uncomplicated:

- Regional roads- otherwise known as 'Main Roads' are partially state funded and managed by Council. All are bitumen sealed including MR573 Burrendong Way. The Burrendong Way is often utilised as a local connection for travellers to surrounding centres including Dubbo and Orange.
- Local roads – links rural properties with the regional road network. This is locally funded and most roads are bitumen sealed with the remainder gravel surfaced.
- Collector streets- are those located within the residential settlement which direct local traffic to the other higher level roads.

Issues & Strategies

- **Local Roads:** The majority of the local roads are formed and sealed. Future development is not anticipated to be restricted by the condition of such roads. Upgrades may need to occur to ensure continued safety and durability.
- **Detour traffic:** Given the Burrendong Way is used often for a detour route to access larger centres Stuart Town is provided an increased opportunity for small scale commuter/tourist business.

5.10.3. Rail

The Countrylink XPT provides daily services from Sydney to Dubbo stopping in Stuart Town for passenger services. Freight transport in Stuart Town is limited, given the lack of industry in the settlement and the provision of infrastructure for loading and unloading freight.

Issues & Strategies

- **Limited Utilisation of Infrastructure:** The daily service provision of rail infrastructure provides a benefit to the residents of Stuart Town. This takes the pressure off road based transport and allows opportunities for future growth.
- **Impacts on Dwellings:** Rail corridors are utilised for heavy rail passenger and freight and can produce noise, vibration and light impacts on adjacent developments. Where possible dwellings and sensitive land uses should be setback from the rail corridor on larger lots.

5.10.4. Public Bus

There are no structured public bus service operators that service the immediate settlement of Stuart Town. Ogden's Coaches provides public bus services throughout the region, however people would need to travel to Wellington to access such service. A community bus provides residents of Stuart Town access to Wellington twice a month and Orange once a month, operated by Wellington Council or senior citizens.

Issues & Strategies

Public Bus Services: Public bus transport is not directly available for people living in Stuart Town as independent travel to Wellington is required. Community transport does provide some connections to key centres but these are irregular.

5.10.5. School Bus

Children within the settlement have access to Ogden's Coaches school bus services, which depart and return daily to/from Wellington. From Wellington, school buses Wellington No.1 and No.2 service the majority of the schools in the Dubbo area (connections are then further available in Dubbo for any school which is not serviced by school buses Wellington No.1 and No.2). Jemalit City buses also service residents between Stuart Town and Orange. Transport assistance is also available for school students providing subsidised travel on rail, bus and long distance coach services. In addition, the private vehicle conveyance scheme is available to eligible families in isolated or rural areas where there is no accessible public transport. Parents are reimbursed for the costs of driving their children to a transport pick-up point.

5.10.6. Taxi

There are no taxi services available in Stuart Town. Dubbo Community Services and Information Centre and Wellington LGA Council offer town community transport services.

5.10.7. Pedestrian & Cycle

Stuart Town does not currently have an operational Pedestrian Access Management Plan ('PAMP'). There is a gravel walking path that extends from the primary school, along Bell Street to the tennis courts (disused – however being currently upgraded by Council) and oval. There is a foot bridge that extends across the bridge on Bell Street also. The gravel walking path presumably doubles as a cycle path also; however there are no other designated cycle-ways in Stuart Town. There is one designated pedestrian road crossing located within the settlement, this enables pedestrian traffic to more easily navigate both sides of the street and reduces potential conflict with vehicles.

The kerb and gutter system which extends along Molong Street suggests the area is more highly used by pedestrians; it is a concrete swale design. There is also a strip of concrete kerb and gutter along the front of the police station.

Issues & Strategies

Pedestrian & Cycle Access: Council should consider investing in the resources to develop a comprehensive Pedestrian Access Management Plan and Bicycle Plan for all settlements. The provision of dedicated cycle and walking paths encourages a healthier community, and may improve accessibility between key attractions.

5.10.8. Summary of Access to Public Transport

A summary of the level of access to transport in this section is as follows:

Table 3: Summary of access to transport in the settlement.

Stuart Town	Air	Rail	Road	Public bus	School bus	Summary
	LOW No airport	**HIGH** Western Rail Line	**MED** Burrendong Way & Mitchell Hwy	**LOW-MED** Mitchell Hwy services	**HIGH** Connections to Orange and Wellington (onward to Dubbo)	**MED**

5.11. Utilities & Infrastructure

5.11.1. Water

Given that Stuart Town is not connected to any form of Council reticulated water supply. Residents of Stuart Town rely upon private dams or rainwater tanks. A Council owned dam is situated near the railway line from which water is pumped to the Council toilet block (non-potable water only). In addition, there is a Council water supply dam on the Orange side of Stuart Town from which non-potable water is distributed to a limited number of houses. However, the water distribution system is a private scheme owned and operated by a resident in the settlement.

5.11.2. Sewer

There is no reticulated sewage system in Stuart Town. Each residence must rely upon an on-site waste management system to dispose of sewage. This would result in a need for larger lot sizes in excess of 2000m^2 to support septic systems and is a key constraint to growth.

5.11.3. Electricity & Gas

Electricity and LPG gas is available in the settlement to all properties; however natural piped gas is not an available option. Natural gas is not available to any of the village areas within the Wellington LGA. The proposed Young to Wellington gas pipeline runs approximately 25km to the west of Stuart Town; therefore future connection is also unlikely. The lack of natural gas provisions to the settlement is not considered to be a growth constraint for the settlement but may affect the attractiveness of the settlement for energy intensive industries and economic growth.

5.11.4. Telecommunications

No formal review of telecommunications has been conducted. There would appear to be reasonable to good 3G mobile reception in Stuart Town but there may not be higher speeds of internet access available. The Rural Transaction Centre provides an internet café for public use.

5.11.5. Summary of Access to Utilities

A summary of the level of access to utilities in this section is as follows:

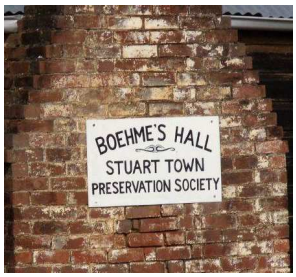
Table 4: Summary of access to key utilities in the settlement.

Water	Sewer	Electricity & Gas	Telecommunications	Summary
LOW Unsecured water supply	**LOW-MED** On-site waste management systems	**MED** Low voltage supply lines; no piped natural gas available	**MED** Limited access to higher internet speeds. Good mobile reception	**MED**

Issues & Strategies

Utility Provision: Access to utilities is a key issue for the growth and intensification of development in Stuart Town. The lack of centralised sewer is particularly important as this would limit subdivision/lot sizes to those can support the proposed on-site sewage management system. The lack of a secure potable water supply also makes it less attractive for substantial additional growth and may make growth less sustainable. The overall low level of utility access would not make Stuart Town suitable for higher level / larger-scale industries (other than home industries). There is no current proposal for the augmentation of these utilities to Stuart Town at this time.

5.12. Heritage



A key overlay for all the land uses in Stuart Town are the items of heritage value or interest. Currently the heritage items are set out under WLEP1995 and Wellington DCP No.5. In addition, the Draft Wellington Community Heritage Study lists a range of items of heritage interest (including those listed on the LEP or DCP) and some of these are recommended for inclusion as heritage items in a new LEP. Please see Appendix 9 of the LPIP and WLEP1995 for a list of current and potential heritage items/ items of heritage interest in the LGA and the Village of Stuart Town.

There are no known Aboriginal Heritage Items identified within the settlement of Stuart Town. However, Council is currently seeking access to Aboriginal Heritage information from the Office of Environment & Heritage ('OEH') to ensure that no intensification of land use will occur that may impact on sensitive Aboriginal sites.

Issues & Strategies

- **Heritage Items:** The Draft Community Heritage Study recommends 14 items of heritage interest in and around Stuart Town; mostly along Molong Street and including the Stuart Town Commons (original gold fields). These should be considered for inclusion in any new LEP to enhance their protection.
- **Identity & Tourism:** Stuart Town has a reasonable number of heritage items and some good heritage streetscapes. Any future controls should seek to protect, conserve and promote such items and build upon the important history of the settlement, particularly for tourism and community identity.

5.13. Summary of Existing Land Uses (Village Zone)

A summary of the total number of lots in Stuart Town is shown in *Figure 7* and *Table 5*. The differences between the site counts and ABS data shown in *Table 5* are those lots which are designated road reserve or railway etc and lots which are not in the immediate settlement CD includes some rural lands.

Existing Land Uses	*Stuart Town*	*%*
Total Lots (2010)	*184*	*100*
Vacant Lots (2010)	*84*	*45.7*
Total Dwelling Lots (2010)	*87*	*47.3*
Total Dwellings (2010)	*56*	*--*
Total Private Dwellings (ABS Census 2006)	*58*	*--*
Total Lots for Business	*4*	*2.2*
Total Community/ Cultural/ Religious/ Educational (2010)	*4*	*2.2*
Designated Open Space Lots (within settlement)	*5*	*2.7*

Table 5: Lot counts for each land use in Stuart Town (Source: Council desktop review 2010).

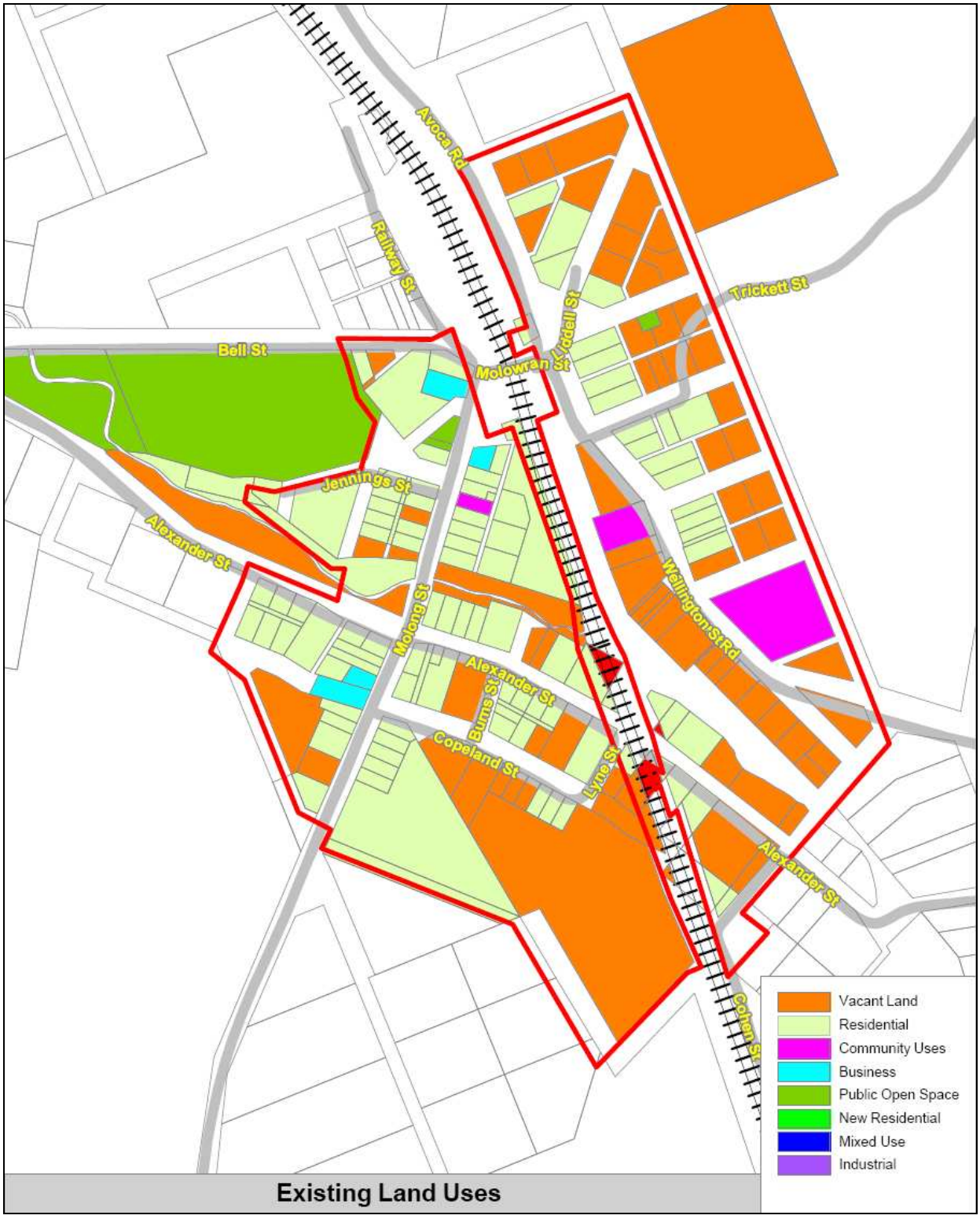


Figure 7: Summary of land uses in Stuart Town in 2010 (Source: Council GIS and street analysis 2010).

5.14. Vacant Land

5.14.1. Role of Vacant Land

This section reviews the availability of vacant land within the existing urban zones to meet future demand and growth, particularly for residential land uses.

5.14.2. Minimum Lot Size

As Stuart Town does not have a central reticulated sewer (except for limited private systems) the minimum lot size to support a dwelling and septic system is set by DCP No.2 Clause 18 that states the prescribed minimum lot sizes for subdivision in the 2(v) Village are 4,000 m^2 (no sewer) or 2,000m^2 (with reticulated sewer). As stated above, Stuart Town does not have access to reticulated sewer at this time, so in general, the minimum lot size for subdivision is 4,000m^2.

It is important to note, however, that the development controls do not specify the minimum lot size on which a dwelling application can be made. Historical approvals by Wellington Council suggest that allotments are approved for dwellings at smaller sizes than 4,000m^2 where applicants have shown that the lots can support a dwelling and on-site effluent management system. For example, there are some 1000m^2 allotments which have dwellings located on them approved as recently as 2006.

However, for the purposes of this Strategy, lots below 2,000m^2 are not considered to have a high development potential and are excluded in determining total dwelling potential for the settlement (but a development application may be acceptable to Council subject to meeting the controls).

5.14.3. Developable Vacant Land – Small Lots

A developable vacant (small) lot is identified as any lot of a size between 2000m^2 – 8000m^2 that does not contain any significant buildings (not including sheds, garages, gardens or septic systems) and appears to be capable of development.

As at May 2010, there were 41 developable small vacant lots out of a total of 84 vacant lots. However, Council accepts that not all of these lots will be developed over the next 30 years and has applied a 'rule of thumb' that 50% of these lots will become available for development if there is demand in the market that create an appropriate price for owners to sell. Therefore, out of 41 developable small vacant lots only approximately 20 are likely to be developed over the next 30 years.

Some lots may be part of a larger ownership and associated with an adjacent dwelling but as the lot is on a separate title it can be sold at any time and it may be able to support a dwelling (subject to development consent). Each of these allotments may have the potential to support a dwelling subject to meeting Council's controls and showing there is sufficient space for the on-site effluent system. There is no further subdivision potential available for these identified small vacant allotments (given they are smaller than the minimum lot size).

5.14.4. Developable Vacant Land – Large Lots

A developable vacant (large) lot is identified as any lot of a size approximately 8000m^2 or larger that does not contain any significant buildings (not including sheds, garages, gardens or septic systems) and is capable of further subdivision (with a minimum lot size of 4000m^2). There are no allotments in Stuart Town's Village Zone greater than 8000m^2.

