

OPEN SPACE MASTERPLAN 2018

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Executive Summary

Dubbo Regional Council (DRC) local government area is an essential area of growth in regional NSW. Dubbo is a destination for great experiences and an exceptional place to live and work.

The local government area is one of only few regional areas that is predicted to benefit from future growth in NSW. This is because of its central location and transport connections as well as the liveability of the city.

DRC is the focal point in the central west for employment, cultural and recreational opportunities.

The Open Space Masterplan 2018 sets a framework for incorporating anticipated growth into public networks.

The Masterplan is built from strategic best practice within Australia and the Globe. Best practice for open space planning as discussed in context of NSW and Local government priorities underpin the Masterplan. The resulting directions of the Masterplan as based on global best practice, Green Infrastructure principles and updates from the 2008 Dubbo Open Space strategy.

The Masterplan framework gives a set of strategic directions and actions for Council in delivery of current and future needs of the community. These are set within the overarching framework of:

- Dubbo the Destination.
- Dubbo the Green Web.
- Dubbo resilient to climate change.

Dubbo Region the Destination

Visiting Dubbo and Wellington offers a unique regional outback place to experience. The Masterplan builds a network of destinations that can be united through pedestrian, cycle and trail networks.

Dubbo and Wellington cities have key positions as the connection to interdependent villages within the LGA and across the central west. This provides a focus for internal growth as well as for tourism.

Uniting destinations with open space will build safer places and encourage diversification of use. Creating a regional recreation and open space network includes the connection to schools building liveability into the network. Actions to develop DRC regional open space destinations, safer communities and adaptable recreation.

A key achievement of the previous 2008 Open Space Strategy was providing standard design character guidance. The master plan considers the relationship and opportunities of open space assets associated with the merger between Dubbo and Wellington Councils. Some destination parks have been included with actions and opportunities.

The Masterplan provides design character guidance:

- Design principles for drainage corridors and easements and streets.
- Priority parks.
- Delivery objectives that will guide future development of open space assets within the LGA for the next 10-15 years.

Dubbo Region Green Web

The Green Web in Dubbo City and its River Spine were initiated in the 2008 plan.

This masterplan expands on the work that has commenced in planning and building open space.

The Green Web concept is derived from UK planning for London. It is a strategy that is considered best practice globally and highlights the critical importance of planning green infrastructure. Dubbo is a great place because of its wealth of open space opportunities.

The Green Web strategy unites supply of open space with local demand for recreation. It aims to determine where critical gaps are in open space and prioritise current and future needs. In the development of a cohesive and connected Green Web street trees play a critical role through the provision of shaded and aesthetically pleasing connections throughout the City.

Regional demographics and growth are overlaid with anticipated urban release

areas, open space demand and supply needs are discussed and the park streets profiles expanded.

Dubbo Region resilience to natural hazards

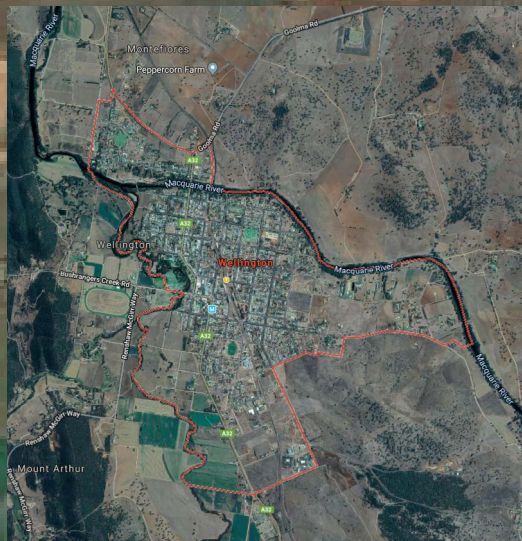
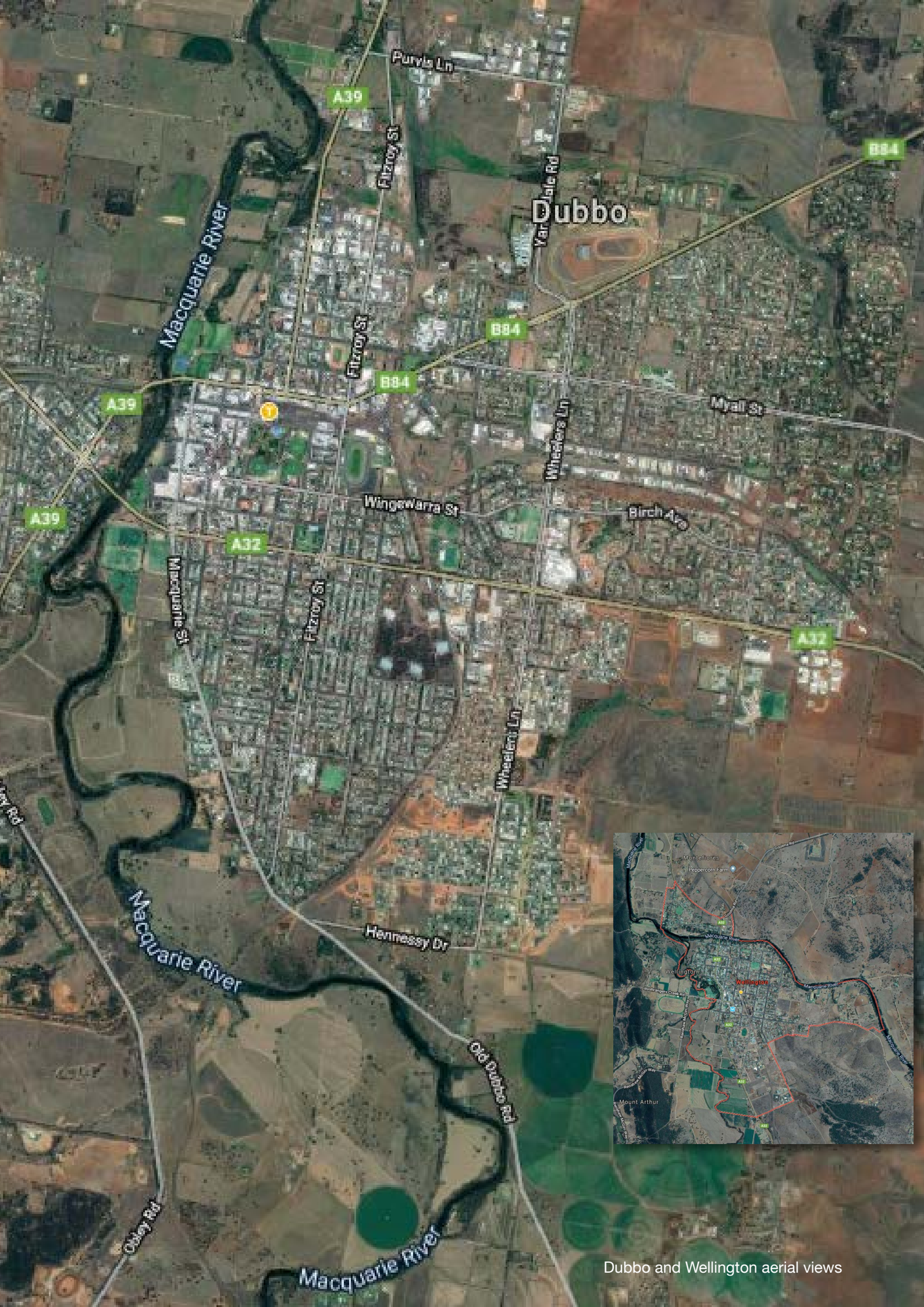
With anticipated hotter summers and unpredictable longer heatwaves being predicted the masterplan had included this strategic direction. The community will face tougher conditions and hotter weather will cause loss of animals and livestock. Predictions for continued degradation and extensive loss of local flora and fauna are expected.

Integration of environmental needs into an open space framework will set a program approach for resilience to change.

This masterplan connects critical OEH vegetation mapping. It maps buffers and connectivity within the current network.

The masterplan aims to build resilience to natural hazards, fire and flood management, achieving a healthy water environment and the protection and rehabilitation of biodiversity.





Dubbo and Wellington aerial views

The Strategic Masterplan

Introduction

The region is pivotal as a source of employment in the region. It is anticipated that Dubbo will continue to grow. The current population of the Dubbo Local Government Area is around 51,398 and the forecast is for growth to around 64,487 by 2041. The median age is 35 which is slightly younger than the NSW average of 38. DRC will face the changes associated with an ageing population over the coming years.

Future outcomes of the Dubbo Regional area look to supporting economic activities in the area. Major transport and warehousing is planned along with upgrades to the Dubbo Base Hospital. This will support the local economy providing jobs.

The region also offers unique tourism with the Zoo and associated cycling network. DRC offers a great outback location in reach of Sydney for Australian (including Indigenous) and International tourism.



Sport circuit



Table 1: NSW Context

The planning framework

The Open Space Masterplan 2018 has aligned with Council and State policies. State policy direction includes open space planning opportunities to ensure Dubbo is a healthy place to live and work:

- Direction 13: Protect and manage environmental assets.
- Direction 14: Manage and conserve water resources for the environment.
- Direction 15: Increase resilience to natural hazards and climate change.
- Direction 16: Respect and protect Aboriginal heritage assets.
- Direction 23: Build the resilience of towns and villages.
- Direction 29: Deliver healthy built environments and better urban design.

The region in context

DRC is located in the central west of NSW, see Table 1 above. DRC is strategically the focal point of the region providing cultural and recreational opportunities.

The current NSW Government Central West and Orana Regional Plan 2036 sites the critical importance of Dubbo within the Central West. Dubbo is placed to continue to grow due to its central location and addition of major infrastructure such as the Base Hospital:

The development of the Melbourne to Brisbane Inland Rail, alongside upgrades to the Newell and Golden Highways, has the potential to transform the Central West and Orana into one of the key freight and logistics destinations in Australia. In doing so, it will create more dynamic and resilient communities adapting to changing economic, social and environmental circumstances.

DPE Central West and Orana Regional Plan 2036

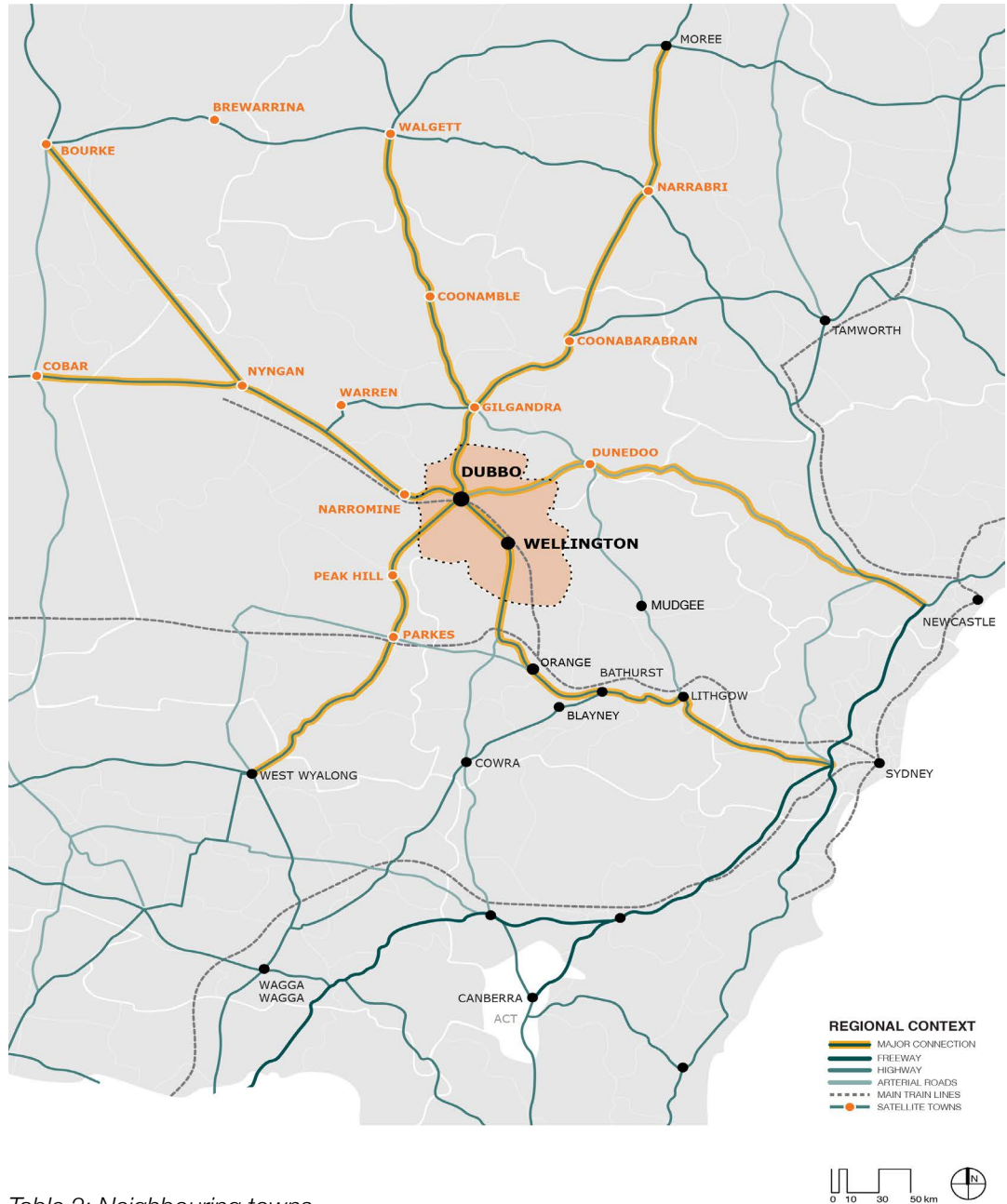


Table 2: Neighbouring towns

The Council area is strategically important to towns in neighbouring LGAs that are not forecast to have the same regional growth. Dubbo provides the economic growth centre and access to public government departments as well as goods and services for areas including Narromine, Gilgandra, Warren, Nyngan, Cobar, Bourke, Brewarrina, Coonamble and Walgett. These towns are shown at Table 2 and the central location of Dubbo highlighted by the road corridors that meet in Dubbo.