5.14.5. Infill Development Potential

Based on the summary above, there is potential for infill development over the next 30 years on approximately 20 lots that could provide land for an additional 20 dwellings, businesses or community uses.

5.15. Open Space & Recreation

Memorial Oval is the primary open space and recreation area but is located outside the Village Zone in the rural zone and owned by Wellington Council (approximate area 5.8ha). There is a large oval for sporting matches as well as toilet facilities and associated buildings. Memorial Oval recreation area also houses the Open Air Museum and Boehme's Hall. Whilst there is likely to be sufficient area at Memorial Oval to cater for a variety of recreational activities there are limited facilities and there may need to be a review of further requirements to maximise the potential of this area for the local community.

Moxon Park is a smaller recreation space located along Molong Street which contains children's play area, toilets and some heritage interpretation signage. There is not considered to be any increased demand for other recreational space within the settlement at this time.

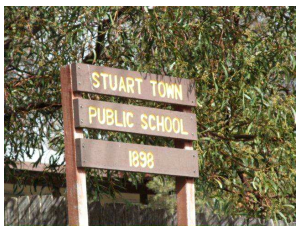
5.16. Community Services

5.16.1. Emergency Services

Stuart Town has a local Police Station and Rural Fire Service but is serviced from Wellington for other emergency services. This is not considered to be a constraint to future growth, given the relative proximity to Wellington and Orange.

5.16.2. Education

Stuart Town has a local primary school that caters for children Kindergarten to Grade 6. Enrolment numbers in 2011 have increased by 3 students from 2010 with 12 students in 2011. There is no information available regarding Day Care and Pre-School services in Stuart Town. Other educational needs would need to be met in Wellington, Orange or Dubbo.



Issues & Strategies

Primary Education: The current enrolments at Stuart Town Public School are currently around 12 students. Council recognises the importance of local public schools to settlements and would like to see these maintained as an essential public service. However, the enrolment numbers need to be closely monitored to ensure that they do not decrease to the point where sustaining a teacher or the school is no longer possible. There are no known plans by the Department of Education and Communities to close this school at this time but closure of Stuart Town Public School would have a substantial impact on the village and require students to travel longer distances.

5.16.3. Health & Aged Care Services

Hospital & Medical Services

There are no hospital services available in Stuart Town. See Chapter 1- Wellington Settlement, Section 1.16.5 for information on hospital services. The nearest hospitals for emergency related services are located in Dubbo or Orange.

There is also no local doctor in Stuart Town. The community has expressed the need for a doctor or a pathology collection centre. There is a fully serviced office/centre that the community would make available to cater for such healthcare requirements in Stuart Town. The issue is attracting a doctor to the village.

Aged Care Services

As stated in Section 5.8 – Demographics (above), in 2006 27.9% of the population of Stuart Town was aged 65 years and over and 40.4% of the population is aged over 55 years which is significantly higher than the Australian average. Therefore, Stuart Town has a higher proportion of older citizens who are more likely to need health and aged care services in the next 30 years.

Stuart Town does not have significant aged care or health services to support this segment of its population and these people would need to travel to Wellington, Dubbo or Orange for these

services. As people age, private transport may become more difficult to access. Therefore, some older citizens may need to relocate away from Stuart Town for health reasons. The lack of local health services or a regular public transport network means that there may be some population loss to larger centres and this is a real risk for many smaller settlements.

The Dubbo community neighbourhood centre provides home modification services for people with newly acquired disabilities or persons who are referred by an occupational therapist. This is not a free service. A respite service is provided through Wellington multi-purpose incorporated, which is for persons who have been assessed and deemed to require the service.

Other aged services available include the Wellington Senior Citizens Centre which coordinates Wellington Council's Community Bus providing fortnightly trips to Yeoval, Stuart Town, Stuart Town and Wellington (bookings required).

Issues & Strategies

Health & Medical Services: The lack of local health services combined with limited regular public transport may be a significant constraint to attracting people who need access to these services. This is a particular concern considering Stuart Town has a high proportion of older citizens that may need to move to larger centres to access these services and it may continue to result in population loss in the future.

5.16.4. Other Community Services

Post Office

There is a Licensed Post Office in Stuart Town, located on Molong Street. The Post Office is open weekdays 9am-5pm and closed on weekends. The Post Office provides the full range of postal services including banking (see Chapter 1 Section 1.16.6 – Wellington Land Use Strategy for more details).

Community Events

There is an annual Easter weekend and Community Ball in Stuart Town, with proceeds from both events going towards the payment of insurances for the community hall. The Rural Transaction Centre (RTC) is a volunteer run community centre; there are weekly luncheons at the RTC.

Halls

There are two community halls in Stuart Town:

- Creative Arts Centre Hall (School of Arts Hall); and
- Boehme's Hall- women's knitting group each week.

Churches

There are two churches in Stuart Town:

- St Michael and All the Angels; and
- St John the Baptist Catholic.

Other

- Stuart Town Studios – Artistic studios (available for short and long term rent by artists)

5.16.5. Future Community Land Requirements

Given the size of the settlement and the amount of vacant land within the settlement there is considered to be space for expansion of new community landuses. The projected population decline and ageing population may suggest that additional resources should be directed to establishing more aged people's services, particularly the pathology collection centre.

5.17. Business Land Uses

5.17.1. Existing Business Uses

The settlement of Stuart Town has three local businesses (not counting home businesses) which cater for the community, all of which are located along Molong Street including:

- Petrol Station;
- Grocery Store / Takeaway – Stuart Town General Store; and
- Restaurant, Pub and Accommodation – The Ironbark Inn (formerly Australian Hotel).

There is no need to designate an area within the Village Zone for business uses due to the limited number of businesses and limited potential for land use conflicts for small scale businesses. However, it would be expected that the key business area would remain along Molong Street and Burrendong Way where the majority of passing traffic occurs (though there are limited vacant lots in this location).

5.17.2. Existing Tourism Uses

The settlement of Stuart Town is rich with heritage. The annual festivals and events are attractions for many people. The artist's studios are available for visual artists, writers, sculptors, illustrators, musicians, teachers and arts administrators to rent. The Ironbark Inn located in Molong St provides accommodation for visitors to the settlement. Located outside the settlement are Mookerawa and Burrendong State Parks, also providing accommodation.

5.17.3. Supply & Demand

There are only a limited number of business land uses existing in Stuart Town. As a Village Zone (or its equivalent under the Standard LEP Template) is likely to be the future zoning these uses can be located anywhere subject to consent on their merits. Growth in these uses is not projected to be great. Therefore, there is no need to conduct an analysis of land availability for these uses.

There are few vacant businesses and vacant stores (Old Yee Lee Store, Stuart Town Bakery, and Cricks Store) that could be utilised for business expansion. Another option maybe for the existing general store to increase the business base it currently provides, diversifying providing increased services and facilities.

5.17.4. Future Business Land Requirements

It is not expected that the settlement of Stuart Town will require extensive land for future business development. It is unlikely that the community will be able to support substantial increase in new business within the settlement, given the proximity of Wellington and the nature/ population of the settlement. If new businesses were to develop in the settlement they should be encouraged to locate nearby existing businesses along Molong Street, or they should occupy the heritage buildings which were previously businesses. There is no need for a future investigation area for expansion of a business area given the Village zone would permit business develop anywhere within the settlement (based on a merit assessment).

5.18. Industrial Land Uses

5.18.1. Introduction

There are no existing industrial uses in Stuart Town, other than possible home industries (low scale and impact). The likelihood of retaining a Village Zone in Stuart Town means that light industrial land uses could be permitted with consent throughout the proposed Village Zone. However, there are a number of constraints that may suggest that large-scale light industrial uses are unlikely to be attracted to Stuart Town including, but not limited to:

- **Utilities:** There is a lack of high voltage electricity access to support energy/waste intensive industries and water supply is not secure. In addition, there is no reticulated waste or water services;
- **Efficiencies:** As there is a lack of any other large-scale industrial activities in this area there are no efficiencies from co-locating with other industrial uses. It would be hard to compete with the industries in nearby Wellington, Dubbo and Orange;
- **Land Use Conflicts:** As a key attraction for living in Stuart Town is the rural and landscape qualities there may be potential conflicts with residential amenity such that larger scale industry may not be supported by the local community;
- **Lack of Large Vacant Lots:** In the Village Zone there is a lack of larger (>1 hectare) vacant lots that are well setback from existing residential uses that could be considered appropriate for industrial development.

It is appreciated that many settlements such as Stuart Town are keen to find local employment solutions and this improves the long-term sustainability of these settlements. However, from a LGA-wide approach, the challenges above suggest that the chance of attracting large-scale industry to Stuart Town is relatively low in-comparison to opportunities in Wellington. Furthermore, the cost of setting up industry in Stuart Town may be much higher than in Wellington.

Issues & Strategies
Industrial Land Uses: Retaining a Village Zone in Stuart Town means that light industrial land uses could be permitted with consent throughout the proposed Village Zone. However, the lack of suitable sites suggests that Stuart Town is not a preferred location for light industrial uses (except for home based industry). Instead of Stuart Town having to compete to attract industry it should look at other employment generating activities (e.g. local businesses and community uses, heritage based tourism) where it may have a competitive advantage.

5.19. Residential (Urban Village)

5.19.1. Existing Residential Character

Number of Dwellings / Occupancy Rate

As of December 2010, there were 87 lots used for dwellings (constructed dwellings) in the Village of Stuart Town according to a count from aerial photographs and street analysis. This is 48.3% of the total lots (184) in the settlement. The actual dwelling count from site analysis was The ABS 2006 Census (Quickstats) recorded 58 total private (including 12 unoccupied dwellings) dwellings in the Village of Stuart Town with an occupancy rate of 2.1 people per household.

Lot Sizes

Lot sizes vary quite considerably throughout the settlement of Stuart Town, creating a rather heterogenous settlement pattern. The majority of the lots in the settlement are 2000m^2, whilst there are other smaller sized lots located along Molong Street. There are larger allotments surrounding the immediate settlement.

Councils Development Control Plan, *Clause 18 – Minimum lot sizes - states that the prescribed minimum lot sizes for subdivision in the 2(V) Village are is 4,000 m^2 (no sewer) or 2,000m^2 (with reticulated sewer).* Stuart Town does not have any reticulated services; however given the operation of some onsite waste management systems, amenity is not compromised so it is also assumed that some lots smaller than the required size are appropriate and capable (as the existing pattern suggests).

Dwelling Types

Stuart Town is characterised by a mix of dwelling types which reflects on the character of the settlement. Stuart Town is largely characterised by older style, single storey detached housing.

Many of the buildings are constructed from a mix of brick, weatherboard and iron rooves. There are a considerable number of heritage houses (items) within the settlement, which contributes to the streetscape of Stuart Town.

Setbacks, Open Space & Landscape Character

Similar to the settlement of Mumbil, setbacks of dwellings from lot boundaries in Stuart Town aid the regulation and formation of a sense of place. The lot sizes within Stuart Town allow for residential dwellings to be setback from the road, increasing privacy and reducing the appearance of high density. The current setbacks for residential areas within the settlement (as prescribed by Councils DCP No.2) are:

"Front building line will take into account development on adjoining land. Side setbacks will be the same as side and rear setbacks for residential land or BCA, whichever is the greater (3 metres preferred)".

The majority of the dwelling stock within Stuart Town complies with the setbacks, excluding some areas which are setback greater distances, which does not disadvantage neighbours or impact streetscape. Any new development within these areas is made compliant with current setbacks; however this can be at the cost of streetscape uniformity and character continuity.

Dwelling Densities

The overall dwelling density of Stuart Town is similar to that of Mumbil with approximately 11 dwellings/ hectare allowing for the rural-residential lifestyle to be achieved. Future possibilities of increased dwelling densities are unlikely given the lack of large lots which are accessible to services (for aged care or young families). Stuart Town is not considered appropriate for high dwelling density given the lack of immediate services and the existing and desired future character of the settlement.

Rental Rates

Out of 46 occupied dwellings in Stuart Town, a total of 13 dwellings (28.2% of all dwellings) are rental properties (including rent to buy dwellings – 9 dwellings)(Source ABS 2006).

Issues & Strategies

- **Lot Size:** Lot sizes needs to be reviewed against current proposals for complying development to ensure that the development controls are consistent with current state policy. Given Council has not historically followed the DCP No. 2 requirements for Minimum Lot Sizes, it is difficult to determine the proposed lot sizes, it is thought they will remain approximately 2000m^2. It is not proposed that such sizes will be reduced ensuring amenity is protected.
- **Density/ Character:** The character of Stuart Town is based on the rural residential lifestyle offered, by low density larger lot sizes. The lot size pattern contributes to the character of the settlement, with larger lots surrounding the urban areas of the settlement in the 1(a) Rural area. Dwelling density is considered relatively low.
- **Housing Types:** The majority of the housing stock in Stuart Town is older style (older construction) single storey single detached weatherboard and iron roof dwellings. There are few new dwellings within the settlement.
- **Rental Supply:** There may be an issue with the provision of rental properties and affordable housing in Stuart Town. The provision of medium density style units may provide a solution for such rental markets, however it is not considered that adequate services within the settlement exist to support increased rental properties.

5.19.2. Projected Dwelling demand by the year 2036

Dwelling Occupancy Rate

The occupancy rate is the number of people that will live in each house. The occupancy rate for the Village of Stuart Town in 2006 was 2.1 persons per household (ABS Census 2006). This is expected to decrease slightly over the next 10-30 years, especially if there are increases in aged care housing (senior citizens living alone); families having less children (smaller family sizes); and greater variety of housing types which attracts younger people to live independently. On this basis it is assumed that the estimated occupancy rate in Stuart Town in the year 2036 will be approximately 2.0 people per dwelling (down from 2.1 in 2006).

Dwelling Demand from Projected Population Growth

As stated in Section 5.7 – Projected Future Population Growth, the projected annual population growth rate for Stuart Town ranges from -3.23%/year (2001-2006 growth rate) to +0.6%/year (unsustainable) with an average of +0.2%/year. As this Strategy needs to cater for the greatest potential land demands, dwelling demand will be based on a **maximum** annual population growth rate of 0.4%/year, even if this rate is never achieved. On this basis, the projected population of Stuart Town in the year 2036 is 117 people, an additional 13 people above the 2006 Census figure. A projected rate of 2.0 people per dwelling in 2036 results in a requirement for the following number of dwellings:

Table 6: Projected dwelling demand for 2036 from estimated population growth predictions.

Method	Calculation	Projected Demand for New Dwellings by 2036
Dwellings required by Additional Population	13 / 2.0 per dwelling	6.5
Dwellings required by Total Population minus Total Dwellings	117/ 2.0 per dwelling (58.5) minus existing total dwellings (58)	0.5
Dwellings required by Total Population minus Occupied Dwellings	117/ 2.0 per dwelling (58.5) minus existing occupied dwellings (46)	12.5
Average Dwelling Demand to 2036	**6.5 + 0.5 + 12.5 = 19.5/ 3**	**6.5**

Therefore, the requirement for new dwellings based on projected estimations of population growth ranges from 0.5 to 12.5 dwellings over 30 years, with an average demand for 6.5 new dwellings.