The Dubbo region consists of two urban areas, Dubbo and Wellington and the surrounding interdependent villages of Ballimore, Brocklehurst, Wongarbon, Eumungerie, Mogriguy, Elong Elong, Stuart Town, Mumbil, Geurie, Euchareena and North Yeoval. Table 3 illustrates Dubbo in context of its interdependent towns.

Dubbo supports both its interdependent villages and neighbouring towns. It is centrally located and is a hub for commercial activity in the region. LGA towns are shown at Table 3.

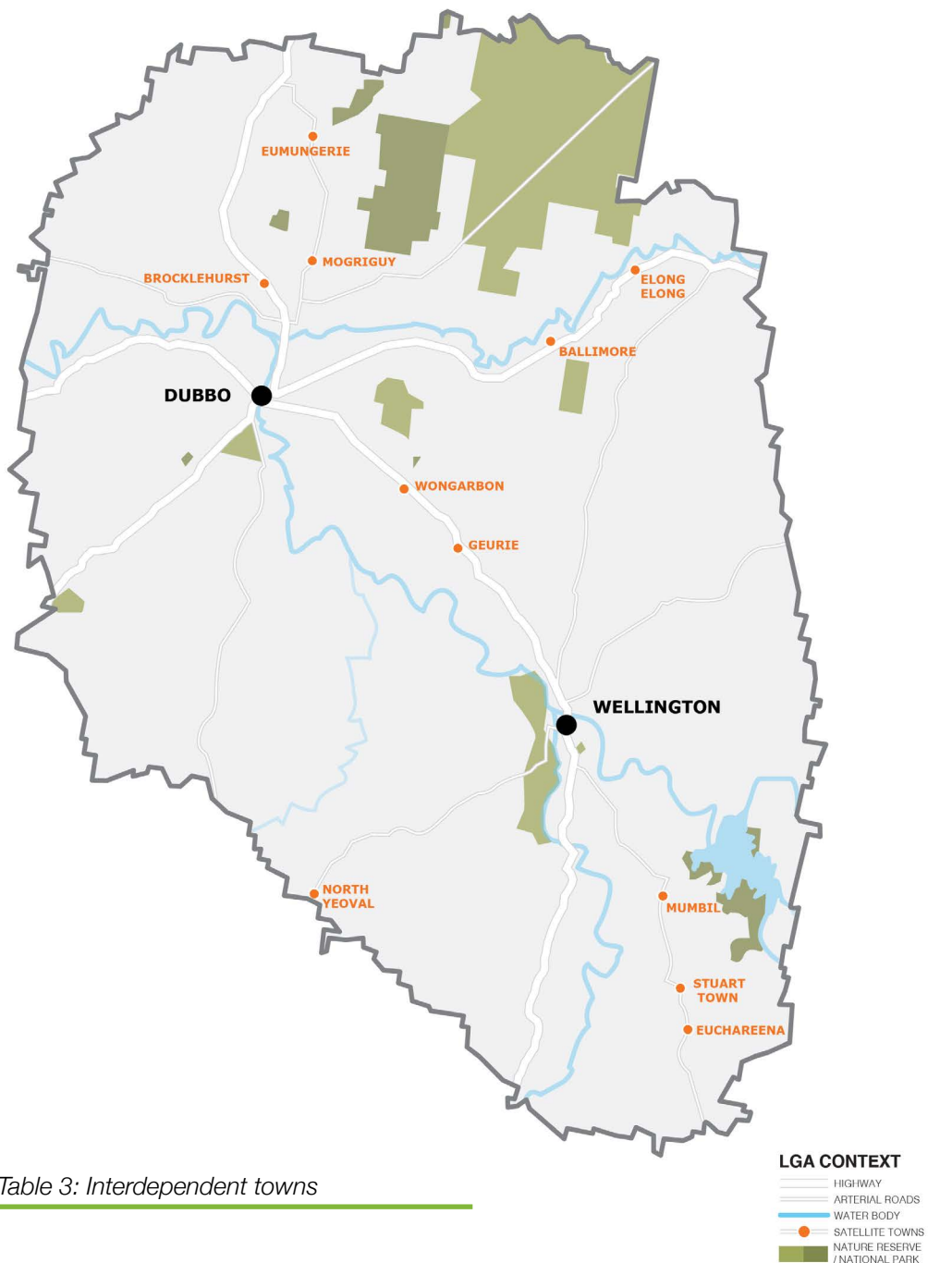


Table 3: Interdependent towns

Open Space Masterplan 2018 Purpose

The purpose of the Dubbo Regional Council Open Space Masterplan 2018 (DRCOSMP) is to refresh previous Council planning, build on its successes, incorporate a wider LGA area and to review and expand open space future planning.

Within the Dubbo Regional Council Community Strategic Plan “Dubbo 2040” lies the Dubbo Four Year Delivery Program and Operation Plan 2018 – 2021. The Dubbo Four Year Delivery Program and Operation Plan 2018 – 2021 priorities are set out in the framework at the back of this masterplan.

Current open space planning incorporates biodiversity outcomes into the green web. This open space masterplan will expand on additional gains that can be made through:

- Planning for climate change.
- Flood and natural hazard proofing.
- Destination building and active living or green infrastructure.
- Better urban design.
- Social inclusion and building the resilience of interdependent towns.

- Integrity of environment.
- Conservation of water resources.

Concepts within the Dubbo City Park and Open Space System 2008 such as the Green Web, River Spine and the City Park have been successful strategies in the LGA. The Open Space Masterplan 2018 expands these strategies.

The DRCOSM has been prepared to aid the direction of open space planning and delivery. Table 4 illustrates how state and local strategic directions guide the process of determining a best path for delivery. Priority works can be funded through either internal funding budgets, the application for funding under grants or as a result of section 94 contributions.

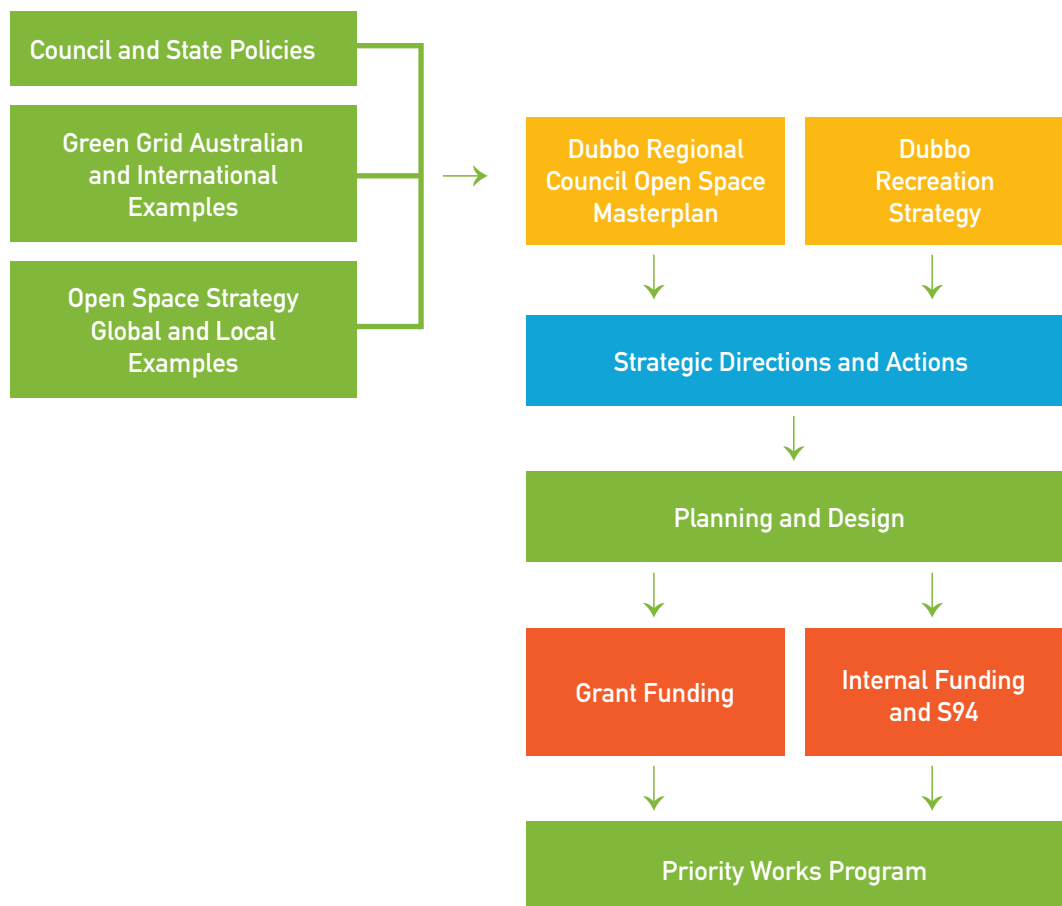


Table 4: Strategic Delivery and Open Space Planning Framework

Key Open Space Achievements

The Dubbo City Park and Open Space System 2008 (DCPOSS) has been a successfully implemented policy document.

The vision for Dubbo incorporated not only the traditional open space areas, but also the significant roadways, pedestrian thoroughfares and public domain areas of the City itself.

All areas within the City Park are linked and are part of a whole. The fragmented array of parks within the City are amalgamated into one and are linked along traditional open space corridors or with the unique 'Park Street' concept." (OSMP 2008 - Ross Planning)

Over the past 9 years Dubbo City Council has adopted the Dubbo City Park vision and have successfully implemented the canopy layer into key streetscapes within the City, most notably the work in Brisbane and Darling Streets. These are significant achievements within this period and are an investment by the City that will pay dividends for generations to come.

The application of technology in the implementation of these streetscapes, such as the adoption and adaptation of the Stockholm Tree Planting methodology, is an investment that will result in the long term viability of the tree assets within the street environment, assist in reducing the long term management costs of street trees as well as lengthening the useful life of pavements and other civil infrastructure assets.

During this period other key achievements by Council include the preparation and adoption of the Dubbo Street Tree Master Plan (2016) and the Plan of Management for Community Land (2011) and the preparation of Master Plans for Regand Park, Wiradjuri Park and Theresa Maliphant Park. These are key documents that have continued to inform the ongoing development of the City Park.

The 2008 DCPOSS analysed the existing open space provision, trends in park and open space development, future population growth, required level of open space provision to meet the demands of the future population of Dubbo.





Table 5: Open Space Acquisition 2008-2018

Table 5 illustrates the success of the 2008 DCPOSS. An expansion of open space through strategic acquisition of land along Macquarie river has been successful. This supports both the Dubbo City park and River Spine concepts.

Since 2008 the addition of 133.8 ha open space has been delivered to improve the city. The 2008 total open space was 1585.4 ha. This represents an 8% increase in open space in Dubbo city.

Status of 2008 Recommendations

Open Space Provision Objectives and recommendations in relation to the Green Web and City Park.

2008 Recommendation	2017 Status
Council retain all recreation facilities and use of recreation facilities for recreational purpose in areas where an existing and/or projected deficiency of recreation facilities has been identified (including the area of Caroline Reserve shown as Future Urban under the draft LEP).	Achieved
Council review opportunities to secure additional recreation facilities where an existing and/or future deficit has been identified.	Achieved/ongoing
Council review all land classified as Unallocated and where it is not required for future open space projects or by other sections of Council, then consider its disposal.	Ongoing
Council updates its footpaths and Cycleway Plan with the recommendations from the report and adjusts forward capital works accordingly.	Achieved/Ongoing
Ensure principles of Crime Prevention Through Environmental Design (CPTED) are applied in the planning and design of the footpath and trails network.	Ongoing
Ensure any use of natural areas for the purpose of establishing recreation facilities be subject to survey and assessment of the level of impact on ecological values.	Ongoing
Continue with plans in relation to the Regional Recreation Precinct as it will add a new dimension to the play experience in the city.	Achieved
Develop a master plan for all new district and regional parks and sport parks before any development takes place.	Achieved/Ongoing
Adopt the open space classification definitions, Desired Standards of Service and assessment approach utilised in this report.	Anually
Ensure resources are applied to consolidate update and maintain essential GIS data sets for open space analysis and planning including: pathways and trails; parks layer; and, park classification layer.	Ongoing
Use the findings of this report in the structure planning of new growth areas.	Ongoing
Audit of all open space to determine compliance with the Plan of Management for Community Land and Public Open Space concerning levels of embellishment.	Anually

The 2008 DCPOSS made further recommendations in relation to the Green Web and City Park. These were as follows:

2008 Recommendation	2017 Status
Council adopt the Dubbo Green Web concept and include it in appropriate plans.	Achieved
Develop a Green Web Management Plan that sets out how the system will be managed. This may be as an extension of the Plan of Management for Community Land and Public Open Space.	TBC
Implement the re-orientation and broaden the function of the Tourist Information Centre.	TBC
Undertake detail design of Church Street with the connection to the river from Macquarie Street and its cross-road connection, and connection to the tourist information centre sign top priority.	Achieved, subject to review.
Undertake detail design of Wingewarra Street.	Achieved
Undertake detail design of various Park Street Profiles. Assign Park Street Styles to major streets of Dubbo.	Achieved
Undertake detail design of City Entry Statements.	TBC
Undertake detail design of City Park entry statements.	TBC
Prepare a landscape master plan for at least one Park Way and implement as a basis for others within the city.	Achieved and ongoing
Develop park and sports field design guidelines taking guidance from this report. Apply the manual to new and upgraded parks to achieve a consistency in style over time.	Partially completed

Gaps

As a departure from the DCPOSS 2008 strategy, this document does not aim to forecast future trends for play space. Information regarding recreation future demand is relevant and referenced as necessary.

Gaps have been identified for inclusion in the strategic directions.

1. The importance of provision of a unified open space strategy. Drawing on Wellington and Dubbo policies and planning. This includes the consideration of the open space framework as it relates to interdependent villages.
2. Incorporation of the Urban Release Areas into Dubbo City Park concept. Planning has identified areas for staged residential development and potential for S94 contributions funding. These are incorporated into the green web.
3. Expansion of use of easements and drainage corridors for recreation, environmental protection and conservation.
4. Prioritisation structure for capital works. This includes the options for both internally sourced funding and external options.

Dubbo Region the Destination

The Dubbo Region is a destination for great experiences and an exceptional place to live and work.

Visiting Dubbo and Wellington offers a unique regional outback place to experience. The masterplan builds a network of destinations that can be united through pedestrian, cycle and trail networks.

Dubbo and Wellington have key positions as the connection to interdependent villages within the LGA and across the central west. This provides a focus for internal growth as well as for tourism and supports the position of the cities, Dubbo and Wellington supporting neighbouring villages.

Uniting destinations with open space will build safer places and encourage diversification of use.

Creating a regional recreation and open space network includes the connection to schools building livability into the network.

Building a local network of destinations that can be united through pedestrian and cycle networks complements Dubbo as a regional destination. The advantage of the Western Plains is a fairly flat topography which lends itself to recreational networks of bikes, walking and trails.

Dubbo has a key position as the connection to interdependent villages. This provides a focus for internal growth as well as for tourism.

A complementary benefit of uniting destinations with open space is that it will build safer places and encourage diversification of use. The connection to schools has been introduced to build lifestyle into the network.

This chapter covers:

- Dubbo and Wellington local context and interdependent villages.
- Dubbo region key destinations. These are categorised as major and minor.
- Council open space connection. This section explores opportunities including local pedestrian, cycle and hiking networks.
- Safer Communities and Child Friendly cities – building a diverse use for open space connectors.
- The missing links as a prioritisation of most needed linkages.
- The strategic actions to build upon Dubbo's upon destination networks, safer communities and adaptable open space and recreation.

Table 6 and Table 7 illustrates destinations unique to the area.

These include Taronga Western Plains Zoo, Wellington Caves, Dubbo Regional Botanic Gardens, Old Dubbo Gaol, Regional Theatre and Convention Centre, Dubbo Observatory, Elston Park Water Park, Warrior Warbirds, Terramungamine Reserve, Mugga Hill, Dundullimal Reserve, Skate Park, Victoria Park, Wahroonga Park, Butlers Falls Reserve, Wongarbon Nature Reserve, Coolbaggie Creek, Bril Bral Reserve, Pilchers Reserve, Mr Arthur Reserve, Sappa Bulga National Park, Beni State Conservation Park, Goonoo Forest, Royal Flying Doctor Base Visitor Education Centre, Dubbo Heritage Walk, Terramungamine Rock Grooves, Cameron Park, Lake Burrendong and Mookerawa Waters.

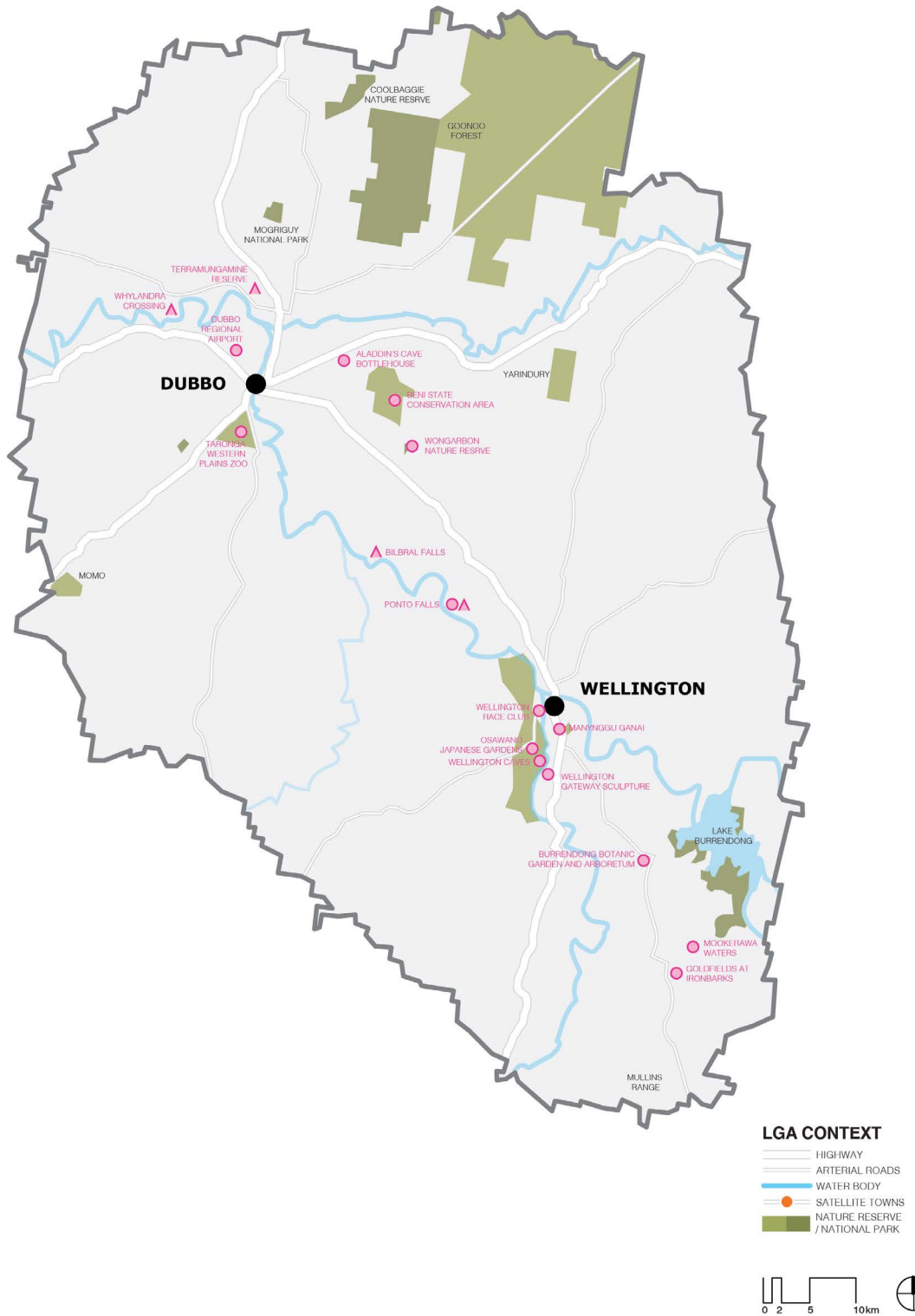


Table 6: Dubbo Region Destinations and Major Parks



Table 7: Dubbo Destination Links

Dubbo Key Destinations & Parks

The development of Dubbo's 'Park Streets' since 2008 has resulted in a program of providing urban streets that are a vast improvement, creating an environment that is more liveable, attractive and pedestrian friendly. Often street beautification is viewed as an unnecessary expense. But as regional cities compete for investment, new

residents, and tourists, research suggests there can be a substantial return on design investment.

Table 7 shows Dubbo city area and the alignment of major destinations along the River Spine and City Park areas. The alignment of these destinations works well



Table 8: Wellington Destinations and Major Parks

giving the city an expanse feel of linkage to green space. Strategic park improvements and priority open space network connections enhance this as does the ease of use through cycling and pedestrian links.

As Dubbo grows it is anticipated that urban release areas will stage growth. This is a key area for future focus and it is strategically important to consider how these areas link prior to development.

The DCPOSS 2008 Dubbo City Park concept of the supports the use of both city streetscape on inner city parks as key areas for major visitation for tourists and

recreational users. A key component of this plan was the use of city streets as linear park elements. This is to create a unique offering for Dubbo.

Inclusion of Wellington

Utilising the Desired Standards of Service framework from the 2008 DCPOSS as well as census data and NSW Department of Planning population projections, Wellington open space and expanded green infrastructure concepts have been applied to the city, refer to Table 8.



Church Street



Strategic Direction 1 Destination Parks

- Highlight Dubbo Regional Destination Park Areas by continuing to deliver the open space for parks and recreation to support Dubbo Region.
- Strengthen and widen the open space network to support connections to non-Council recreation facilities including key destinations e.g. Taronga Western Plains Zoo, Wellington Caves, and riverside activities.
- Investigate broadening categories of open space to include multiple uses to avoid large areas of open space used only for specific purposes e.g. only sports fields.
- Improve linkages between tourist attractions.
- Undertake detail design of Church Street with the connection to the river from Macquarie Street and its cross-road connection, and connection to the tourist information centre.
- Prioritise capital works based on key regional parks.
- Capitalise on sports and cultural tourism.

Dubbo Region Green Web

Green infrastructure is important for delivering socially inclusive places that promote recreation opportunities.

In this section DRC regional demographics and growth are overlaid with anticipated urban release areas, open space demand and supply needs. Data for Green Infrastructure in Dubbo city is illustrated including cycling, pedestrian and street trees. This has created a dense network within Dubbo city area and based on the current access guides on open space indicates where gaps are resulting. The resulting plan for Green Infrastructure in Dubbo show that the Green Web does not link to urban release areas.

Information for Wellington is reduced, however improvements for the Wellington Green Web are mapped.