Dwelling Demand Projected from Development Applications

From 1999 to 2009 (10 years), there was an average of 0.4 single detached dwellings approved per year. If this trend continues at the same rate then there would be 12 additional detached dwellings approved over the next 30 years (to 2036). Please note that this is a broad assumption as dwelling approvals do not necessarily result in constructed dwellings and future dwelling applications may change.

Table 7: Approved single detached dwelling DA's from 1999-2009 (Source: Council records).

Dwelling Type	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	Av. DA's/yr	Project 30 yrs
Single detached	0	0	0	0	0	0	0	1	3	0	0	0.4	12
Total dwelling demand to 2036													**12**

Dwelling Demand - Summary Table

Table 8 summarises the above statistics, suggesting approximately 9.25 additional (new) dwellings will be required by 2036.

Table 8: Average number of projected new dwellings by 2036

Projected No. of Dwellings Required by 2036 based on following calculation method	Rate of Growth	Increased No. of Dwellings 2006 to 2036
Historical Rate of Development Applications for Dwellings	0.4/yr	12
Dwellings Required by Projected Population Growth (Maximum Rate)	0.4%	6.5
	Average	**9.25**

5.19.3. Supply of Vacant Land in Residential (Urban) area

A total of 24.5 vacant lots are expected to be made available within the existing urban Village area over the next 30 years (or less) based on the calculations in Section 5.15 – Vacant Land.

5.19.4. Summary of Vacant Land Demand & Supply

Summarising all of the above sections there is a projected demand for 5.1 new dwellings in Stuart Town over the next 30 years and a potential for 24.5 vacant lots to be developed (including the subdivision of some larger lots in lots of approximately 2000m^2).

The total supply of land available in Stuart Town, if all vacant lots are developed to their full potential compared to the demand is shown below:

$$\frac{\text{24.5 (likely new lots/ dwellings)}}{\text{9.25 (projected demand for new dwellings)}} \times 30 \text{ years} = 79.5 \text{ years supply}$$

If every small vacant lot was only used for a single detached dwelling then the current zoned urban area would provide approximately 79.5 years of supply. Therefore, there is an abundance of vacant land within the settlement to cater for development until the next LEP.

It is considered that there is sufficient land supply available within the settlement to allow predicted growth of dwellings in residential zones and as such no new land would need to be provided or any land rezoned.

Issues & Strategies

Demand & Supply: There is assumed to be no need to rezone any additional land for dwellings in the next 30 years to meet the projected supply based on the maximum projected population growth rates. Given there is a minimum of 100 years supply of land for new dwellings, it is not thought that any changes should be made to the settlement.

5.19.5. Medium Density Housing

The calculations provided above in Section 5.19.4 - Summary of Vacant Land Demand & Supply are premised on existing land supply being utilised for single detached dwellings. However, it is important to consider that settlements such as Stuart Town may be attractive to persons who demand smaller housing situations, whether it is units or duplexes.

The increased housing choice is also likely to meet the growing demographic demands for younger couples, aged persons, single household persons and lower socio-economic groups. An increase in medium density development would also provide a higher number of dwellings with a lower supply of land. This could potentially meet any shortfall in dwelling supply. It is considered that such developments are not in high demand within the settlement; however this style of development is an available option.

There is currently no medium density dwelling developments that exist in Stuart Town. Given the increased demand for smaller housing situations it is considered that such developments may become more popular within the settlement, however given the lack of immediate facilities within the settlement, people who lived in such residences would be required to be mobile and have access to private transport.

Given the lack of community and support facilities in Stuart Town there is a lower chance of medium density development being in demand in this location in the short term (5-10 years). However, there are a range of sites where some medium density housing may become suitable in the longer term as long as infrastructure is improved to support this type of development. In the short to medium term this may take the form of dual occupancy development but may eventually extend to small retirement and seniors living housing projects near the village centre.

5.20. Proposed Land Use Arrangements

Based on the outcomes of the above issues and strategies, the following recommendations are made for land use arrangements for the Village of Stuart Town that will inform the preparation of a new Local Environmental Plan and Development Control Plan for the Wellington LGA.

Please note that any maps or references to 'zones' or 'zoning' refers to indicative terms for the type of zone that illustrates the desired future land use of that area. The actual zone name and the permissible land uses in that zone will be determined at the time that the new Local Environmental Plan is prepared in accordance with the Standard LEP Template.

5.20.1. Suitability of Existing Village Zone

Good planning practice suggests that settlements above 1,000 in population should consider adopting specific zoning for each land use (i.e. 'business' zones, 'industrial' zones, 'residential' zones etc). The current population of the urban area of Stuart Town is 105 (2006 Census) and the projected 2036 population is 117 which is significantly less than 1,000 people so there is no immediate need to identify specific land use areas in the new LEP.

Therefore, Council is recommending that a future zone similar to the existing 'Village Zone' is retained in the next LEP for Stuart Town. The Village Zone will allow applications for a wide range of land uses that are permissible with consent (similar to the existing Village Zone) and provides the greatest flexibility for growth of future land uses.

5.20.2. Summary of Proposed Future Land Use Arrangements

Based on the outcomes of this Strategy there is sufficient land supply within the existing Village Zone to meet land demands for at least the next 10 years (and more likely well in excess of 30 years) so there is no need to expand the urban area in the next LEP. The only changes recommended by the proposed land use arrangements (see *Figure 8*) are as follows:

- **Village Zone:** The only new addition to the Village Zone is the main grounds of the Stuart Town Public School which have historically been located in the rural zone. This recognises the importance of the school as a key community facility. Otherwise, there will only be minor amendments to the existing Village Zone boundary that take into account a slight shift in the cadastre of the village by the Department of Lands and ensure that the zoning matches the cadastre / lot boundaries. The aim is to avoid split zoning of lots and remove any Crown or Council lands that do not have any significant development potential.
- **Recreation Areas:** The Stuart Town Recreation Ground currently sits outside the existing Village Zone. This Strategy recommends designation of this as a recreation area to support any associated infrastructure required for recreation and the open air museum.

- **Stuart Town Commons:** Historically the Stuart Town Commons have been included in Zone 6 (Open Space). This Strategy recommends that the Commons are highlighted for environmental and passive recreation purposes.
- **Infrastructure:** The rail line is currently in Zone 5(b) (Special Uses – Railway Purposes). It is intended that the Main Western Railway Line is designated as key infrastructure. In additional other key community uses such as the Waste Depot may be considered for an infrastructure zoning.

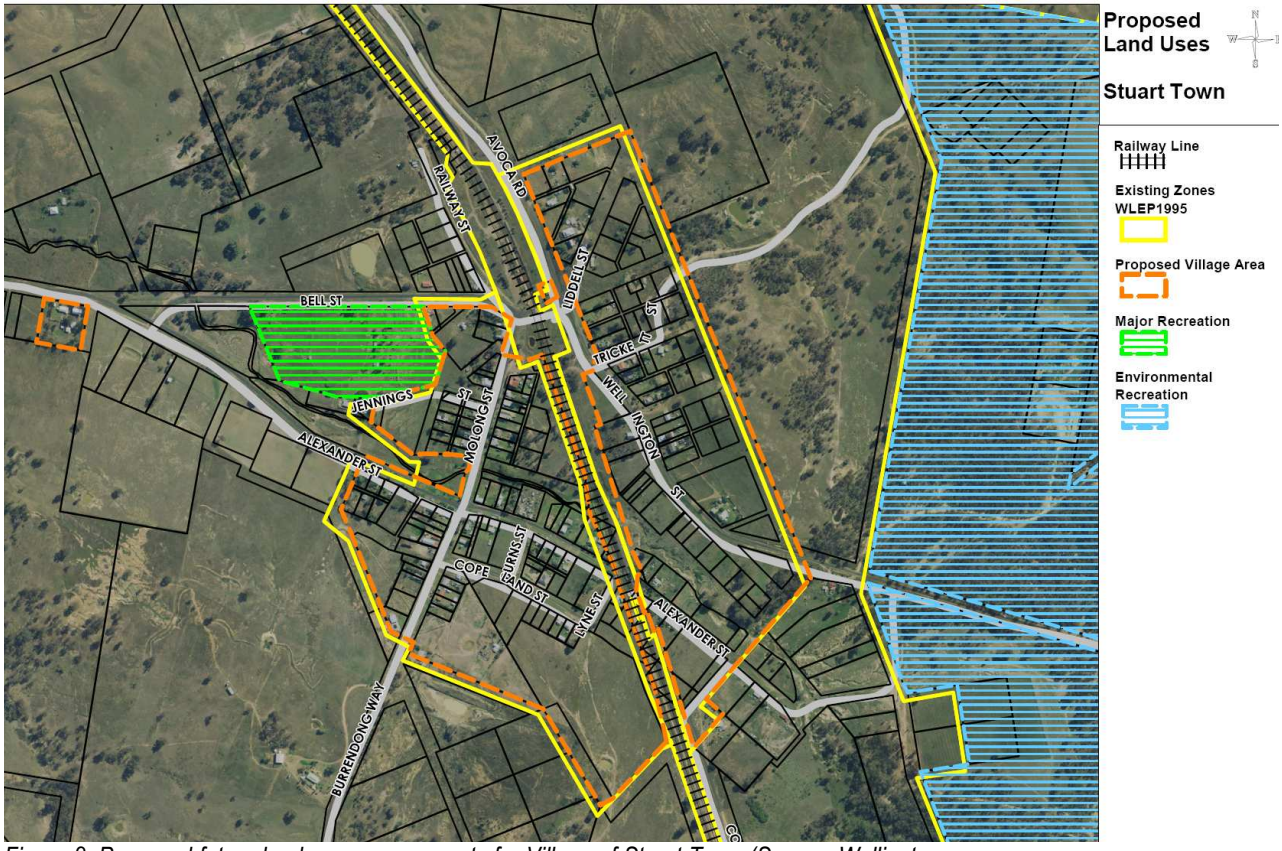


Figure 8: Proposed future land use arrangements for Village of Stuart Town (Source: Wellington Council GIS 2011).

5.20.3. Future Investigation Areas for Growth

Given the supply of land available within the settlement of Stuart Town it is not considered necessary that any areas be rezoned at this point; however there are various areas identified for Future Investigation. *Figure 9* shows the areas which are considered most appropriate for settlement growth. Each of these areas is not considered to be affected by any natural hazards (Karst, flooding, bushfire). Each of the identified areas is adjacent to the existing settlement and would not require any future subdivision of land to provide allotments which were developable, should land be demanded in the future.

- **Future Investigation for Large Lot Residential (west):** Those lots to the west of existing Village Zone would be suitable for Large Lot Residential allotments. This would connect the existing Village Zone to the primary school and create a residential corridor along Alexander Street into the Village. Access to Alexander Street exists and there are few other development constraints. This portion of land is approximately 7.2ha, also allowing for future subdivision into smaller allotments if required. This portion of land is currently held in a single ownership.

- **Future Investigation for Large Lot Residential (south-east):** Those lots south-east of existing Village Zone total approximately 4.35ha and would be suitable for Large Lot Residential developments. This land is not considered an appropriate extension of the existing Village Zone however the Large Lot Zone would be suitable. In addition the proximity to bushfire prone lands suggests the larger allotment sizes would enable appropriate Asset Protection Zones and setbacks from the hazard. Three of these allotments are somewhat developed with dwellings and ancillary structures onsite, however further subdivision into smaller allotments maybe possible. There is existing access to each of the allotments.
- **Future Investigation for Village Zone extension (north):** This area to the north of the settlement is located adjacent to the existing Village Zone and has a subdivision pattern which would suggest the lots are suitable for a Village zoning. These allotments are in close proximity to the existing services of the settlement and have access to existing road networks. These allotments are held in various ownerships, however the greatest proportion of this land approximately 1.2ha is held in a single ownership.

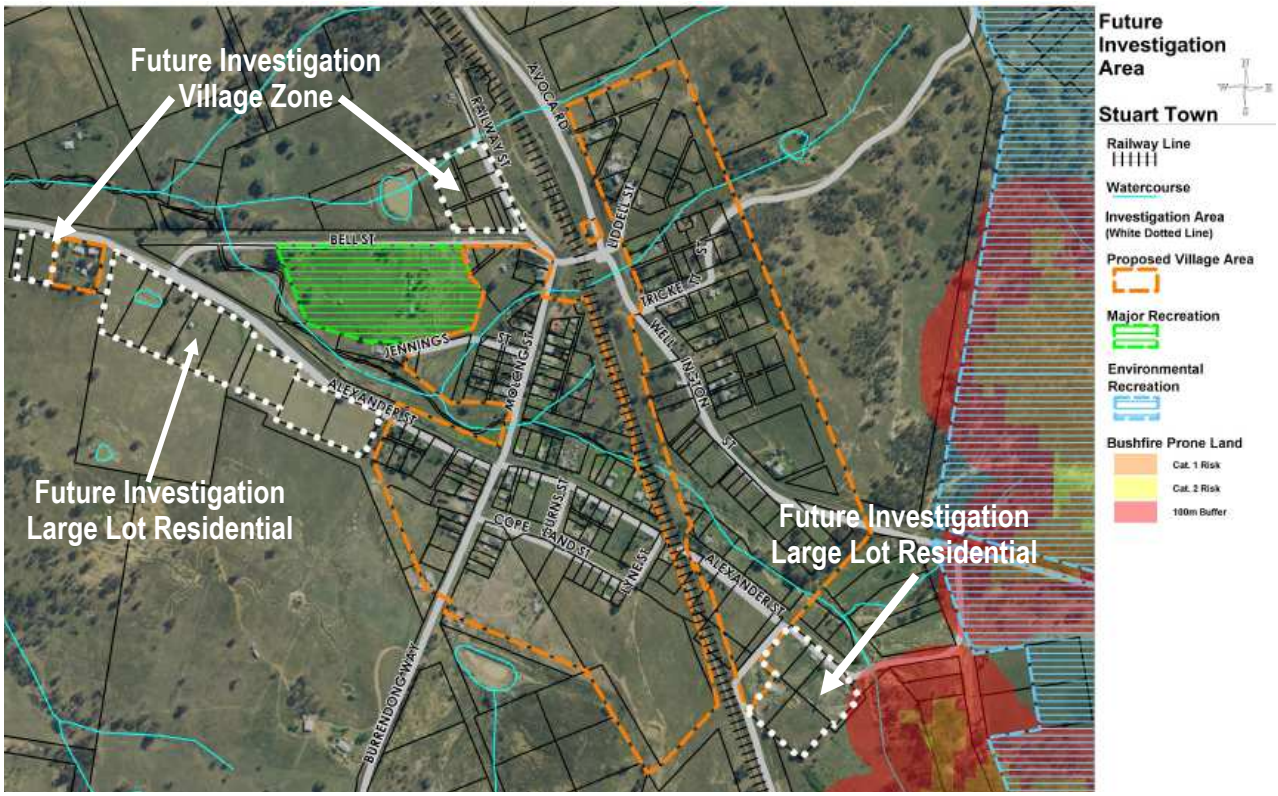


Figure 9: Future Investigation Areas for Stuart Town (Source: Wellington Council GIS 2011)

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DOCUMENT CONTROL

Version	Date	Author	Summary	Reviewed
A	July 2011	Strong/Napier	Draft for Internal Review	JC/AA
B	August 2011	Strong/Napier	Draft for Councillors	AA
C	January 2012	Strong/Napier	Draft for Public Exhibition	Council Approved for Public Exhibition
D	May 2012	Strong	Section 68 Report	Council approved for DP&I

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6. Village of Euchareena

6.1. Regional Location

In relation to other key cities and settlements, Euchareena is approximately (*Figure 1*):

- 30km (20-25 minutes drive) from the Town of Molong via Euchareena Road;
- 43km (35-40 minutes drive) from the City of Orange via Burrendong Way;
- 51km (40-45 minutes drive) from Wellington via Burrendong Way and the Mitchell Highway;
- 102km (1 hour 20 minutes drive) from Dubbo via Burrendong Way and the Mitchell Highway;
- 300km (3 to 3.5 hours drive) from Sydney via Burrendong Way, the Mitchell Highway and the Great Western Highway.