Terms such as Green Infrastructure, Green Grid and Green Web are used interchangeably depending on the source information.

Green Infrastructure Overview

In 2008 Dubbo City Council adopted a progressive Open Space Master Plan with set a framework for the 2008 vision for open space in Dubbo is for the development of Dubbo as:

An attractive green city with a range of open space types providing places for diverse leisure experiences while connecting its residents and visitors with the Macquarie River, Taronga Western Plains Zoo and other tourist attractions, parks, community facilities and points of interest.

Continuing to improve the quality of Dubbo's open space and amenity is a key aspect in attracting tourism, employment and new residents to the area whilst improving the liveability of the City for its existing inhabitants.

DRC Investment to date has contributed significantly to the appeal of Dubbo as destination and as a place to live. It is important that the concept of the green web, now commonly referred to as green infrastructure in urban planning is afforded as much consideration as investment in the traditional infrastructure layers of roads, sewer, energy and water.

Green infrastructure or the Green Grid can ensure communities have a liveable environment, with clean air and water, for generations to come and is emerging as a viable way to help cities adapt to increased heat.

Green infrastructure can provide systems of corridors or greenways to enable movement through human settlements. These corridors often have multiple benefits beyond the immediate location and create places that are appealing for residents and visitors. For example, shading from strategically placed street trees can lower surrounding temperatures by up to 6°C, or up to 20°C over roads, better regulating ambient air temperatures.

Park systems, urban forests and constructed wetlands are also elements of green infrastructure and street trees are a critical piece in green infrastructural systems. Green infrastructure can provide habitat for wildlife, recreational opportunities for people, better management of storm water runoff and improved urban aesthetics.

Implementing green infrastructure initiatives can be difficult due to management issues.

Chief among these are government commitments to budget for green infrastructure delivery and management. Globally councils are often wary of public involvement, knowing that public sentiment can be influenced by perceptions of modifications to access, or changed use, or increased risk.

The urgency for providing urban green infrastructure is increasing as climate change makes our cities hotter. Research suggests the principal task for Councils is to overcome traditional practices and to accept green infrastructure as an emerging but permanent urban feature to help offset this warming trend through increased shading of the urban environment. Future climate scenarios project that the region will continue to warm during the near future (2020 – 2039) and far future (2060 – 2079) compared to recent years (1990 – 2009). The warming is projected to be on average about 0.7°C in the near future, and 2.1°C in the far future.

There is a strong argument, increasingly backed by research that argues that good urban design adds value by:

- producing higher returns on investment;
- producing local competitive advantages;
- raising prestige;
- responding to demand of local businesses;
- providing benefits to local workers (through productivity gains and the like); and,
- reducing management, maintenance, energy, and security costs.

As an example of cost benefits of implementing green infrastructure initiatives, some of the reported benefits include:

Seattle's Street Edge Alternatives Program found that 95% of storm water could be treated by green streets that cost 20% less to build than traditional ones;

A study in the UK found that appropriately-placed pedestrian zones in city centres boosted foot traffic by 20-40% and retail sales by 10-25%

Since the City of Mountain View, California widened and enhanced its main downtown street by improving sidewalks, removing parking spaces, and planting trees, the street has drawn \$150 million in private investment in residential and office units and has become a regional attraction

In terms of Australian movement in Green infrastructure, there is a growing push to recognize green infrastructure as we do grey infrastructure so it can be properly considered as an asset. This would enable local councils, state governments and federal governments to be able to look at and manage those assets as they would other capital assets, which would have a great impact in terms of how they can be maintained and operated.

Green infrastructure can be valued during business case development and hasten the removal of barriers to investment. This will accelerate the implementation of new projects and policies.

One of the biggest issues with funding is about the source of that money and whether the asset can be depreciated for replacement. Money is hard won and Councils typically have much less available and there are many times when landscape works are not able to be capitalised, it is so much easier to find money for roads, for infrastructure projects generally.

Australian and Global Green Grid Examples

The Sydney region Green Grid has been driven by the metropolitan planning to:

- Create socially inclusive places that promote social, cultural and recreational opportunities
- Deliver accessible and adaptable recreation and open space
- Build resilience to natural hazards
- Improve air quality
- Achieve a healthy water environment
- Protect, enhance and rehabilitate biodiversity.

International networks, such as 100 Resilient Cities, also provide a valuable source of information that can be incorporated into strategic planning documents and operational practices to enhance the ability of Dubbo to withstand the pressures of a changing climate.

The Open Space Masterplan 2018 aligns with State government direction. The Green Grid concept was first used in East London with the vision to:

Create a network of interlinked, multipurpose open spaces with good connections to the areas where people live and work...This will be a richly varied landscape that will include diverse uses to appeal to all.

Connecting Dubbo

DRC has a progressed strategy for recreation networks. The strategy focused on city parks and the Macquarie River.

Since the 1960s successive Dubbo councils have enacted a land acquisition policy to extend council's ownership along the Macquarie River's corridor. Resulting from

this policy, Dubbo Regional Council now effectively owns or manages nearly 85% of the Macquarie River urban floodplain corridor. The continuance of this policy is recommended to enable the extension of land ownership on the eastern side of the river to the north, linking the Police Paddock to Devil's Elbow, and south linking Regand Park through the John Gilbert Water Plant through to the pedestrian bridge below the Miriam Pump Station in South Dubbo. On the western side of the river, an opportunity exists to enhance the pedestrian linkage from Wiradjuri Park through to the future north western land release.

This approach of land acquisition along flood prone river frontage in Wellington along both the Macquarie and Bell rivers, for the purpose of linking and extending public open space, is also recommended.

This section explores opportunities including local pedestrian, cycle and hiking networks. The aim is to expand and enhance the city core. Additionally gaps in the network assist in prioritising capital works for the best outcomes for Dubbo Regional Council.

Recreation trails can accommodate various types of open space user. Open space trail networks generally incorporate:

- Commuter and recreation cycling;
- On-road and off-road opportunities;
- Walking paths and inner-city pedestrian access through built environment;
- Long NSW wide networks of walking tracks;
- Horse trails and tracks; and,
- Kayaking and camping spots.

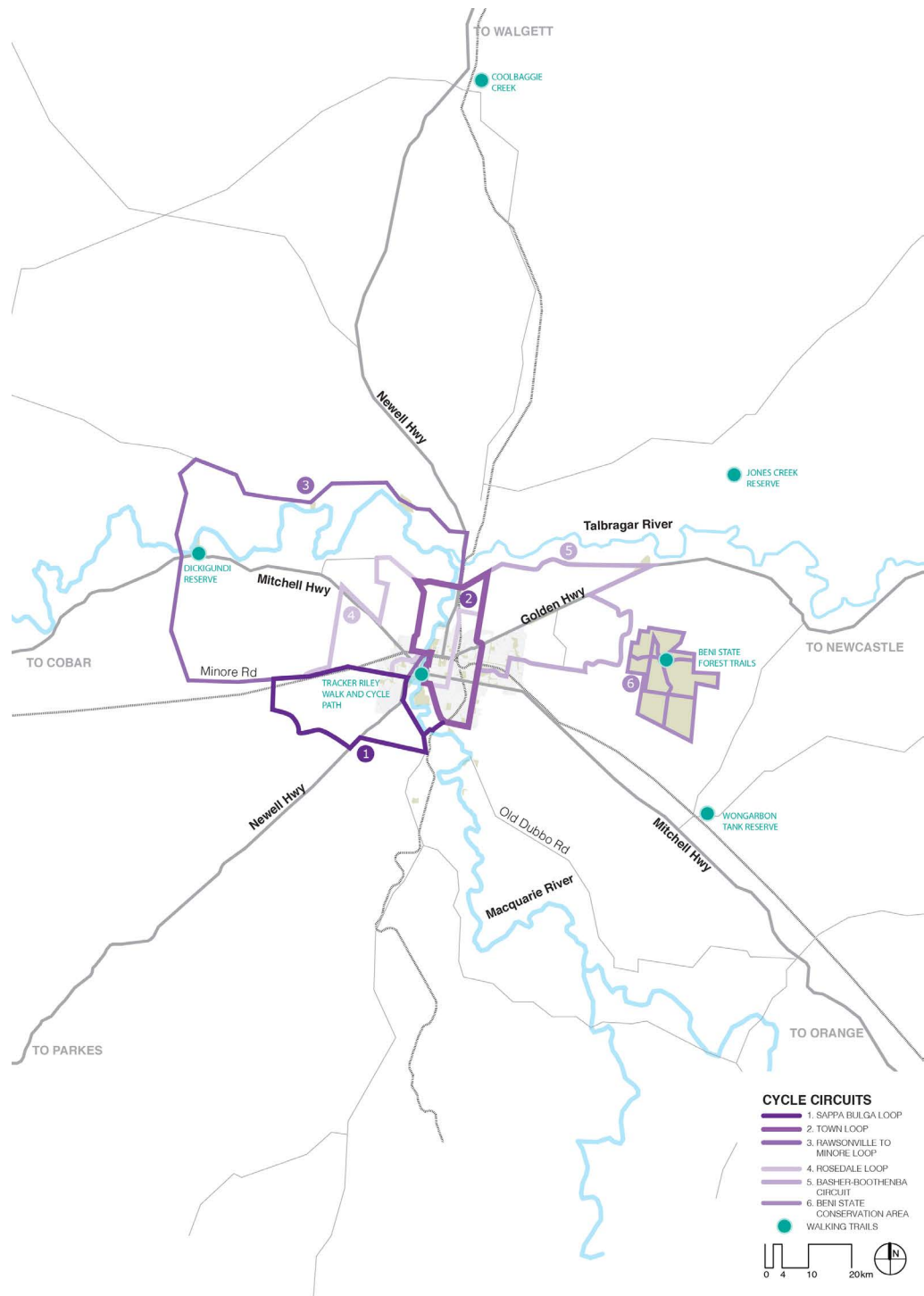


Table 9: Greater Dubbo Cycle Network

Table 9 above shows the greater Dubbo cycle network. The network extensively uses on road networks. On-road networks are limited as not all users will cycle on road.

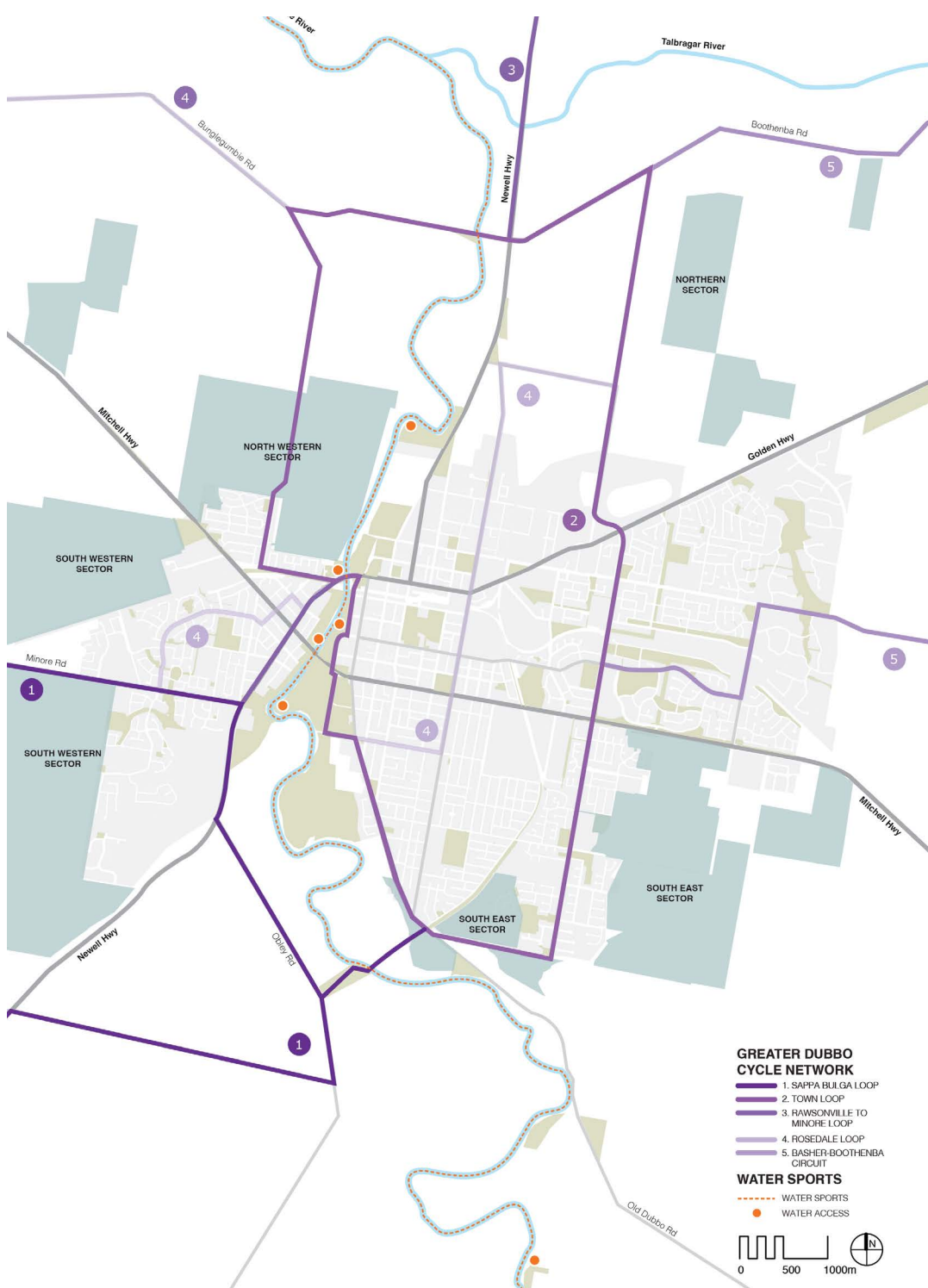


Table 10 : Dubbo Cycle and Water Network

Table 10 shows the main cycle networks within the Dubbo city, the watersports linkages along Macquarie River and access points.

Cycle routes are easily accessible due to the mostly flat topography of Dubbo and wide streets. Dubbo is an ideal destination to cycle directly feeding into long term benefits for local health and liveability.

Generally, the provision of trail infrastructure will be to a regional standard with appropriate signage and facilities where needed. Within Dubbo Regional

Council a number of trails already exist including Boom Dubbo Arts Trail, and Dubbo Heritage Trail, with a further heritage trail being developed in Stuart Town.

Burrendong Dam and the Macquarie River, that links the two major urban centres of Dubbo and Wellington, provides significant opportunities to further develop water based recreation events for the region. These opportunities can build on existing water based recreation including the WOMDOMNOM (canoe/kayak event) and a number of fishing and boating events at the Dam.



Table 11: Cycle Network Gaps

Table 11 defines missing gaps that would benefit long term use of cycle ways improving the open space experience. The gaps are indicative only and have been prioritised:

Max priority for inclusion in planning for urban release areas;

High priority to link city areas or improve on road cycling to increase user types

Moderate priority include additional links that benefit the network.

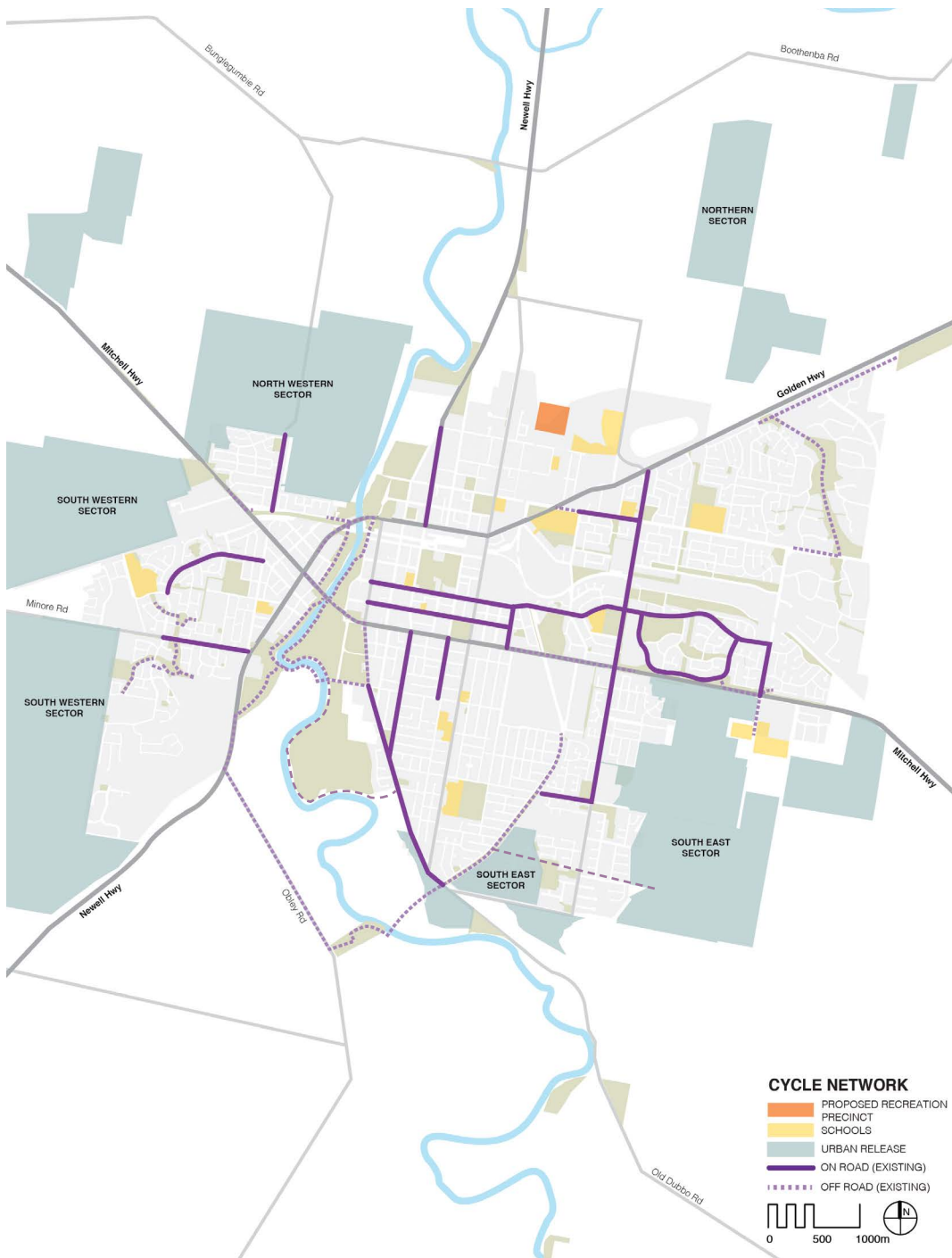


Table 12 : Education Land to Open Space Networks

Child Friendly Cities

Liveable cities are at the heart of building a green web for Dubbo. Improving networks for children and carers builds healthy habits and reduces reliance on other modes of transport. Opportunities exist to engaging children in open space beyond playgrounds to provide diversity in the experience of the environment.

Table 12 maps areas of education and the links to cycling. Off road cycling is preferable to on road cycling to improve livability in Dubbo.

The Opens Space Masterplan 2018 supports UNICEF Child Friendly Cities to encourage active participation of children in their communities. Pedestrian and cycle networks have been compared to educational lands to identify opportunities to provide healthy options for school children to incorporate exercise into the daily routine.

Another aspect of improving these connections is the linkage to Crime Prevention Through Environmental Design (CPTED). More frequent use of open space



Table 13: Pedestrian Network (Current)

for multiple needs is part of the design process and delivery of the green web. CPTED are best practice strategies to reduce vandalism and reduction of criminal activities as a result of physical space. In the provision and development of open space across the LGA good design assists in building safer more resilient communities.

Table 13 considers the pedestrians in the network. Good pedestrian circuits can enhance child friendly cities and reduction of crime in city spaces.

Disability Inclusion: Dubbo Regional Council is committed to becoming the most

“inclusive” community in New South Wales. “We want a city and local government area that is accessible and inclusive to everyone – our events, programs and developments should be planned to address the needs of every member of our community,” “People with a disability participate and make a positive contribution to our region and it is council’s responsibility to facilitate the ongoing contribution through the services we provide.” (Clr Ben Shields). The incorporation of this philosophy into the strategic planning of the Public Open Space network will make a significant and long lasting contribution to our community.

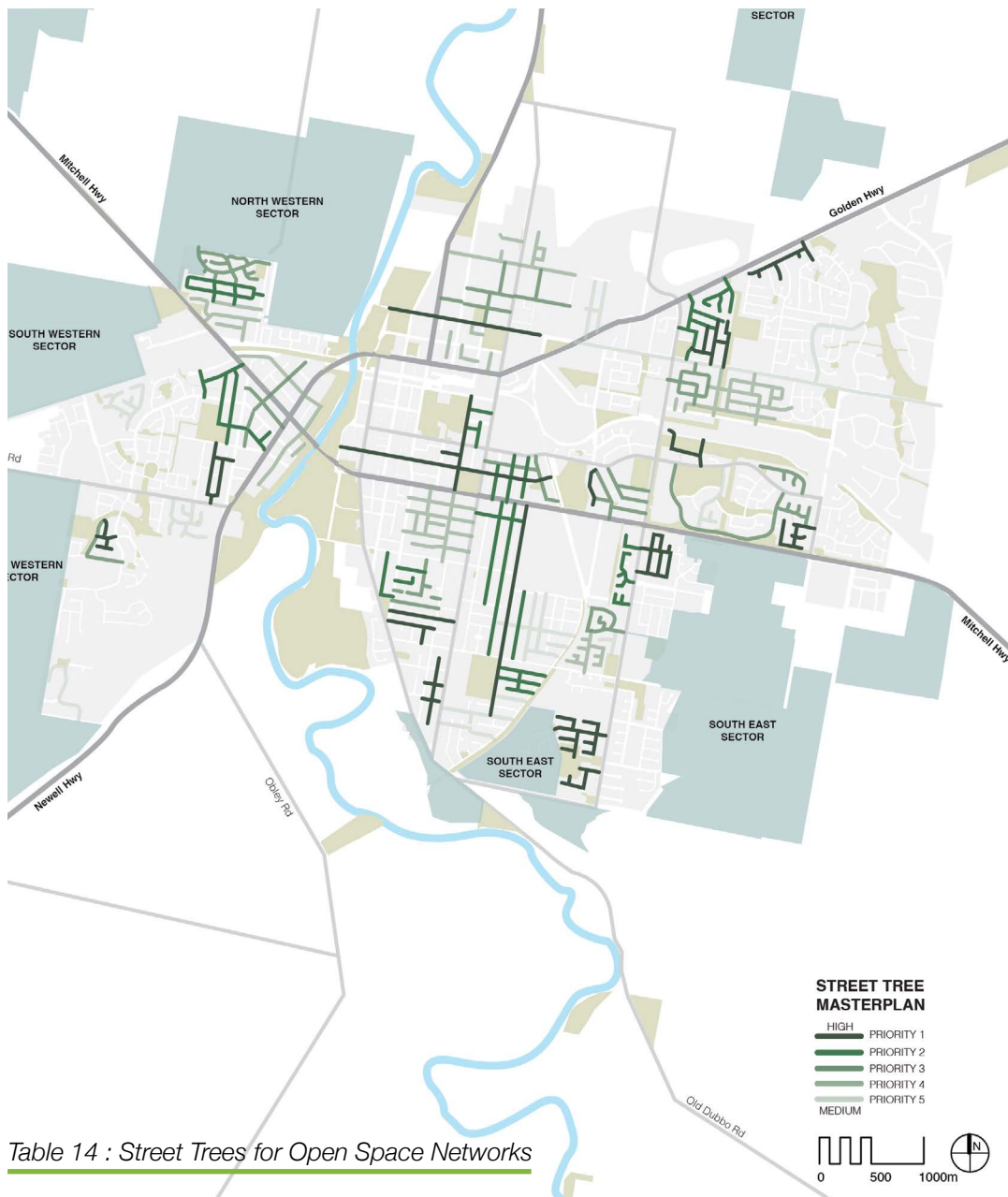


Table 14 : Street Trees for Open Space Networks

Table 14 also considers pedestrian access via street trees. Due to the hot temperatures in Dubbo shade is essential. Shaded footpaths provide a greater option for pedestrian movement along city streets. The top 5 priority levels of the street tree masterplan are illustrated.

Pedestrian networks are limited in new urban release areas under the current open space planning for these areas. Limited connections and street tree linkages have been developed to cater to increasing population growth across an expanded Dubbo footprint.