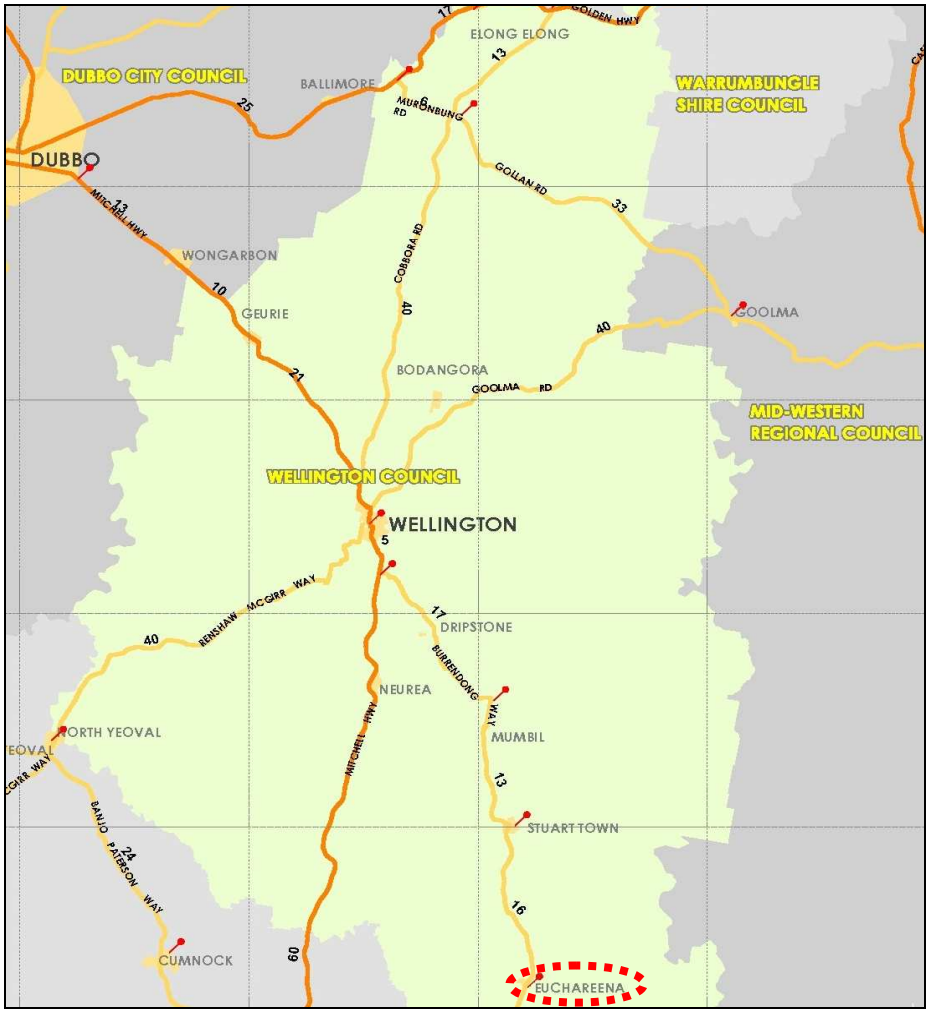

Figure 1: Location of Euchareena within the LGA (Source: Council GIS 2010).

Issues & Strategies

- **Role of Euchareena:** Euchareena is the smallest village within the Wellington LGA. It has only limited services but does act provide a local public school and community activities which services the surrounding rural areas.
- **Proximity to Major Centres:** The proximity of Euchareena to Molong, Orange and Wellington allows residents to access services such as education, retail, healthcare and greater variety of public transport. Given the low population of Euchareena and the proximity to larger settlements with better services, it is unlikely that Euchareena will attract a much larger range of businesses or services in the foreseeable future.

6.2. Historic Overview

This Strategy seeks to provide a snapshot of the history of Euchareena, however obtaining historical information for the settlement is difficult. From the limited historical information that is available it is known that Euchareena was one of a series of small railway settlements on the Molong-Dubbo Line. Originally known as Warne, the settlement's name changed with the introduction of the railway, to avoid confusion with Warren, a settlement further west (*Source: http://www.cathchurch.net/nsw/parish/Molong.htm*). The railway opened as Warne in 1880 and was renamed Euchareena Station in 1899. The station closed in 1976 *(Source: www.nswrail.net)*.

Euchareena Public School was opened in 1882 and it still operational today with 20 enrolments (2011). There was one small church in the settlement the Church of St Brigid, which was built in the early 1900's and closed in the 1960's. From here it was sold and held in private ownership before being deconsecrated, and is currently utilised as a residence *(Source*: *Wellington Heritage Inventory 2011)*.

During the 19th century (specific date unknown), an Anglican church was built in the settlement; the church of St Thomas *(Source: Wellington Heritage Inventory 2011)*. Euchareena boasted an operational Hotel providing accommodations and entertainment within the settlement in 1901 (it is uncertain when this hotel ceased operations) *(Source: Wellington Times 1901)*.

In 2010 Euchareena Public School was successful in receiving $250,000 in the Building Education Revolution funding used to build a modular classroom *(Source: taskforce.e-newsletter.com.au)*.

Issues & Strategies

- **Understanding the History:** The history of Euchareena and its surrounds is an important factor both in understanding the location of the settlement, how it grew, key opportunities and constraints to its growth, and as a fundamental building block for tourism and community spirit. As there is limited historical information available for the settlement of Euchareena this Strategy recommends that more detailed studies are conducted to enable Euchareena to build on its history.
- **Key historical driver:** The key historical driver for the development of the settlement was the introduction of the railway, however, trains no longer stop in Euchareena and the station is closed. New economic and social drivers will be needed to promote sustainable development in Euchareena.

6.3. Existing Zoning

The Village of Euchareena is included within Zone 2(v) (Village) (Total area 66.51ha including roads) (*Figure 2*). The settlement is surrounded by Zone 1(a) (Rural) and in close proximity to Zone 5(b) (Special Uses Railway) along the Main Western Rail Line.

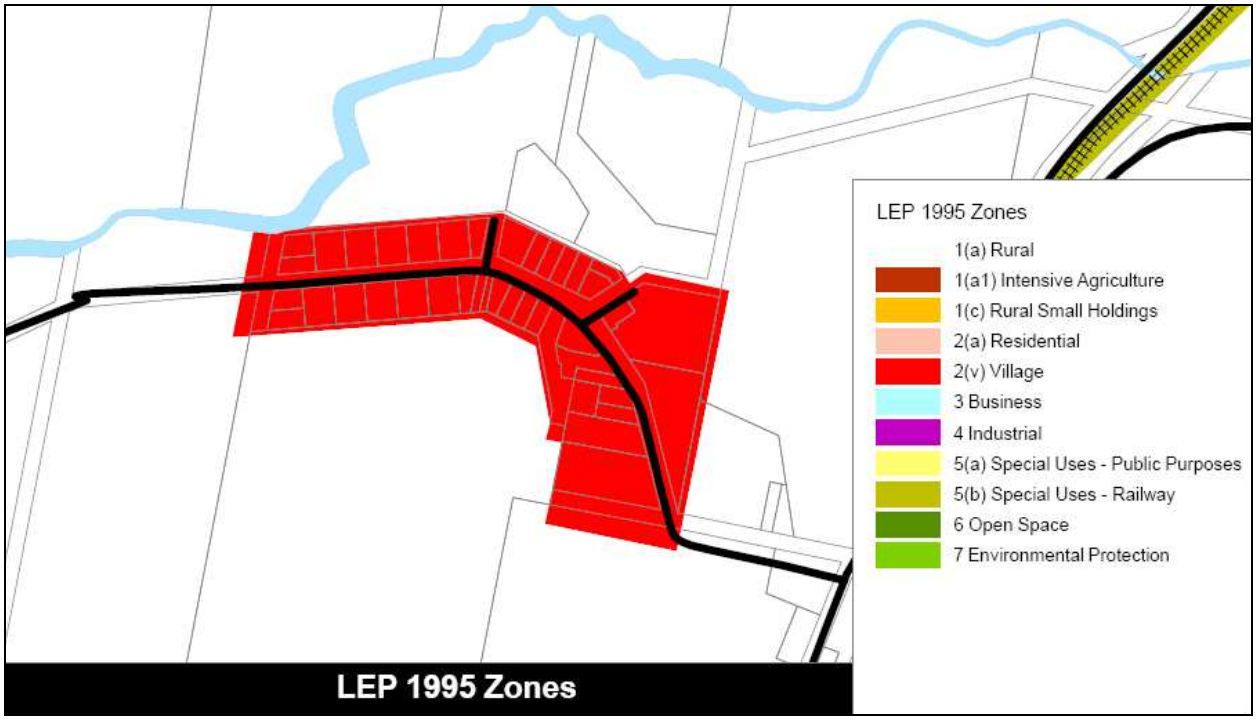

Figure 2: Diagram showing the existing zoning in the settlement under WLEP1998 (Source: Council GIS 2010).

Issues & Strategies

Review of Land Use Areas: The aim of this Strategy is to review the existing land use areas or 'zones' under WLEP1995 and to ensure that there is at least a 10 year supply of land for the growth of the settlement based on known demand and growth factors. This will then inform the preparation of a new Local Environmental Plan for the Wellington LGA.

6.4. Settlement Pattern

Euchareena's settlement pattern consists of lots facing onto Nubrigyn Street and Euchareena Road (*Figure 3*). The smaller lot sizes within the settlement are approximately 1000m^2, with the standard larger lots approximately 2000m^2. The largest lots are approximately 8-10,000m^2 and located toward the east of the settlement closest to Burrendong Way. The lot sizes allow people to attain a rural lifestyle with space for small hobby farm activities such as vegetable gardens. Potential for subdivision on the larger lots exists within the settlement if there was demand.

Issues & Strategies

Lot Size: The standard urban blocks in Euchareena range from 1000m^2 to 2000m^2 with some larger blocks with subdivision potential. As Euchareena does not have a reticulated sewerage system larger lots are likely to be needed to support a standard septic system. In addition, development of lots below 1,000m^2 may be inconsistent with the rural village qualities and streetscape character of the area.

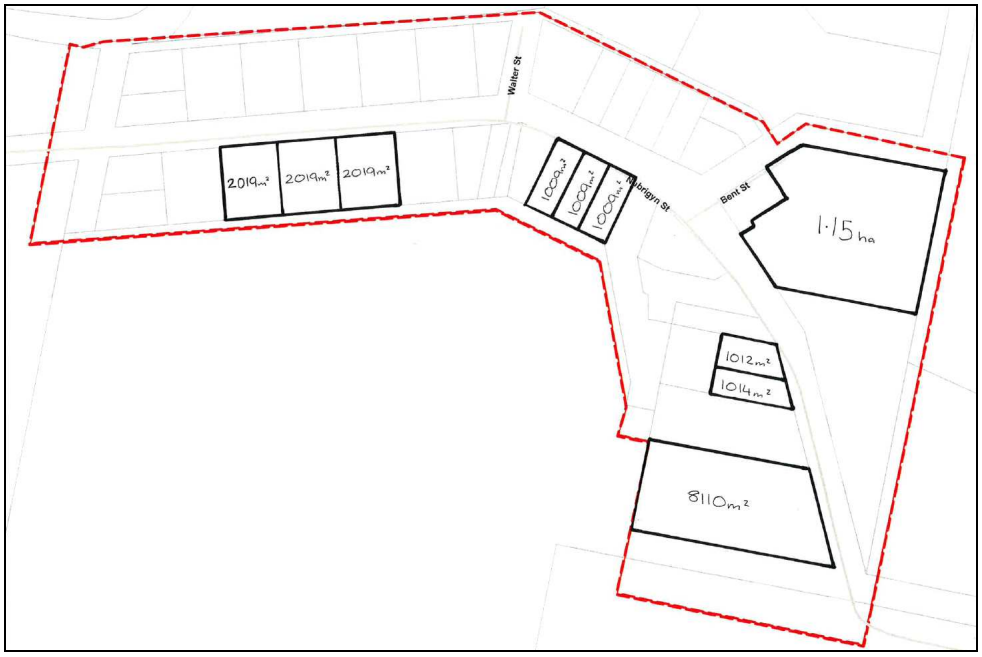

Figure 3: Settlement pattern of the settlement of Euchareena (Source: Council GIS 2011).

6.5. Historic Population

6.5.1. How is the Population Measured?

The smallest boundary that the Australian Bureau of Statistics ('ABS') has historically used to calculate the population and demographics for an area is the Census Collection District (CD). Unfortunately, the Village of Euchareena does not yet have its own collection district (unlike most of the other settlements in the LGA) and, therefore, the population and demographic data includes some of the surrounding rural area as part of CD1032212. Therefore, for the purpose of this Strategy population will be estimated based on existing dwellings and assumed occupation rates.

Issues & Strategies

- **Accuracy of Population Count:** The population of Euchareena is relativity small and therefore difficult to determine the accurate population and population trends, given fluctuations of population are likely to be high.
- **Rural Catchment:** The population data available for the settlement includes the surrounding rural catchment and therefore do not give an accurate representation of just the settlement of Euchareena. However, it does provide some broader demographic data that is assumed to apply to Euchareena.

6.5.2. Recent Population Growth

The Australian Bureau of Statistics ('ABS') has only provided public data at the Collection District ('CD') level for Euchareena since 2001. The census data for the Euchareena CD shows a population of 132 in 2001 and population of 138 in 2006 but this count is not just for the Village of Euchareena but includes the surrounding rural areas. However, it does suggest that CD 1032212 containing Euchareena has had a slight increase in population of 6 people over the census period (+4.5% total or +0.9% annual average growth).

As there is no accurate population of the Village of Euchareena from census data, the best estimate can be gained from multiplying the number of existing occupied dwellings in the Village Zone in 2006 by the occupancy rate for the CD (not taking into account that there may be vacant dwellings). There were 18 dwellings counted in the Village Zone of Euchareena in 2010. At the 2006 Census there was

an average 2.7 people per dwelling in the Euchareena CD. Therefore, the estimated population of Euchareena in 2010 is approximately 49 people.

Issues & Strategies

Historic Population Growth: The lack of accurate historical data for the immediate settlement poses makes it difficult to determine future population trends and growth patterns of the settlement. Projected population numbers are also likely to be less accurate due to the small population size which is highly susceptible to large percentage changes in population as the arrival or loss of a few families may be the difference between negative and positive growth rates. Therefore, the projections in this Strategy are indicative only.

6.6. Summary of Opportunities & Constraints

This section seeks to provide a brief summary of the key opportunities and constraints noted in the LPIP and the following sections of this Chapter of the Strategy (see sections below for more detail). These opportunities and constraints are important because they assist Council in determining the future population and economic growth of this settlement.