Dubbo Regional Council has had a strong and consistent focus on greening the City and its environs. A recent assessment of Dubbo City identified that between the

years of 1958 to 2017 the tree canopy of the City area (as of 2017) increased from 2% to 16.2%. During this period there were significant increases in tree canopy cover from street trees (0.9% to 1.9%), park trees (0.7% to 2.3%) and private trees (7.3% to 11.7%). In area this translates an increase in canopy cover from 71 hectares to 575 hectares, with the largest increase in canopied area occurring between 2003 and 2017 (238 hectares). This increase has occurred is partially attributed to programs that Dubbo Regional (City) Council has initiated (such as the 10,000 tree planting program that ran between 1995 and 2004), and support to other programs (such as National Tree Planting Days) and Landcare groups.

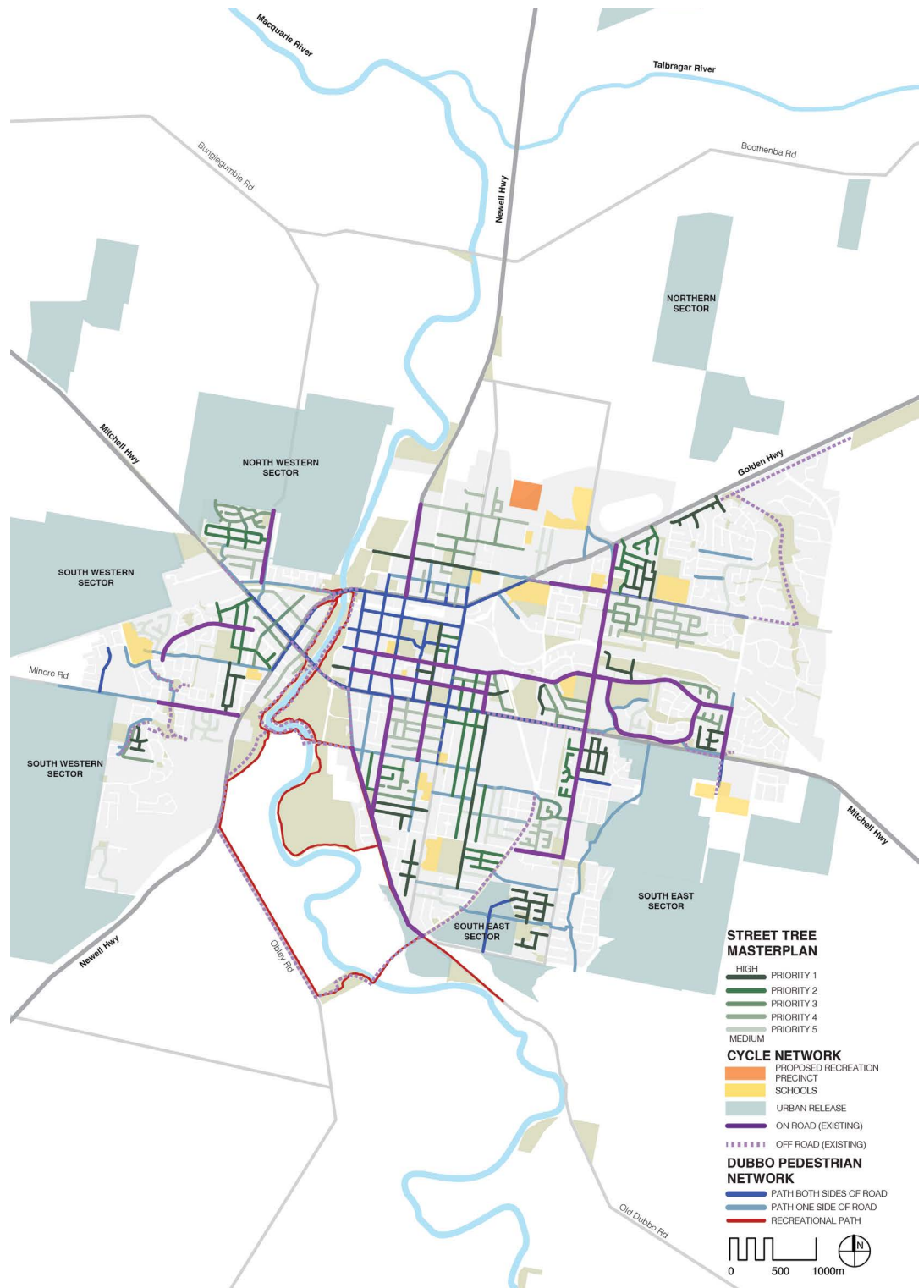


Table 15: Recreation Trail Network

Table 15 illustrates the full network of pedestrian, cycleways and street trees. The network illustrates density based on the river spine and park city concepts within the core of Dubbo.

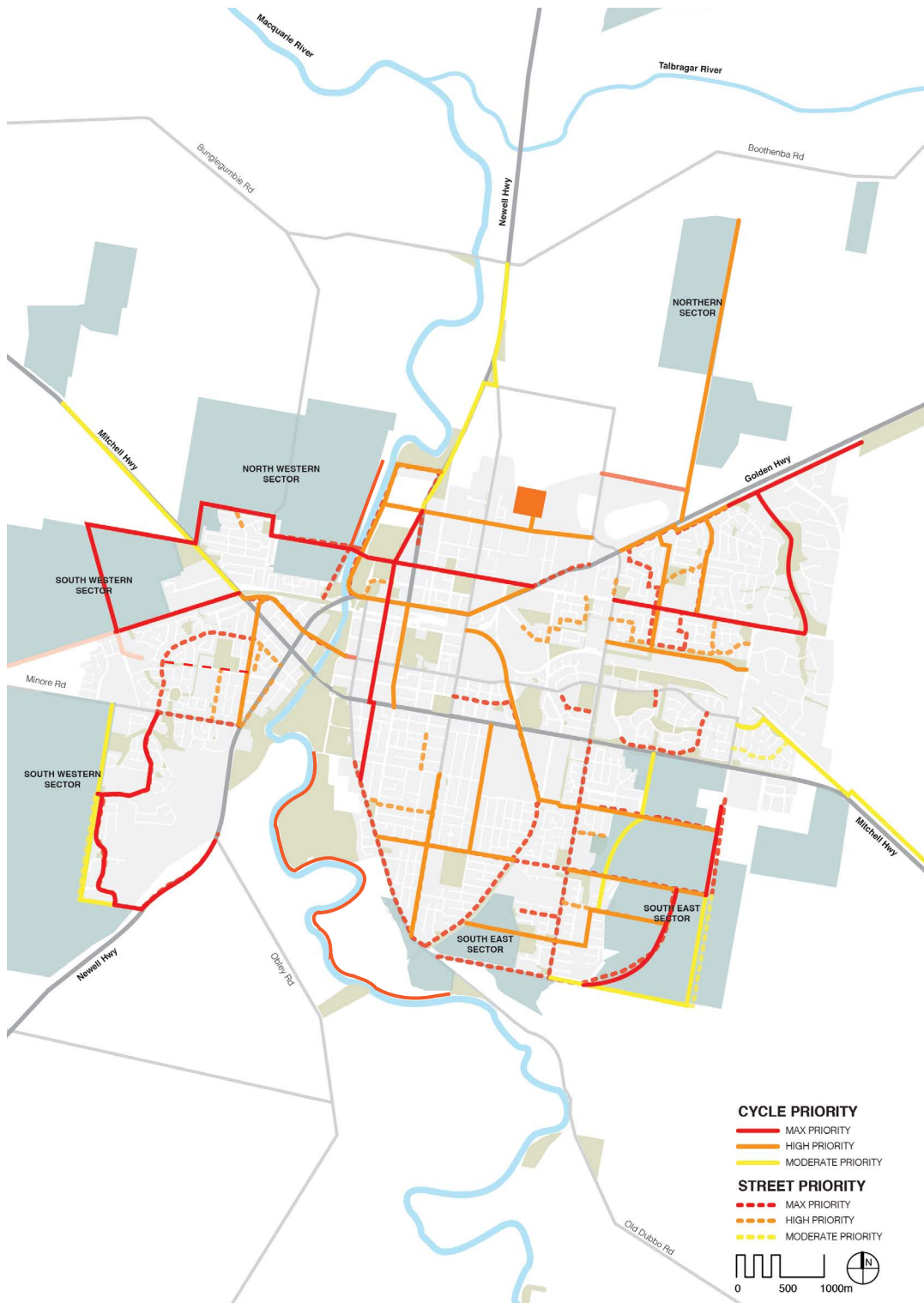


Table 16 : Recreation Trail Network Gaps

Table 16 provides opportunities to expand the full network of pedestrian, cycleways and street trees into the new release areas and to the full extent of the future Dubbo city.

The greatest priority for delivery of the future network is focused on the linkages to the city incorporating educational facilities.



Table 17: Wellington Recreation Trail Network

Table 17 shows a similar network for Wellington. Data available for Wellington is reduced. However there are opportunities to expand the full network of pedestrian, cycleways and street trees as an overlay in Wellington and to map core destinations with green infrastructure.

The greatest priority for delivery of the future network is focused on the linkages and loop trails.





The Green Web Network

Tables 9 through 16 illustrates the extent of the green web network and gaps across Dubbo and Wellington open space.

The gaps identified are priority linkages for an expanded green web. The aim is to aid Council decision making on best use of available capital works budgets to maximise green infrastructure and get the best of a strong open space network

Key to the delivery of an expanded green web is future investment by DRC to:

- Design network loops to incorporate schools and education facilities.
- Emphasise connectivity through a strengthening of the 'Park Streets' concept to create an active transport network that is a comprehensive network of pedestrian/ cycle connections between residential areas, town centres and recreation facilities
- Review unallocated or surplus council land useful to support destinations and open space linkages.
- Council updates its footpaths and Cycleway Plan with the recommendations from the report and adjusts forward capital works accordingly.
- Prioritise missing links and future urban release. An explanation of how drainage corridors can assist in multi-use open space follows.
- Design all user friendly open space networks.
- Deliver accessible and adaptable recreation and open space.
- Ensure principles of Crime Prevention Through Environmental Design (CPTED) are applied in the planning and design of the footpath and trails networks.

- Recreation trails within DRC could feasibly be expanded to support horse riding and canoeing connections. Travelling Stock Routes could be considered along sections as having potential for horse riding tourism and recreation. An explanation follows.

Drainage Corridors

Green infrastructure opportunities can include drainage corridors as multi – use open space. This is especially useful conceptually across the urban release areas.

Drainage corridors provide an opportunity to provide pedestrian and cycle links that are generally off road, as well as complement local and district open space. Integrate with the Pedestrian Access and Mobility Plan (PAMP) and Bike Plan.

Traveling Stock Routes (TSR)

Travelling stock routes provide potential networks and links that could complement the open space network at a broad level. Liaison with relevant authorities and private owners may require time to find best opportunities.

There is potential to provide open space and recreation opportunities across the local government area. Options such as horse trail experiences, dirt biking trails and mountain biking adventure tracks may bring further tourism opportunities.

Specialised opportunities for outback adventures, farm stays, glamping and eco-tourism are growing markets. TSRs have additional potential to provide important biodiversity links.



Table 18: Dubbo Open Space Supply

Assessing Supply

This section reviews supply, demand and trends in the assessment of future needs for DRC.

Across the merged Dubbo Region 133.8 ha of land has been acquired since 2008. The River Spine connection has been reinforced by the majority of land acquisition activity.

Typology	Ha (Hectares)	% of Total Open Space
Regional	130.1	14.25%
District	465.9	51.1%
Local	269.6	18.57%
General	47.3	5.2%
TOTAL	912.9	100%



Table 19: Wellington Open Space Supply

Easements, that are generally classified as General Community, have been included within the land supply assessment for their ability to link parks and networks for passive uses of open space and improvements for biodiversity.

Passive land uses for walking and cycling off road can be located along power and

other services easements. Planting types and safety considerations as well as public access can be negotiated with other government land users.

Green infrastructure can be built across existing land supply.

Demographic Change for DRC

Demographics is important in the assessment of supply as a predictor for future needs.

The demographic change expected in the Dubbo Region follows assumptions made by the ABS. Demographics in the regional area reflect an aging population.

The Population of Dubbo Region is currently around 51,050 people. This is anticipated to grow to around 56,600 by 2036. Dubbo city is considered to be growing while many other regional NSW areas are facing long term decline.