6.6.1. Potential Positive Influences

Positives that may increase population and economic growth in Euchareena over the next 30 years may include but are not limited to:

- **Community Spirit:** Euchareena has a strong sense of community which may attract people looking for this lifestyle and associated demand for services and infrastructure. Euchareena appears to function as a focal point for the surrounding rural community, particularly the local public school.
- **Proximity to Regional Centres –** As Euchareena is only 20-25 minutes drive from Molong and 35-40 minutes drive from Orange there is a high likelihood that people utilise Molong and Orange for higher level services and employment and Euchareena acts as a 'commuter' suburb to these settlements. This proximity allows residents to live in a small rural community with reasonable access to the higher-level services and associated opportunities in Molong and Orange if they have access to a private vehicle.
- **Services (Education)** – Euchareena has one primary school, with enrolments fluctuating between 15-17 students (May 2010) and potentially as high as 20 students (2011). The school is likely to attract and retain younger families in the village with possible positive flow on effects for the community. The school appears to have a strong rural catchment that is more likely to maintain student numbers in the future.
- **Transport (Public)** – Euchareena is serviced by a bus operator (Jemalit Pty Ltd - Apple City Tours), for both school children and limited private trips to Orange and Euchareena.
- **Land Supply** - There is considered to be adequate land supply within Euchareena for the next 10 years based on historical development patterns. This means there is further development potential for the settlement to meet the estimated future demand.
- **Landscape & Rural Character** - The landscape of Euchareena is attractive to potential residents and tourists. The natural features and open space areas provide opportunities for outdoor activity and contribute to amenity and activity.

6.6.2. Potential Negative Influences

Negatives that may decrease population and economic growth until 2036 include:

- **Regional Centre Proximity -** The close proximity of larger regional centres such as Molong, Wellington and Orange is likely to result in people conducting the majority of retail shopping in the larger centres resulting in less support for local businesses and local economic growth. Euchareena also lacks a population size that is likely to support a range of local businesses.

There are also trends that populations in regional centres are increasing whilst regional settlements and rural areas are decreasing as employment, services and facilities are increasingly centralised.

- **Transport (Road) –** Euchareena is accessed by the Burrendong Way, which is an important regional road but not a major highway, making the town less attractive for major industry and businesses. This road however is used as an alternative route to Orange from Wellington which may have some limited flow on effects.
- **Transport (Rail) –** Euchareena Railway Station is closed and the closest active station is at Stuart Town. This means people must have access to private transport to further access public transport. Furthermore, the railway no longer plays a key role in the village's development so new drivers for development will need to be found if the settlement is to avoid loss of population and services.
- **Services (Health & Aged Care) –** There are no health or aged care services in Euchareena to cater for an ageing population and there are limited public transport options to provide connections to Orange to access higher level services for those with limited access to private transport.
- **Utilities (Water)** – Euchareena's water supply is not provided by Council. Residents must rely on private means for water provision, either rainwater tanks or private dams. The unsecured water supply may be a constraint for future sustainable growth.
- **Utilities (Sewer)** – Euchareena is currently not serviced with reticulated sewerage. The town operates from a septic tank system. Council has had no issues with such systems to date but standard septic systems will limit further subdivision and may require larger lot sizes which may be a constraint for future growth.
- **Natural Constraints** – Euchareena is located in a small valley with some relatively steep gradients, a number of intermittent watercourses, and bushfire prone lands from vegetation around the village. These constraints will make it difficult to develop existing land to its full potential and may constrain expansion of the village. However, these natural constraints do also provide a lot of the attractive environmental qualities of the village.

Issues & Strategies

Population & Economic Growth: Whilst there are a number of 'positives' for Euchareena, there are also a range of challenges that are likely to limit substantial growth in Euchareena in the foreseeable future. Euchareena is likely to be exhibit low to medium growth over the next 10 to 30 years with some limited demand for additional land and/or services.

6.7. Projected Future Population

Warning: The estimated population in 2036 is based on the factors considered in this chapter and it may be affected by future changes in growth potential. Growth over 30 years will not remain at this average figure and will vary to be both lower and higher than the average. Therefore the growth figures in any one census period (5 years) are not conclusive as to the long term growth rate.

Given the relatively small size of the settlement, the population may increase of decrease above/ below the recommended levels as a result of 1 or 2 families entering or leaving the settlement.

Based on the opportunities and constraints noted above (and an estimated population of Euchareena based on dwellings and occupancy rates of 49 people), Council has set out a range of possible growth scenarios for Euchareena up to the year 2036 in Table 1.

As it is difficult to set a definitive growth rate due to a number of complex variables – a range of growth rates have been highlighted – from a recommended minimum through to a maximum growth rate. The average growth scenario is most likely to occur. However, for the purposes of determining land supply, the maximum growth rate will be used to ensure sufficient land supply.

Potential Growth Rates	Growth Rate %	Pop. 2006	Pop. 2011	Pop. 2016	Pop. 2021	Pop. 2026	Pop. 2031	Pop. 2036	Δ Pop. 2006-36
Well. LGA 2001-06 (Minimum)	-0.26	49	48	48	47	47	46	45	-4
~WRI Scenario A	+0.2	49	49	50	50	51	52	52	+3
~WRI Scenario B (Average)	+0.4	49	50	51	52	53	54	55	+6
~WRI Scenario C (Maximum)	+0.6	49	50	52	54	55	57	59	+10
Euchareena 2001-2006 (CD 1032212)	+0.9	49	51	54	56	59	61	64	+15

Table 1: Projected population for the settlement based on a range of growth scenarios with the minimum, average and maximum recommended scenarios highlighted.

Issues & Strategies

- **Regular Review:** The growth rate for Euchareena should be reviewed every census period (5 years) at a minimum to see whether it accords with the projections and, if not, then the projections and the supply of land may need to be modified.
- **Growth Rates:** Based on the opportunities and constraints, Euchareena's population is expected to grow at a projected average annual rate ranging from -0.26%/year (minimum) to +0.6%/year (maximum) with an average of +0.4%/year. (Please note that growth rates will change over time and this is an estimated average growth rate over the 30 year period).
- **Minimum Growth Rate:** There is a chance of Euchareena experiencing population loss over the next 30 years but this is thought to be low and may result in the loss of a small number of people. The key concern would be maintaining enrolment numbers at Euchareena School.
- **Maximum Growth Rate:** Based on a maximum growth rate of 0.6% per annum the population will increase from 49 to 59 people by 2036, an increase of 10 people over the estimated 2006 population. This growth will create some limited additional demand for residential uses but most business and community demand will need to be met by other centres.

6.8. Demographics

Warning: The demographic information in this chapter provides a broad indication of the community profile in 2006. However, due to the small census population it is subject to significant changes over time and only represents a 'snap-shot' of the community at the date of the census. The ability to predict future demographic profile is limited.

Given there is no defined ABS Census Collection District for the settlement there is a need to rely upon the demographics of the broader catchment area as measured at the 2006 Census as follows:

- **Age:** In the 2006 Census 28.9% of the population were children aged between 0-14 years (19.8% for Australia), and 25.4% were persons aged 55 years and over (24.3% for Australia). The median age of persons was 35 years, compared with 37 years for persons in Australia.
- **Labour Force:** 63 people aged 15 years and over were in the labour force. Of these, 63.5% were employed full-time, 25.4% were employed part-time, 0.0% were employed but away from work, 4.8% were employed but did not state their hours worked and 6.3% were unemployed. There were 30 usual residents aged 15 years and over not in the labour force.
- **Occupations:** Occupations included: Managers 62.7%, Professionals 15.3%, Labourers 11.9%, Sales Workers 5.1% and Clerical and Administrative Workers 5.1%.

- **Employers:** Employers included: Sheep, Beef Cattle and Grain Farming 61%, School Education 6%, Cafes, Restaurants and Takeaway Food Services, Hospitals and Social Assistance Services all 6.8%.
- **Income:** The median weekly individual income for persons aged 15 years and over who were usual residents was $356, compared with $466 in Australia. The median weekly household income was $638, compared with $1,027 in Australia. The median weekly family income was $1016, compared with $1,171 in Australia.
- **Family Structure:** There were 36 families of which 38.8% were couple families with children, 38.8% were couples without children, and 22.0% were one parent families.
- **Dwelling Types:** 48 people occupied private dwellings: 100.0% were separate houses. There were 12 unoccupied dwellings.
- **Housing Payments:** The median weekly rent was $112, compared to $190 in Australia. The median monthly housing loan repayment was $1,235, compared to $1,300 in Australia.
- **Household Occupancy:** The average household size was 2.7 and the average number of persons per bedroom was 2.2.

Issues & Strategies

- **Age:** Unlike most other settlements the median age in Euchareena is below that of the average in Australia. However, this is still 25.4% of people aged 55 years and over and these people will require additional aged care and health services over the next 30 years. As Euchareena has no local services it will need to be met by services in Wellington & Orange which relies upon access to private transport. This may result in some loss of this age group towards larger settlements which may impact on the total population.
- **Employment:** Employment is very limited locally other than the school and surrounding rural properties. Therefore, many people will need to commute for employment which may limit growth opportunities though Euchareena is reasonably close to Orange.
- **Income:** The lower average incomes of people in Euchareena compared to the Australian average which may affect economic growth and the options available to the community.
- **Family Structure:** The high percentage of one parent families may place additional pressures on community services particularly for child care and support services which are unlikely to be met in Euchareena.
- **Dwellings:** There may be increased demand for a range of housing options in the future, particularly for older citizens and for more affordable smaller houses.

6.9. Environment & Natural Hazards

6.9.1. Topography & Land Constraints

The settlement of Euchareena is located in a small valley between higher hills to the north and south of the town. Whilst the gradients in the Village Zone are not severe, they would create a number of issues including additional cost for cut and fill to locate new buildings, overland drainage issues and need for larger lots to support septic systems that may limit development of land to its full potential. Those rural areas surrounding the settlement are undulating and experience some erosion and overland flow during heavy rain events. There are no known constraints associated with limestone and karst (caves) that may limit development potential that affects other areas of the LGA.

Issues & Strategies

Constraints from Topography: The steeper topography surrounding Euchareena may be a constraint to development of land due to additional cost for cut and fill to locate new buildings, overland drainage issues and need for larger lots to support septic systems that may limit development of land to its full potential.

6.9.2. Watercourses, Water Constraints & Flood Prone Land

Gibbers Creek runs to the north of the settlement just outside the Village Zone (*Figure 4).* This is a small riparian waterway which is noted by State Government as been a major freshwater fish habitat and, as a result, a 40 metre buffer to the creek is recommended for all development. In addition, there are a number of other intermittent watercourses running in close proximity to the settlement. Due to the steeper topography and limited stormwater management systems there is also likely to be issues with overland flows through lots running down to the watercourse corridors.

Council has not conducted a formal flood study for the Village of Euchareena so any flood issues can only be estimated. The only area within the existing Village Zone likely to be affected is in proximity to Brazier Street to the north-west of the village. There are no highly sensitive groundwater resources in close proximity to Euchareena known at this time.

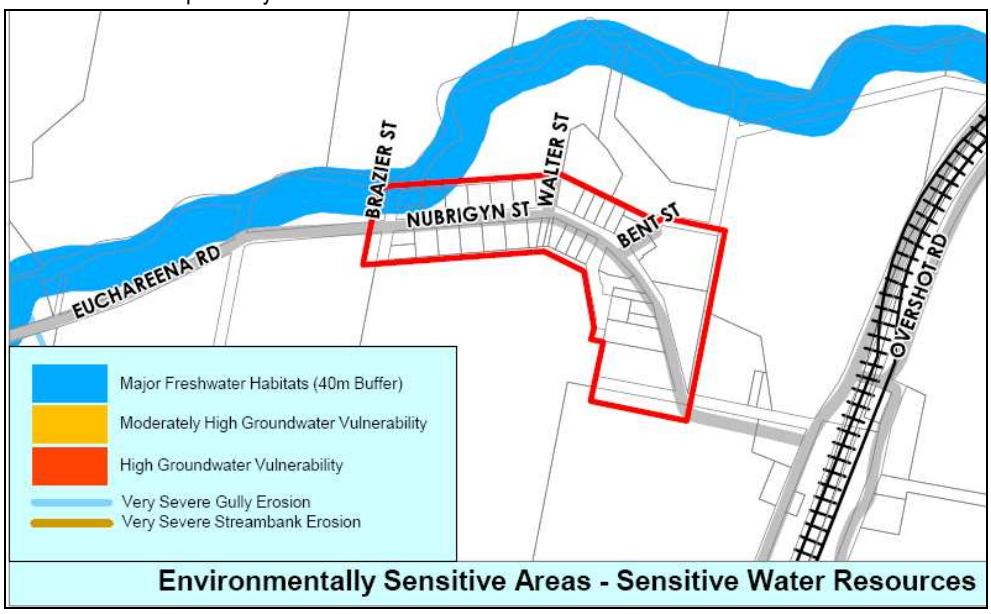

Figure 4: ESA mapping for Sensitive Water Resources in Euchareena (Source: NSW State Government 2006 / Council GIS 2010).

Issues & Strategies

Constraints from Watercourses: There should be future investigation of the potential impact of flooding and drainage issues on development in Euchareena. There may be need for additional stormwater infrastructure to manage overland flow issues, particularly along the southern side of Nubrigyn Street. Development potential is likely to be limited within 40m of Gibbers Creek and this may affect development in the north-west of the settlement.

6.9.3. Significant Vegetation & Biodiversity

The Office of Environment & Heritage ('OEH') has provided mapping suggesting a high probability of Endangered Ecological Communities ('EECs') scattered across the heavily vegetated areas to the north and south of the settlement (*Figure 5)* and this may limit growth of the settlement in these directions. Land use planning needs to take into account the value of existing vegetation, flora and fauna and its collective value for the biodiversity of the locality and region. A complete list of threatened, endangered and/or vulnerable species in the Wellington LGA can be found on the website for OEH.

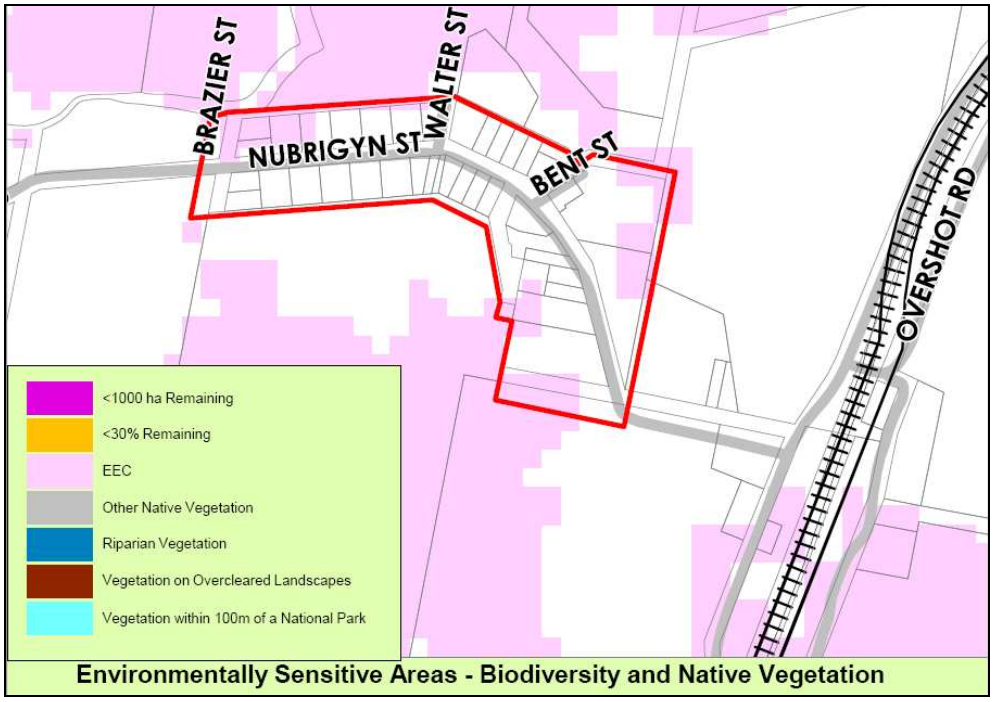

Figure 5: ESA mapping for Biodiversity and Native Vegetation (Source: State Government 2006 / Council GIS 2010).