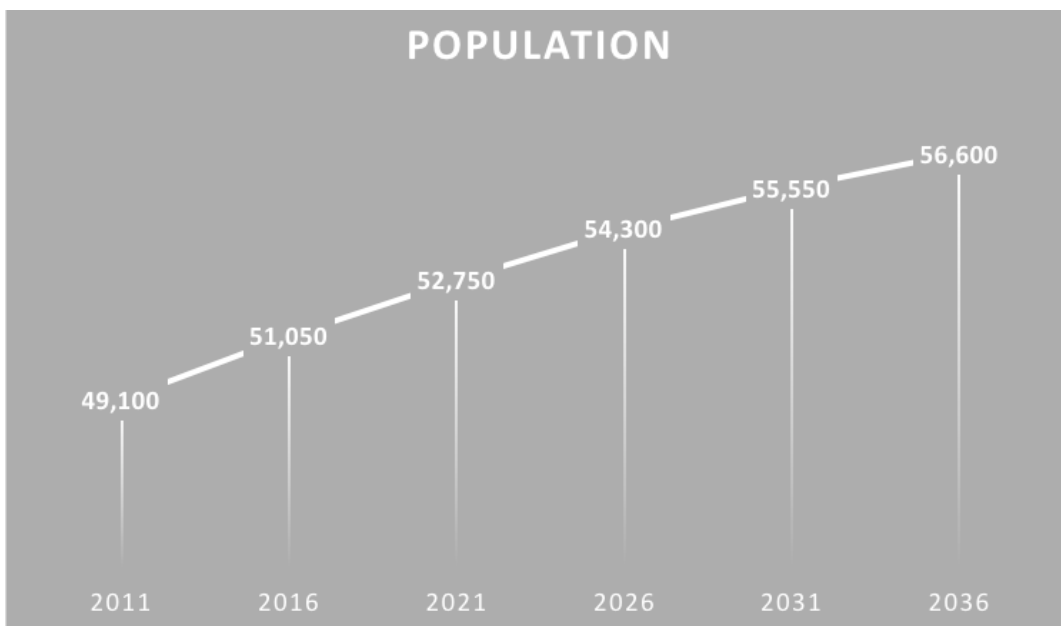
The masterplan uses current population forecasting in the revision of strategic directions and actions.

Recreation Demand is reflected by the local demography. Trends in demand for different types of recreation vary dependent on place. One aspect of designing multi-function and adaptable recreation is having understanding of the local community desires and current use. Broadly this is generally broken into both typology of open space and recreation type.

Dubbo Transport Strategy 2045 (under review)

Dubbo Transport Strategy 2036 supports planning in proximity to Macquarie River to provide a focus for tourism, recreation and the use of the flood plain as a city 'oasis'. The recommendation is to structure regional attractions together and requires the future acquisition of land from Huckel Street to South Dubbo miriam foot bridge.

The transport strategy provides for the delivery of a ring truck route around the city with warehousing facilities. This will resolve future issues of pedestrian vs truck activity in the city centre by removing heavy traffic and enhancing Dubbo as a destination.



Age (Years)	Dubbo 2008 %	Dubbo 2016 %	New South Wales %	Australia %
Median	35	36	38	38
0-4	7.3	7.3	6.2	6.3
5-9	16.4	7.4	6.4	6.4
10-14	16.4	6.4	5.9	6.0
15-19	13.7	6.3	6.0	6.1
20-24	13.7	6.4	6.5	6.7
25-29	39.6	7.2	7.0	7.1
30-34	39.6	6.8	7.2	7.3
35-39	39.6	5.9	6.7	6.7
40-44	39.6	6.2	6.7	6.8
45-49	10.2	6.3	6.6	6.8
50-54	10.2	6.2	6.5	6.5
55-59	10.2	6.4	6.3	6.2
60-64	10.2	5.4	5.6	5.6
65-69	12.8	4.7	5.1	5.1
70-74	12.8	3.7	3.9	3.8
75-79	12.8	3.1	2.9	2.8
80-84	12.8	2.0	2.1	2.0
86 +	12.8	2.1	2.2	2.1

Family composition	%	%	%	%
Couple without children	36.7	37.9	36.6	37.8
Couple with children	43.3	40.8	45.7	44.7
One parent family	18.5	19.7	16.0	15.8
Other family	1.6	1.7	1.7	1.7

Household composition	%	%	%	%
Family households	68.5	70.9	72.0	71.3
Single (or lone) person households	21.9	25.8	23.8	24.4
Group households	3.0	3.3	4.2	4.3

Section 94 Infrastructure Contribution Planning

The 10-year forecast for the S94 contributions are based on the international metrics for the “Desired Standard of Service.” The metric is used to identify the average hectare of open space required per resident and walking distance to open space. The current standard produced for Dubbo in support of S94 contributions described in Table 1 below.

The forecast analysis projects that Dubbo will need over 30ha for extra recreational space and over 16 ha extra for sporting parks space by 2026.

Forward planning of the urban release areas facilitates open space planning. The South East plan provides for rezoning across the staged development to ensure that supply is adequate and provides best outcomes for the local community. See plan at page 41.

The current S94 plans for Wellington and Dubbo have prioritised investment to:

- Wellington Parks and Wellington Caves
- Dubbo City
 - Regional Botanical Garden
 - Former Sewerage Treatment Plant Lands

- Bob Dowling Park
- John McGrath
- South West Urban Release Area Open Space (acquire and embellish)
- North West Urban Release Area Open Space (acquire and embellish)
- Margaret Crescent Easement
- Keswick Estate Activity Zones
- Market Garden Sports Fields

A review of the S94 Contribution Plan has commenced. This Plan will have a strong focus on improving the connectivity of the open space networks of Dubbo and Wellington through further land acquisitions, the extension of paths and cycleways, and streetscaping, as identified within this Open Space Masterplan.

Park Category	Desired Level of Service (Ha/1000)	Current Supply (Ha/1000)	Difference (HA/1000)
Local	1.5	1.39	-0.11
District	3.0	3.68	0.68
Regional	0.5	0.30	-0.20
Sub Total	5.0	5.37	0.37
Sporting	2.8	2.82	0.02
TOTAL	7.8	8.19	0.39

Walking Distance Open Space Assessment

Walking distances to open space are considered common factors in determining the open space deficiency of an area. A 10-minute walk to open space used as a visual guide locating suburban areas without access. See tables 20 and 21.

To be effective as a resource for DRC only Dubbo and Wellington are used for comparison. Due to regional agriculture being a predominant feature of the landscape and low numbers of people living in remote locations it is simply not practical to consider open space deficiency without analysis of the surrounding landscape.

Both Dubbo and Wellington are generally well serviced for access to open space. However the new urban release areas are lacking in open space provision.

Promoting Active Recreation and Sport

The key strategies driving recreation relate to improvement to health and wellbeing of the community. Strategic outcomes for recreation include adaptability of the open space and ability to respond to future recreation trends. It is important that available recreational open space be upgraded based on the principles for sharing, multi-use, fit for purpose, full life costing and environmental sustainable and flexible designs.iii

The Green Web strategy supports recreation in identifying critical gaps in the network.



South East Dubbo Urban Release Open Space Planning

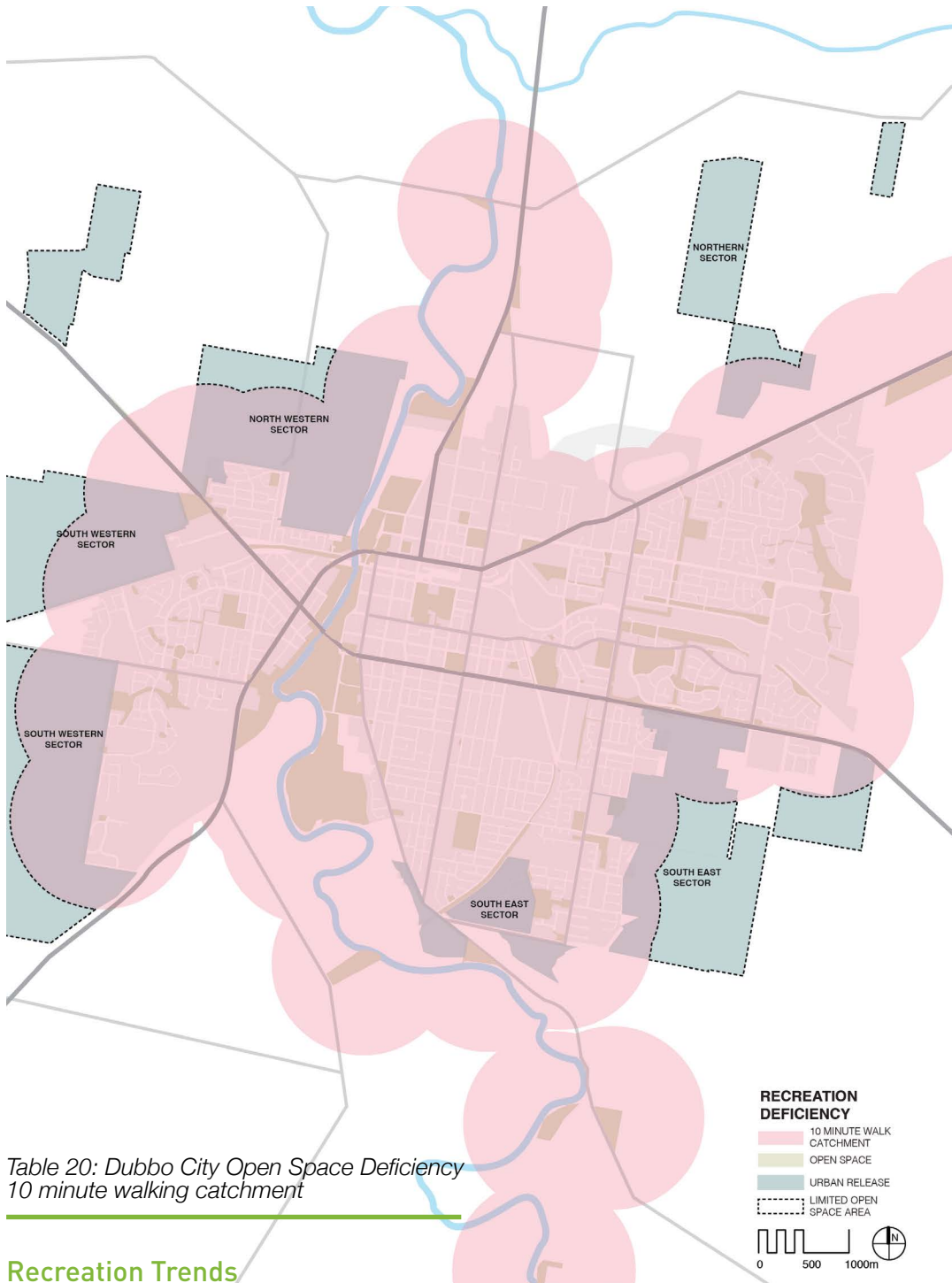


Table 20: Dubbo City Open Space Deficiency 10 minute walking catchment

Recreation Trends

Participation in sport and leisure is changing over time. Having an understanding of these trends is important to guide the development of strategies, programs and facilities that will encourage people to engage in recreation and environmental activities as well as encourage greater use of non-car transportation.

Trends in recreation demand align with demographics and differ dependent on age grouping. For instance, extreme sports are increasing in younger groups and youth. Passive recreation has increased in

demand across all age groups. Additional needs for security to allow access to parks over greater times of the day have been seen across the metropolitan Sydney region. The trend for increased lighting in parks to allow for walking across wider timeframes may be similar in DRC area. It is recommended that council consider recreation demand across its open space supply to prioritise areas and zones for different community needs.

It is recommended that analysis of supply for fit-for-purpose planning and capital works delivery is undertaken by DRC.