Issues & Strategies
Constraints from Biodiversity: There may be some limitations to expansion of Euchareena to the north and south from the presence of Endangered Ecological Communities. Where possible future growth areas should avoid sensitive areas.

6.9.4. Bushfire Prone Lands

The majority of Euchareena is classified as bushfire prone land by the Rural Fire Service bushfire prone land mapping (*Figure 6*). The majority of the Village Zone is classified as either 'Vegetation Category 2' (yellow – moderate hazard) or within the 100m buffer zone to Vegetation Category 1 (red – high hazard). Whilst it is possible to build in bushfire prone lands, the preference is to avoid this conflict where possible or alternatively it can add cost to the development through different construction methods and this may be a constraint to some growth.

Issues & Strategies
Constraints from Bushfire: Growth of Euchareena towards the high hazard bushfire prone lands to the north is likely to be limited. Given the degree of lands identified as bushfire prone land within the settlement, it is recommended that new development on bushfire prone land retain larger lot sizes (>4000m^2) to ensure there is adequate space onsite to choose a suitable dwelling site and incorporate any required Asset Protection Zones with minimal impacts on significant vegetation. However, most existing lots are already smaller than this.

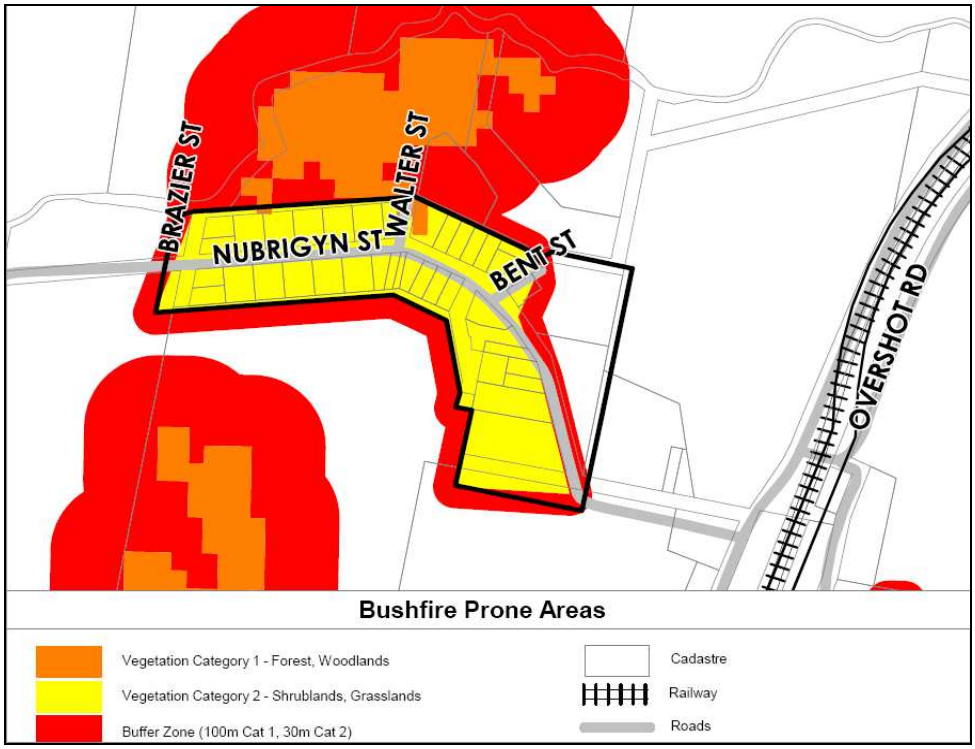

Figure 6: Bushfire prone lands in Euchareena (Source: Rural Fire Service / Council GIS 2010).

6.10. Transport & Access

6.10.1. Air & Rail

There are no passenger rail services at Euchareena even though the Main Western Rail Line passes in close proximity to Euchareena as the original railway station is no longer in existence and closed in 1976. There would appear to be a low probability of this station reopening in the foreseeable future. The closest railway stations with passenger services (Countrylink XPT) are Stuart Town, Wellington and Orange. The closest airports are located at Dubbo and Orange.

Issues & Strategies

- **Air Transport:** Euchareena does not have immediate access to air transport but it is within 1 hours drive at Orange or Dubbo.
- **Rail Transport:** Euchareena does not have immediate access to rail (passenger) transport but it is in close proximity at Stuart Town, Orange and Wellington – though this is limited to a single service in each direction per day. Whilst the rail line does provide potential for future rail freight access this is highly likely to occur in Euchareena as there is no local industry or competitive advantage in this location.

6.10.2. Roads

Euchareena is located on the Burrendong Way (MR573) which is a sealed regional road that is partially state funded and managed by Council. This connects Orange to Wellington (by-passing

Euchareena) as an alternate route to the Mitchell Highway and also provides connections to Burrendong State Park including the camping grounds at Mookerawa and Burrendong. Therefore, there is a reasonably high level of local and regional traffic and some tourist traffic. However, most freight and tourism traffic is expected to utilise the Mitchell Highway. The closes connection to the Mitchell Highway is 30km via Euchareena Road to Molong. All other roads are local roads and not all are sealed.

Issues & Strategies
Road Transport: Burrendong Way provides the main road linkage between Euchareena and Orange and Wellington with Euchareena Road connecting to Molong. There may be some opportunities from passing local, regional and tourist traffic along Burrendong Way but as these are not high traffic roads this is likely to be limited in terms of local business opportunities and economic growth. These roads provide reasonable access to the larger centres but improved road conditions may improve safety in the future.

6.10.3. Bus Services (Public & School Services)

There are no formal public bus services available in Euchareena and residents would need to travel to Wellington, Molong or Orange to access public bus services. However, Jemalit Pty Ltd (Apple City Tours) provides school bus services to Euchareena daily (during school terms) and they may pick up public passengers for a small fee.

Transport assistance is also available for school students providing subsidised travel on rail, bus and long distance coach services. In addition, the private vehicle conveyance scheme is available to eligible families in isolated or rural areas where there is no accessible public transport. Parents are reimbursed for the costs of driving their children to a transport pick-up point.

Issues & Strategies
Public Bus Transport: There are limited public bus services available for people living in Euchareena. School bus connections are available and these may allow public passengers during school terms but this is at limited times. This is a significant constraint to growth and economic activity, particularly for those without regular access to private transport such as the elderly, teenagers, and those in lower socio-economic brackets. There are no current state government proposals for additional Countrylink services so Council should investigate the potential for additional community based bus services to Wellington or Orange.

6.10.4. Pedestrian & Cycle

There is currently no Pedestrian Access Management Plan ('PAMP') or bicycle plan adopted for Euchareena. Given the physical size of the settlement, dedicated walking and bicycle paths are unlikely. However, there may be potential for some augmentation of footpaths and sign-posted cycle tracks through Euchareena to/from the school and sporting fields to the north of the settlement. There is one designated pedestrian crossing in Euchareena to improve safety at road crossings.

Issues & Strategies
Pedestrian & Bicycle Access: Council should consider whether Euchareena requires a PAMP or bicycle plan to improve pedestrian and cycle connections, safety and usage to and from the school and open space areas.

6.10.5. Summary of Access to Public Transport

Access to public transport within the settlement is considered to be low to medium given there is no immediate air, rail or formal public bus services. There is however school bus operators which may pick up public passengers on the school runs providing residents with some access to surrounding settlements daily.

Air	Rail	Road	Public Bus	School Bus	Summary
LOW No Airport	**MED** Station closed. Travel to Stuart Town	**MED** No highway frontage but Burrendong Way regional road	**LOW-MED** No formal public bus but may be able to access school services	**MED** Access to Apple City Tours school bus service	**LOW-MED**

Table 2: Summary of access to key utilities in the settlement.

Issues & Strategies

Public Transport Access: The low level of public transport access in Euchareena is likely to be a significant constraint to attracting and maintaining older citizens, youth and lower socio-economic groups in the population who have more limited access to private vehicles.

6.11. Utilities & Infrastructure

6.11.1. Water & Sewer

There are no formal (Council owned) reticulated water or sewer systems that service the settlement. Each dwelling must rely upon on-site waste management systems and onsite water storage systems (dams and rainwater tanks or groundwater bores). However, there is a private / community scheme which draws water from Gibbers Creek up to a reservoir and this is distributed to the majority of dwellings as a non-potable (not treated) water source. This is run and maintained by the community and Council does not have any records as to its management or the security of the water supply.

There are no current plans by Council to provide reticulated potable water or sewer to Euchareena at this time and this is a low likelihood considering the low population of the settlement, the limited demand / growth, the cost of installation of such infrastructure, and the suitability of the current systems. However, this may have implications for the minimum lot size that can support a dwelling.

Issues & Strategies

- **Lot Size:** Standard septic systems with absorption trenches will require a certain area of land for treatment of waste dependent on the soil types. This Strategy assumes that it will be unlikely that lots below 1,000m^2 in size will be able to support a dwelling and standard septic system (but other technologies may be effective but at a higher cost). It would be preferable that the minimum lot size to support a septic system is no less than 2,000m^2. This may limit some development of vacant sites in Euchareena.
- **Septic System Review:** Council may need to complete a review of all septic systems in Euchareena and ensure that all systems are able to meet the required environmental benchmarks to avoid pollution of water catchments and other impacts, given the close proximity of Gibbers Creek. In general, septic systems should also be sited at least 250m from any groundwater bores to avoid contamination of groundwater systems.

6.11.2. Electricity & Gas

Low voltage electricity is available in Euchareena. LPG (bottled) gas is available in the settlement but there is no piped natural gas line in proximity to Euchareena. The proposed Young to Wellington gas pipeline runs approximately 25km to the west of Euchareena so any future connection is likely to be expensive and unlikely to be warranted given the small population size and lack of larger-scale industries to provide a base load of demand.

Issues & Strategies
Electricity & Gas: The lack of high voltage electricity lines and piped natural gas is unlikely to constrain local residential and business growth but is further evidence that Euchareena is unlikely to be able to support larger scale industrial uses that need access to major energy distribution lines.

6.11.3. Telecommunications

There is a local Telstra payphone on Nubrigyn Street. There is also a Telstra Exchange located to the south of Station Street.

Issues & Strategies
Telecommunications: No formal checks of telecommunication capacity have been undertaken but it would appear there are issues with mobile reception and access to higher speed internet services in Euchareena that may limit services for business and home connections.

6.11.4. Waste Management

Euchareena Waste Transfer Station is located at 87 Burrendong Way, Euchareena (outside the Village Zone). The Transfer Station is operational each Sunday and Wednesday 8-12pm and 2-5pm respectively. Alternatively the Wellington Waste Transfer Station is operational Monday to Friday - 8:30 am until 5:00 pm and Saturday, Sunday and public holidays - 12:30 pm until 5:00 pm. Most waste materials are accepted at this facility excluding tyres and waste oil which must be disposed of at the Wellington Transfer Station.

6.11.5. Summary of Access to Utilities

A summary of the level of access to utilities in this section is as follows:

Water	Sewer	Electricity	Telecomm.	Gas	Summary
LOW Unsecure water supply (on-site only)	**LOW-MED** On-site waste management systems	**MED** Low voltage supply lines. No high voltage.	**LOW-MED** No ADSL2+ access. Limited mobile reception	**LOW-MED** LPG only. No piped natural gas.	**LOW-MED**

Table 3: Summary of access to key utilities in the settlement.

6.12. Heritage

A key overlay for all the land uses in Euchareena are the items of heritage value or interest. Currently these items are set out under WLEP1995 and Wellington DCP No.5. In addition, Council is preparing the Wellington Community Heritage Study which reviews all items across the LGA. The photos located in this section are of the Beehive Classroom and St Thomas Anglican Church in Euchareena.

There are no known Aboriginal Heritage items within the settlement. However, Council is currently conducting a search of the Aboriginal Heritage databases to confirm this and will liaise with the relevant Aboriginal groups during the public exhibition process.

Error! Reference source not found. lists the non-Aboriginal heritage items located within the settlement that are identified for heritage listing and inclusion within the new Local Environmental Plan ('LEP') to ensure their ongoing protection.

No.	Name of Heritage Item	Lot / DP	DCP No.5	NSW Register	Inventory No.	LPIP List (9.9)
1	Beehive Classroom (Euchareena Public School)(outside Village Zone)	Lot:163 DP: 756916	Yes	N/A	2640250	NOM for LEP

No.	Name of Heritage Item	Lot / DP	DCP No.5	NSW Register	Inventory No.	LPIP List (9.9)
2	St Thomas Anglican Church	Lot: 90 DP: 756916	Yes	N/A	2640226	NOM for LEP
3	Euchareena General Cemetery (outside Village Zone)	Lot: 7009 DP:1020807	Yes	National Trust Register	2640144	NOM for LEP
4	St Brigid's Church (decommissioned) (outside Village Zone)	Lot: 99 DP: 756916	Yes	N/A	2640043	NOM for LEP

Table 4: Non-Aboriginal heritage items (Source: Wellington Community Heritage Study (Draft)).

Issues & Strategies

Heritage: All items of heritage interest that are recommended for listing as heritage items in the new LEP should be included at the earliest possible time to ensure they receive the full protection of the new planning controls. Heritage listing can result in benefits for land owners and access to funding for heritage improvements and it can add to streetscape character and support tourism in each settlement.

6.13. Summary of Existing Land Uses (Village Zone)

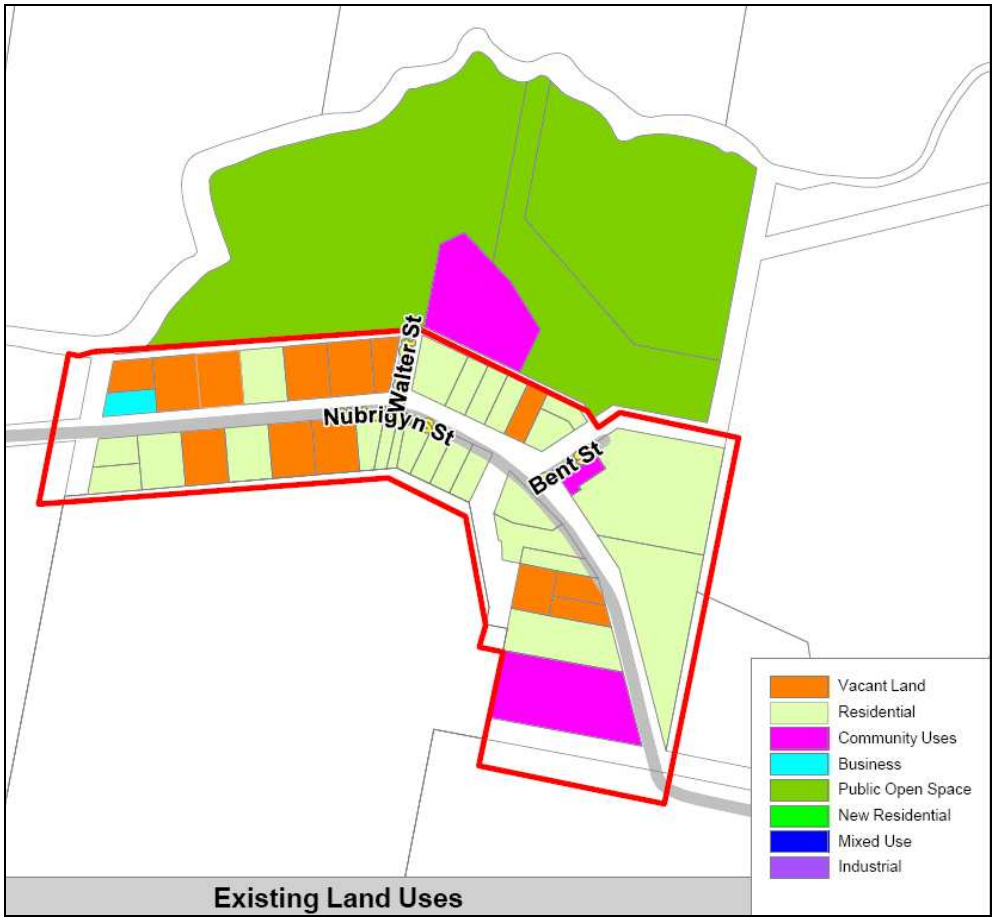

Figure 7: Existing land uses in Euchareena (Source: Site Inspection May 2010).

A summary of the total number of lots in the Village (as detailed below) is as follows (***Error! Reference source not found.***):

Existing Land Uses	Euchareena	%
Total Lots (2010)	40	100
Vacant Lots (2010)	13	32.5
Total Dwelling Lots (2010)	21	52.5
Total Dwellings (2010)	18	45
Total Lots for Business & Community(2010)	3	7.5

Table 5: Summary of existing land uses and lot counts (Source: Site inspection 2010).

The differences are those lots which are designated road reserve or railway etc and lots which are not in the immediate settlement CD includes some rural lands. This also skews the data somewhat. It is important to note that those coloured lots located outside the Village Zone are not included in *Table 5*, but are highlighted to show the location of recreation and educational facilities that service the Village.

6.14. Open Space & Recreation

Euchareena is considered to have adequate dedicated open space for the size of the settlement but the key issue is the quality of that space and accessibility. The one primary area of open space is located to the north of (and adjacent to) the existing Village Zone in the adjacent rural zone and owned by Wellington Council. This portion of land is approximately 3.38ha. It consists of a grass playing field, catering for some informal matches of football, cricket and other field based activities. However, it would appear to have limited use and is not maintained to a level that would support formal/professional games and there are no supporting facilities such as grandstands or toilets. In addition, the access road requires significant work to make it accessible for a range of vehicles and the recreation area may get cut-off by flooding in heavy rainfall events. It would be expected that Euchareena residents need to travel to other recreation areas for formal sporting matches.

Issues & Strategies

- **Open Space Supply:** There are no current indications that additional recreational land would be required in the short to medium term (5-10 years) for Euchareena. However, there is significant potential for improved facilities or upgrades to increase the useability, amenity, and safety of the existing area.
- **Open Space Review:** As each settlement grows, there will need to be a more detailed review of the quantity, quality and facilities at each of these spaces to ensure growing needs are met. This should be completed as part of a LGA-wide recreation and open space assessment and strategy.

6.15. Vacant Land

6.15.1. Role of Vacant Land

This section reviews the availability of vacant land within the existing Village Zone to meet future demand and growth, particularly for residential land uses. As stated above, in 2010 there were 13 vacant lots (total) within the settlement (32.5% of total lots). 7 of these allotments are classified as small vacant allotments for the purposes of development (See Section 6.15.2 – Vacant Land Small Lots) and the other 6 allotments are considered development constrained due to their size (all less than 1300m^2). These 6 allotments are therefore not included in the following calculations of vacant land as they will not contribute to developable land supply for future development.

6.15.2. Minimum Lot Size

As Euchareena does not have a central reticulated sewer the minimum lot size to support a dwelling and septic system is set by DCP No.2 Clause 18 that states the prescribed minimum lot sizes for subdivision in the 2(v) Village are 4,000 m^2 (no sewer) or 2,000m^2 (with reticulated sewer). As stated above, Euchareena does not have access to reticulated sewer at this time, so in general, the minimum lot size for subdivision is 4,000m^2.

It is important to note, however, that the development controls do not specify the minimum lot size on which a dwelling application can be made. Historical approvals by Wellington Council suggest that allotments are approved for dwellings at smaller sizes than 4,000m^2 where applicants have shown that the lots can support a dwelling and on-site effluent management system.

However, for the purposes of this Strategy, lots below 2,000m^2 are not considered to have a high development potential and are excluded in determining total dwelling potential for the settlement as discussed above in Section 6.15.1 Role of Vacant Land (but a development application may be acceptable to Council subject to meeting the controls).

6.15.3. Developable Vacant Land – Small Lots

A vacant (small) lot is identified as any lot of a size approximately 2000-8000m^2 that does not contain any significant buildings (not including sheds, garages, gardens or septic systems). Whilst these lots may be part of a larger ownership and associated with an adjacent dwelling, as the lot is on a separate title is can be sold at any time and it may be able to support a dwelling (subject to development consent).

As at May 2010, there were 7 vacant small lots (lot sizes approximately 2000m^2). All 7 of these lots are affected by bushfire and whilst these lots could potentially be developed, it will be more expensive and potential delays in the approval process may occur for referral to external authorities.

Council accepts that not all of these lots will be developed over the next 30 years and has applied a 'rule of thumb' that 50% of these lots will become available for development if there is demand in the market that create an appropriate price for owners to sell. Therefore, out of 7 developable small vacant lots only approximately 3-4 are likely to be developed over the next 30 years.

6.15.4. Vacant Land – Subdivision of Larger Lots

A developable vacant (large) lot is identified as any lot of a size approximately 8000m^2 or larger that does not contain any significant buildings (not including sheds, garages, gardens or septic systems) and is capable of further subdivision (with a minimum lot size of 4000m^2). There are no vacant allotments in Euchareena greater than 8000m^2.

6.15.5. Developed Land – Subdivision of Larger Lots

There are, however, two (2) larger allotments located at the eastern boundary of the settlement that have existing dwellings that may be capable of limited further subdivision subject to addressing a number of site constraints. These lots have a total area of approximately 4.32ha which could potentially support an additional 5 dwelling lots if approved by Council.

Again Council accepts that not all of these lots will be developed over the next 30 years and applies the same 'rule of thumb' that 50% of these lots will become available for development if there is demand in the market that create an appropriate price for owners to sell. Therefore, out of approximately 5 developable lots (from subdivision of land) only approximately 2-3 lots are likely to be developed over the next 30 years.

6.15.6. Summary of Infill Development Potential

Based on the summary above, there is potential for infill development over the next 30 years on approximately 5 lots that could potentially provide land for an additional 5 dwellings, businesses or community uses.

Potential Additional Lots	Total New Lot Potential	Likely Lot / Dwelling Potential (50% of Total Potential)
Small Vacant Lots	7	3-4
Subdivision of Larger Lots	5	2-3
TOTAL	**12**	**5-7 (median 6)**

Table 6: Summary of infill development potential in Euchareena.

6.16. Community Services

6.16.1. Emergency Services

There only emergency service currently operational in Euchareena is the Rural Fire Service ('RFS') facility located on Euchareena Road opposite the Memorial Hall. This is a necessary emergency service considering the bushfire prone nature of the settlement. Otherwise, Euchareena must be serviced from other settlements with a police station in nearby Stuart Town and ambulance services in nearby Molong.

Issues & Strategies
Emergency Services: The lack of emergency services facilities is not considered to be a constraint to future growth, given the relative proximity to other settlements with these services. The size of the settlement is unlikely to warrant other local emergency services at this time.

6.16.2. Education

There are few documented early childhood centres in Euchareena. The Euchareena Playgroup operates from the public school, however there maybe home based child care centres within the area serviced from rural properties or dwellings outside the Village area.

The key educational facility is the Euchareena Public School located to the north of the Village Zone which provides schooling for Year One to Year Six students with 20 enrolments listed on the NSW School's website in 2011 run by one principal/teacher.

Euchareena Public School was successful in receiving $250,000 in the Building Education Revolution funding used to build a new modular classroom that was opened in 2010 (www.ber.nsw.gov.au). There are no secondary or tertiary education facilities in Euchareena.

Issues & Strategies
Educational Facilities: Euchareena Public School is an essential service for Euchareena and the surrounding rural areas and is in many ways the focal point of the community. With up to 20 student enrolments, a new classroom, and a wide rural catchment it would appear to have a strong future. However, there is always a risk that a loss of population or school aged children may impact on the

viability of the school. Council needs to work closely with the school and community to ensure that this school remains open even though population changes may occur in the future. The school should also be included in the Village Zone to allow for any growth or upgrades. For all other levels of education the community needs to travel to Molong, Orange or Wellington so the ongoing provision of school bus services is essential.

6.16.3. Health & Aged Care Services

There are no health or hospital services available in Euchareena. The nearest hospitals or multi-purpose health facilities are located in Molong, Orange or Wellington. Euchareena does not have any aged care specific services and must be serviced by larger settlements in the region.

Issues & Strategies
Health & Aged Care: Residents must travel to nearby larger centres for health or aged care services. As there is an ageing population there may be issues in the future in retaining citizens that require regular access to care and services that do not have access to private transport and this could impact on the overall population counts. This is particularly of concern for an ageing population when there are no local aged care provisions supporting people to continue living in Euchareena. The key strategy should be to ensure that there is sufficient public transport to larger centres to facilitate access to health care without having to leave Euchareena.

6.16.4. Other Community Services

Euchareena Soldiers Memorial Hall (Cnr. Bent and Nubrigyn Street Euchareena) is a community hall and contains Honour Boards from World Wars I and II, Korea and Vietnam (www.monumentaustralia.org.au). The hall is frequently used by the Red Cross, Rural Fire Brigade and Landcare and other community groups. Recently $2,500 was granted for the upgrade of the roof and construction of a storage area at the Hall, as part of the Rudd Labour Government's community infrastructure program (www.infrastructure.gov.au).

There is one operational church in Euchareena – the St Thomas Anglican Church which was built in the 19th century as part of Bathurst diocese to meet the cultural and spiritual needs of the local community (*Source: Wellington Heritage Inventory 2011*). This church is still operational servicing the community with monthly church services in conjunction with Boomey Church.

Another church in Euchareena has been decommissioned - St Brigid's Church (8 Euchareena Tip Road). This church was built in the early 1900's from wood and served Euchareena for some 60 years before it was closed. It was later sold to a private land owner and deconsecrated and is now used as a residence *(Source: Wellington Heritage Inventory 2011).*

Issues & Strategies
Community Facilities: The existing school and hall provide the focal points of the small community. The lack of any local church may be an issues but Euchareena is likely to be serviced by other churches in the region.

6.16.5. Future Community Land Requirements

As it is proposed to retain a Village Zone for the core area of Euchareena there is no need to specify a designated area for community uses in the new LEP. In addition, community uses are generally permissible in a wide variety of zones (with/without consent). As the proposed Village Zone is relatively compact and all of the existing community land uses are located along Nubrigyn Street this would be the preferred location for any future community uses to reinforce the village centre.

6.17. Business Land Uses

There are no existing businesses operating within Euchareena in 2011 (except for one home based business / industry – see below). As stated above, Euchareena would appear to be serviced by the larger settlements nearby including Molong, Orange and Wellington.

Whilst there may be some limited local demand for a small grocery store or service station it may be difficult to support such a business with the existing small population and only limited passing traffic on Euchareena Road in the short to medium term unless there were a substantial change in population or economic activity. Therefore, there is expected to be a low probability of stand-alone businesses occurring in Euchareena for the foreseeable future.

However, it is important to note that as a Village Zone (or its equivalent under the Standard LEP Template) is likely to be retained in the new LEP then business uses / shops are likely to be permissible with consent in this zone. Therefore, there is potential for local businesses to develop in Euchareena if required.

There are no vacant businesses within the existing Village Zone that can be adapted to business uses but there is what appears to be an old store / service station to the east of the settlement. Therefore, it is likely that new businesses will occur as home businesses in existing or new dwellings or as new business development on vacant land. Based on current growth projections business demand is unlikely to be constrained by current land supply. There is also no need to specify a designated area for business uses but it would be preferred if these occurred along Nubrigyn Street in order to reinforce the main street.

6.18. Industrial Land Uses

There are no existing industrial land uses operating within Euchareena in 2011 except for one home industry that fabricates gates etc. Euchareena is unlikely to attract larger scale industry as it would have to compete with existing industrial estates in Molong, Orange and Wellington (and the broader region), it has low level utilities/infrastructure, there is no need for freight rail access in this location, and there are no key drivers such as a nearby mine or rural industry. In addition, larger industrial uses are more likely to have land use conflicts with the rural village and residential qualities of Euchareena and there are very limited sites that are likely to be suitable for such uses.

However, it is important to note that as a Village Zone (or its equivalent under the Standard LEP Template) is likely to be retained in the new LEP then light industrial uses and home industries are likely to be permissible with consent in this zone. Rural industries will be permissible in the surrounding rural zones.

Therefore, there is potential for local industry to develop in Euchareena if required. The most likely forms of quasi-industrial operations are likely to be home fabrication businesses or trucking facilities / depots. These sorts of activities are likely to occur on vacant land associated with existing dwellings. Based on current growth projections industrial demand is unlikely to be constrained by current land supply. There is also no need to specify a designated area for industrial uses but it would be dependent on minimising environmental and amenity impacts to the community.

6.19. Residential Land Uses (Urban - Village)

6.19.1. Existing Residential Character

Number of Dwellings/Occupancy Rate

In 2010 there were 40 lots of which 29 were used for dwellings (72.5% of all lots) and there were 18 dwellings counted in the Village Zone according to a count from aerial photographs and street visits. Whilst the census data is for a much larger area around Euchareena it can be assumed that the

occupancy rate of 2.7 people per dwelling may apply to Euchareena (which is slightly higher than the Australian average of 2.6).

Dwelling Types

Euchareena is largely characterised by single storey detached housing, the majority of which are older type dwellings (predominately weatherboard construction with a few constructed from brick) that were built during the early to mid to late 1900s with a few more recent homes. The low density and landscape setting contributes to the character of Euchareena.



Lot Sizes

Lot sizes vary quite considerably throughout the settlement of Euchareena, creating a rather heterogenous settlement pattern. The majority of lots located west of Walter Street are approximately 2000m^2, and those to the east vary between 600m^2 – 1500m^2. The larger lot sizes range between 4000m^2 – 8000m^2, with a few lots located toward the eastern Village boundary above 1 hectare.

Councils Development Control Plan, Clause 18 – Minimum lot sizes - states that *'the prescribed minimum lot sizes for subdivision in the 2(V) Village is 4,000 m^2 (no sewer) or 2,000m^2 (with reticulated sewer)*'. Euchareena operates on on-site waste management systems per individual lot, so it is also assumed that lots smaller than 4,000 m^2 are capable of supporting septic systems. However, new subdivisions may be limited to 4,000 m^2 per lot.

Setbacks, Open Space & Landscape Character

Setbacks are an important control mechanism in settlements such as Euchareena as they can aid the regulation and formation of both sense of place and desired lifestyle. The lot sizes within Euchareena allow for residential dwellings to be setback from the road, increasing privacy and reducing the appearance of high density. The current setbacks for residential areas within the settlement (as prescribed by Councils DCP No.2) are:

"Front building line will take into account development on adjoining land. Side setbacks will be the same as side and rear setbacks for residential land or BCA, whichever is the greater (3 metres preferred)".

The majority of the dwelling stock within Euchareena complies with the prescribed setbacks with some houses setback greater distances. Any new development within these areas is made compliant with current setbacks; however this can be at the cost of streetscape uniformity and character continuity.

Dwelling Densities

The overall dwelling density of Euchareena is reasonably low with approximately 2 dwellings/ hectare resulting in a rural-residential lifestyle and character. As there is no reticulated water or sewer it is likely that future lot sizes will remain large. The settlement of Euchareena is not considered appropriate for high dwelling density given the lack of immediate services and the existing and desired future character of the settlement.

6.19.2. Historical Growth of Dwellings

There is very limited historic dwelling data or information available for the Village of Euchareena. There have been no development approvals issued by Council in the last 10 years for any new dwellings in the Village Zone of Euchareena. However there have been 24 approvals issued for various developments in the area surrounding the settlement including: 4 approvals issued within the

village for garages/ sheds/ carports; 12 approvals for dwellings/ sheds/ ancillary developments; and 7 approvals for subdivisions outside the Village Zone but in close proximity to the Village. These figures suggest that smaller scale development is occurring in the area which is a positive reflection on the future of the area but there is limited demand for new dwellings over the last 10 years. Based on this data, this Strategy estimates that there is unlikely to be more than 1 new dwelling approval every 5 years or more (or 6 dwellings over 30 years).

6.19.3. Dwelling Demand from Projected Increase in Population

For the purposes of estimating dwelling demand from the projected population (see Section 6.7 Projected Future Population) Council has based this on the maximum projected population in order to ensure there is sufficient land supply should the maximum growth rate eventuate.

The maximum projected population growth rate for Euchareena is +0.6% per annum which results in a population in 2036 of 59 people, an additional 10 people since 2006. An additional 10 persons would result in demand for approximately 4.17 additional dwellings (assuming an occupancy rate of 2.4 persons/ dwelling by 2036). Given the little data available to project future dwelling demand it is assumed that the amount of vacant developable land that is likely to be developed is 6 lots (50% of total vacant developable small lots and subdivision of larger lots).

6.19.4. Land Requirements

The total supply of land available in Euchareena compared to the demand for the next 30 years is:

$$\frac{\text{SUPPLY - 6 (likely developable lots)}}{\text{DEMAND for new dwellings – 4.17}} \times 30 \text{ years} = 43 \text{ years supply.}$$

This land supply should not be considered wholly reliable given the limited methods used to calculate such demand. However, given there have been no new dwelling approvals issued in the Village Zone in the last 10 years it is likely that the existing vacant land supply will provide well beyond 10 years supply.

Issues & Strategies

- **Lot Size:** The minimum size for new subdivision should be retained at 4,000m^2 unless and until reticulated sewer is provided to Euchareena (unlikely) so that lots can support standard septic systems. However, as new technologies become available (and affordable) there may be opportunities for smaller lot sizes to be considered. As there are existing smaller lot sizes Council should accept dwelling applications for these lots but only approve them if issues of on-site sewerage management and provision of suitable water supplies can be addressed. Lots below 1,000m^2 in size are less likely to be consistent with the character of Euchareena.
- **Dwelling Choice:** A key issue associated with the current dwelling supply is that 100% are detached dwellings, generally located on larger lots with larger floor spaces and numbers of bedrooms. These dwelling types are suited to larger families but may not suit the needs of older citizens or people looking for smaller affordable housing. It is hoped that the market would support the development of some smaller types or higher densities of housing that could address these needs. In the short term this may take the form of dual occupancy developments but in the long term some multi-dwelling housing such as townhouses may be supported. This may also assist in providing a higher number of rental properties as supply rarely meets demand.

6.20. Proposed Land Use Arrangements

6.20.1. Types of Land Use 'Zones' Proposed

Based on the outcomes of the above issues and strategies, the following land use arrangements are recommended for the Village of Euchareena that will inform the preparation of a new Local Environmental Plan and Development Control Plan for the Wellington LGA.

Please note that any maps or references to 'zones' or 'zoning' refers to indicative terms for the type of zone that illustrates the desired future land use of that area. The actual zone name and the permissible land uses in that zone will be determined at the time that the new Local Environmental Plan is prepared in accordance with the Standard LEP Template.

6.20.2. Suitability of Existing Village Zone

Good planning practice suggests that settlements above 1,000 in population should consider adopting specific zoning for each land use (i.e. 'business' zones, 'industrial' zones, 'residential' zones etc). The current population of the urban area of Euchareena is estimated at 49 persons (2006 Census) and the projected 2036 population is 59 which is significantly less than 1,000 people so there is no immediate need to identify specific land use areas in the new LEP.

Therefore, Council is recommending that a future zone similar to the existing 'Village Zone' is retained in the next LEP for Euchareena. The Village Zone will allow applications for a wide range of land uses that are permissible with consent (similar to the existing Village Zone) and provides the greatest flexibility for growth of future land uses.

6.20.3. Proposed Land Use Arrangement

This Strategy indicates that there is sufficient land within the existing Village Zone to meet the growth / demands for at least the next 10 years (and much more) so there is no need to expand the urban area substantially for the next LEP. Therefore, only minor changes are proposed to the existing zoning in and around Euchareena as follows (*Figure 8*):

- **Village Zone:** The existing Village Zone (yellow) will be extended to include the Euchareena Public School to the north as this is a key community facility; and
- **Public Recreation:** The open space area (green shaded area) to the north of the village and adjacent to the school will be zoned for Public Recreation.

The remainder of the Village Zone will remain the same as existing under Wellington LEP1995.

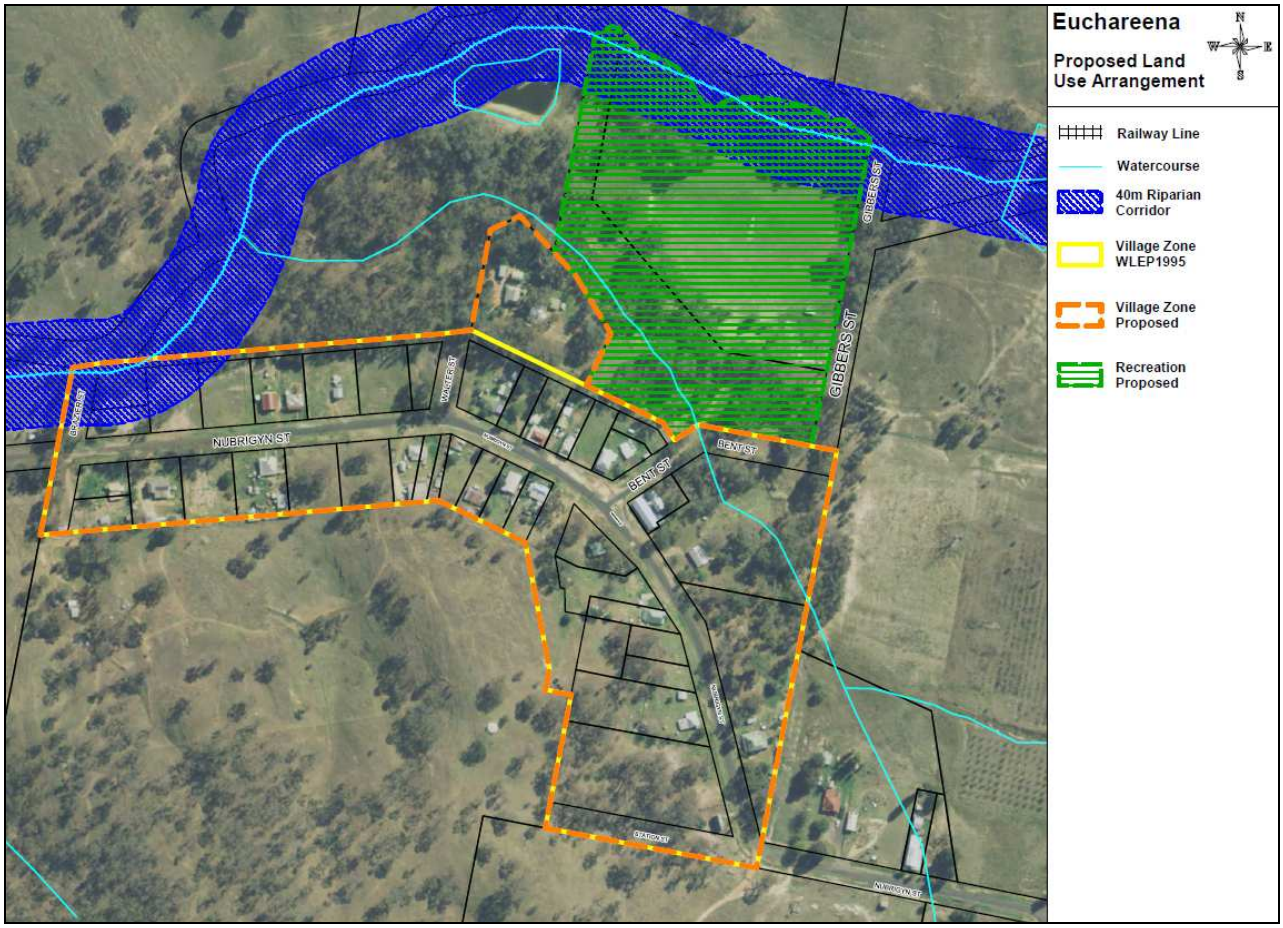

Figure 8: Proposed land use arrangement for Village of Euchareena (Source: Council GIS 2011).

6.20.4. Future Investigation Areas for Growth

Whilst this Strategy believes that the proposed land use arrangements will provide sufficient land for at least 10 years and up to 70 years there is always the possibility that significant changes in economic growth (such as the opening of a new mine or industry) in close proximity to Euchareena could substantially change its growth rate and the demand for land.

If the projections in this Strategy are exceeded in the next 10 years then *Figure 9* shows some indicative areas that could be investigated for future growth and development. These areas would only be suitable for rezoning for urban uses if the existing supply of vacant land was reduced by at least 60%, there was proven demand for new land supply, and a local environmental study for each area demonstrated that the proposed land uses could be supported with minimal environmental, social or economic impact. The future investigation areas include:

- **Potential Extension of Village Zone:** 4-5 hectares to the east of Euchareena and south of Nubrigyn Street has been identified for a potential extension of the Village Zone. This land is not bushfire prone and is setback from the Main Western Rail Line and the unnamed watercourse so it has a higher development potential and it is reasonably close to the centre of the village. This land may be suitable for 10-12 new lots of 4,000m^2 each; and
- **Potential New Large Lot Residential Area:** 7-8 hectares to the east of Euchareena and north of Nubrigyn Street has been identified for a potential new large lot residential area. The land is not bushfire prone land and is adjacent to the Main Western Rail Line and Burrendong Way. Setbacks from the rail line and road may necessitate larger lots of 1 hectare each (potentially resulting in 6-7 new lots).

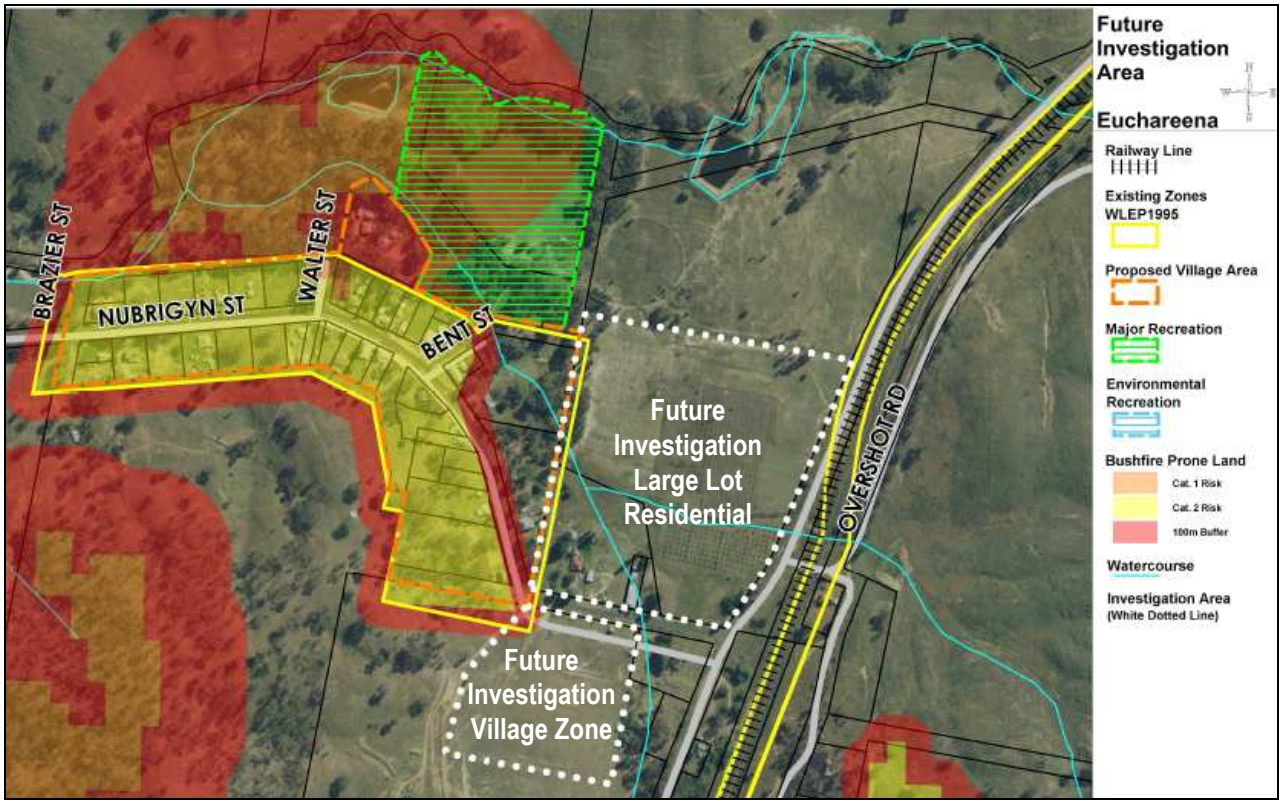

Figure 9: Future investigation areas for the growth of Euchareena (Source: Council GIS 2011).