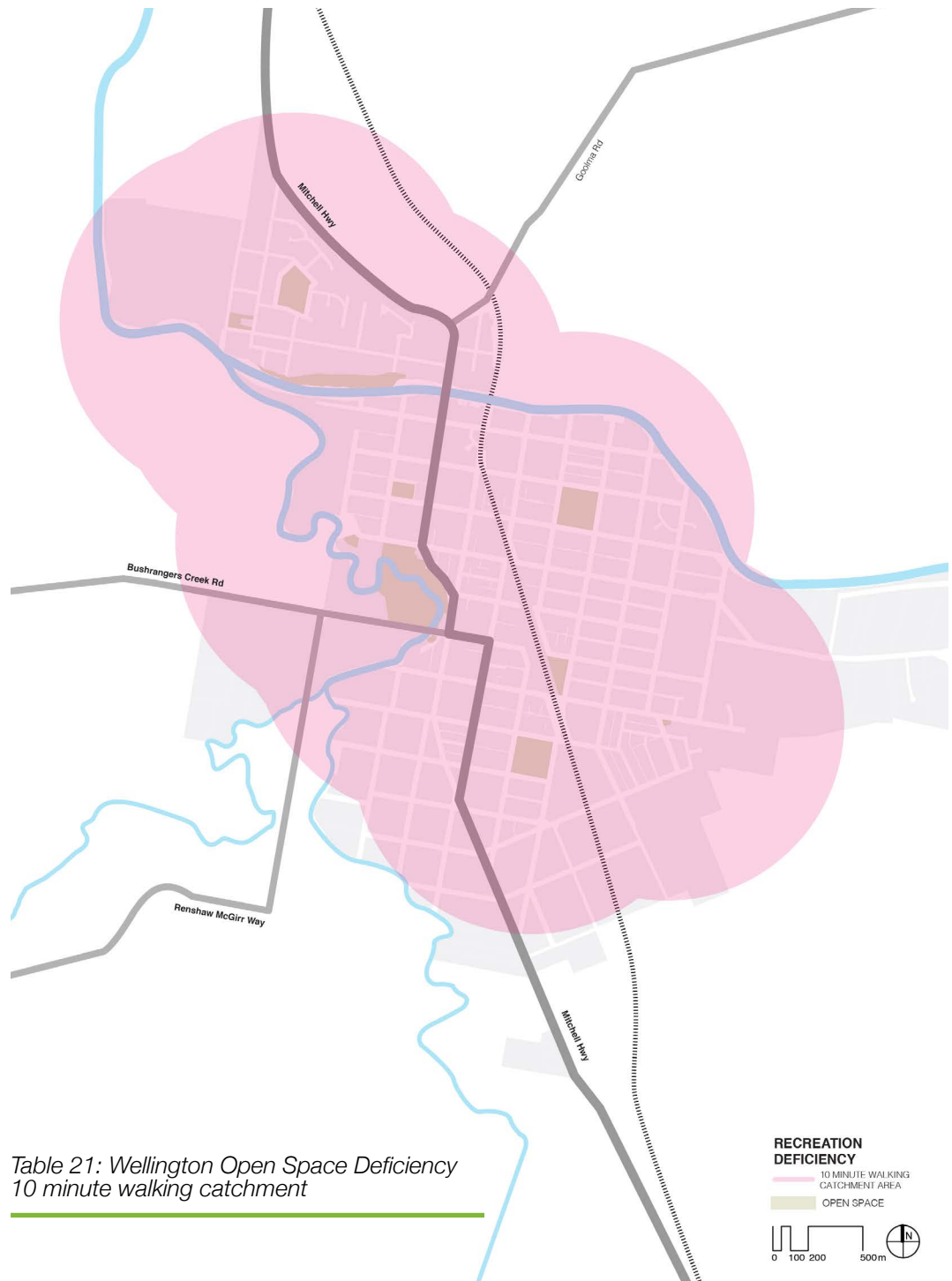


Table 21: Wellington Open Space Deficiency 10 minute walking catchment

Active and Passive Recreation

Balance between active sport and passive recreation: Participation figures show that traditional membership of sporting clubs is declining in favour of a more informal use of parks. A growth in small fitness groups, walking, running and cycle events is evidence of an interest in shorter term and alternative commitment to physical activity.

Expectations of the community to informal active spaces will continue to grow in particular as residential housing lot sizes continue to diminish. Dubbo Regional Council needs to balance this with an

ongoing commitment to large sporting events and provision of formal sport facilities.

The health risks associated with inactivity are well documented. It is well understood that open space provision and connecting residential areas with town centres and facilities and an opportunity to choose more active lifestyles is an important element of improved and sustainable community health.



Macquarie River

Strategic Direction 2

The Green Web

1. Expand the Green Web by:

- Design network loops to incorporate schools and education facilities.
- Emphasise connectivity through a strengthening of the 'Park Streets' concept to create an active transport network that is a comprehensive network of pedestrian/ cycle connections between residential areas, town centres and recreation facilities.
- Review unallocated or surplus council land useful to support destinations and open space linkages.
- Develop a master plan for all new district and regional parks and sport parks before any development take place.
- Prioritise missing links and future urban release.

2. Build Safer Communities by:

- Design all user friendly open space networks.
- Create socially inclusive places that promote, social cultural and recreational opportunities. Develop park and sports field design guidelines taking guidance from this report. Apply the manual to new upgraded parks to achieve a consistency in style over time.
- Deliver accessible and adaptable recreation and open space.
- Ensure principles of Crime Prevention Through Environmental Design (CPTED) are applied in the planning and design of the footpath and trails networks.

3. Define Future Supply and Demand Needs

- Council updates its footpaths and Cycleway Plan with the recommendations from the report and adjusts forward capital works accordingly.
- This includes the identification and purchasing of land to improve connectivity and accessibility to the existing network
- Audit of all open space to determine compliance with the Plan of Management for Community Land and Public Open Space concerning levels of embellishment.
- Review recreation demand via community consultation to determine future trend information for the area.
- Council review opportunities to secure additional recreation facilities where an existing and/or future deficiency been identified.



Dundullimal Dubbo Rural Landscape



Dubbo Region Natural Hazard Resilience

With anticipated hotter summers and unpredictable longer heatwaves being predicted this strategic direction is about the integration of environmental needs into an open space framework.

DRC biodiversity is currently under stress due to extensive clearing. Actions to incorporate the aims of building resilience to natural hazards, fire and flood management, achieving a healthy water environment and the protection and rehabilitation of biodiversity have been included in this section.

The aim is to consider environmental needs in combination with recreation and tourism outcomes.

Considering natural resilience to future change will have positive effect in minimising near and long-term impacts. It will support holistic planning of the environmental network across the region to build Wildlife Corridors.

It is key that DRC support viable patch sizes and stands of mature vegetation on linear connections. Easements for drainage, TSRs and other public land use corridors need to be addressed to support.

Actions that are common to delivering better environmental outcomes include:

- Identify critical easements to support natural resilience. Support revegetation on drainage corridors.
- Rezone for environmental protection any surplus or critical easements and surplus land as appropriate,

- Support environmental and threat abatement programs along TSRs and drainage corridors.
- Limit recreation on areas that are critically endangered.

Biodiversity: Connection and Protection

Dubbo region has some of the most highly cleared landscapes in NSW due to the suitability of Grassy Box Gum Woodlands vegetation communities being suitable for broadscale agriculture. It is not surprising that the majority of the Dubbo native landscape consists of Endangered Ecological Communities (EECs).

The Dubbo landscape is at a critical juncture in planning for future protection. The key issues for long term habitat protection include is conservation of large enough patch sizes to ensure the effective biological functioning of the natural environment and the difficulty in protecting environment on privately owned land.

In the cleared western plains landscape the corridors themselves are vital areas of habitat, largely consisting on mature remnant trees although a linear corridor is insufficient habitat for a large range of endemic woodland bird and animal species which require woodlands with a patch size of at least 20 hectares for long term sustainability.

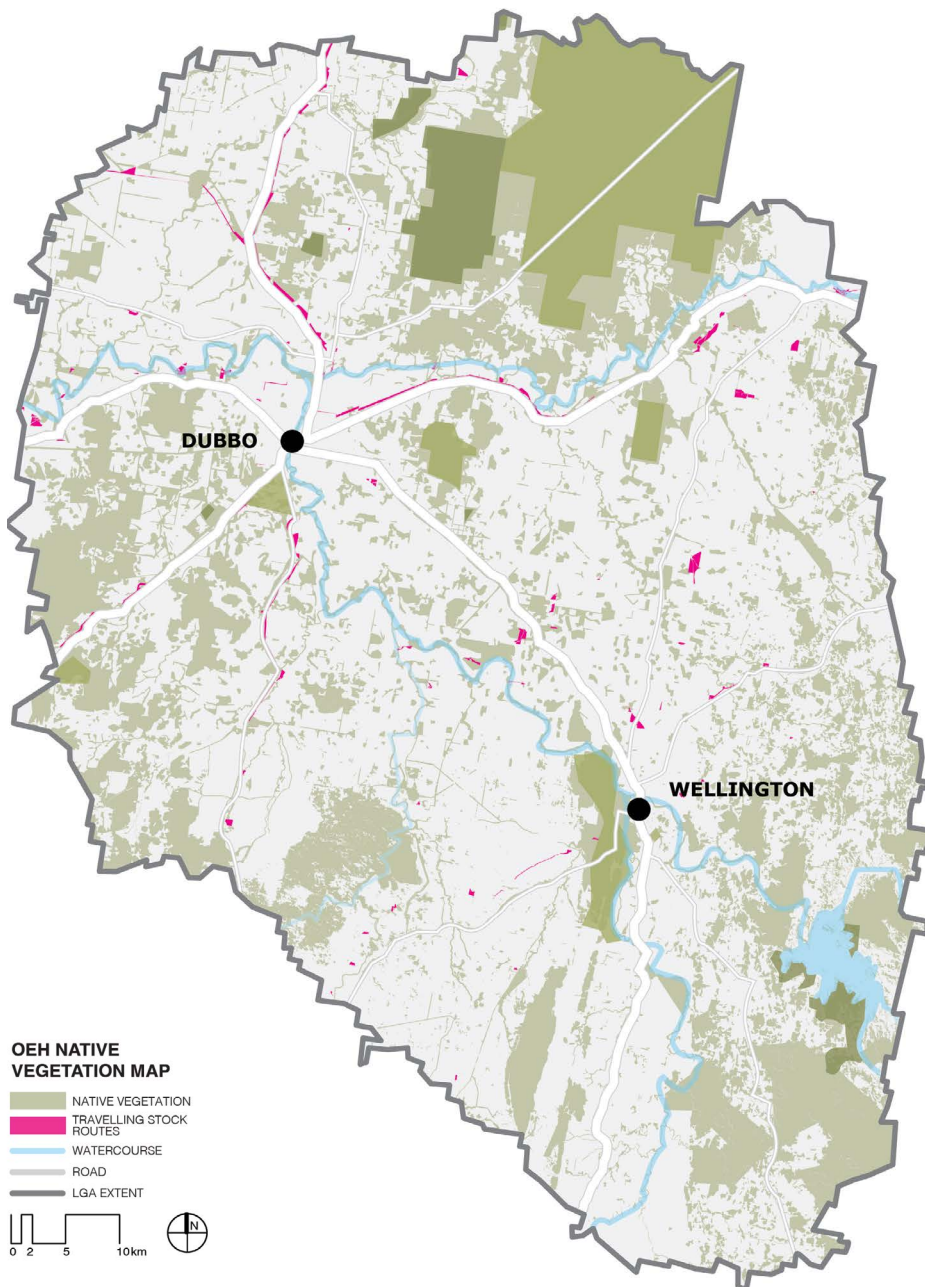


Table 22 : DRC Vegetation Communities

Dubbo city area with areas of natural vegetation. Utilising a river corridor to aid biodiversity protection would aim at an approach that uses:

1. Buffer planting on the western river bank of the Macquarie River. This alignment would not compete with other open space and public uses.
2. Strategic planting of native stands along the eastern open space corridor. Trees selected to improve and support natural resilience planted in groupings. This allows for public use and safety along recreation trails.
3. Consideration of linkages to other vegetated reserves including those under private ownership or managed by other agencies

Climate Change Across Central West NSW

The Climate Change in NSW Fact Sheet states that the climate across NSW has already been impacted by warming of 0.9 0C since 1910. The prediction is that warming will continue into the future. The near future projection (2020 – 2039) is for temperature increases by a further 0.7°C.



Table 23 : Dubbo Flood mapping

Key indicators predict:

- Water resources – impact on the effect of reduced groundwater recharge.
- Soil – increased erosion and acidity.
- Biodiversity – The most vulnerable ecosystems being in areas of greatest fragmentation with ongoing challenges to effect conservation.
- Heatwaves – By 2030 there is projected

to be up to 10 more heat waves per year and up to 33 more in the north of NSW. Heatwaves are expected to last longer.

- Floods and storms – Extremes such as riverine and flash flooding are expected to increase. See flood mapping at Table 23 & Table 24.
- Human Health – Impacts projected to increase due to heat-related

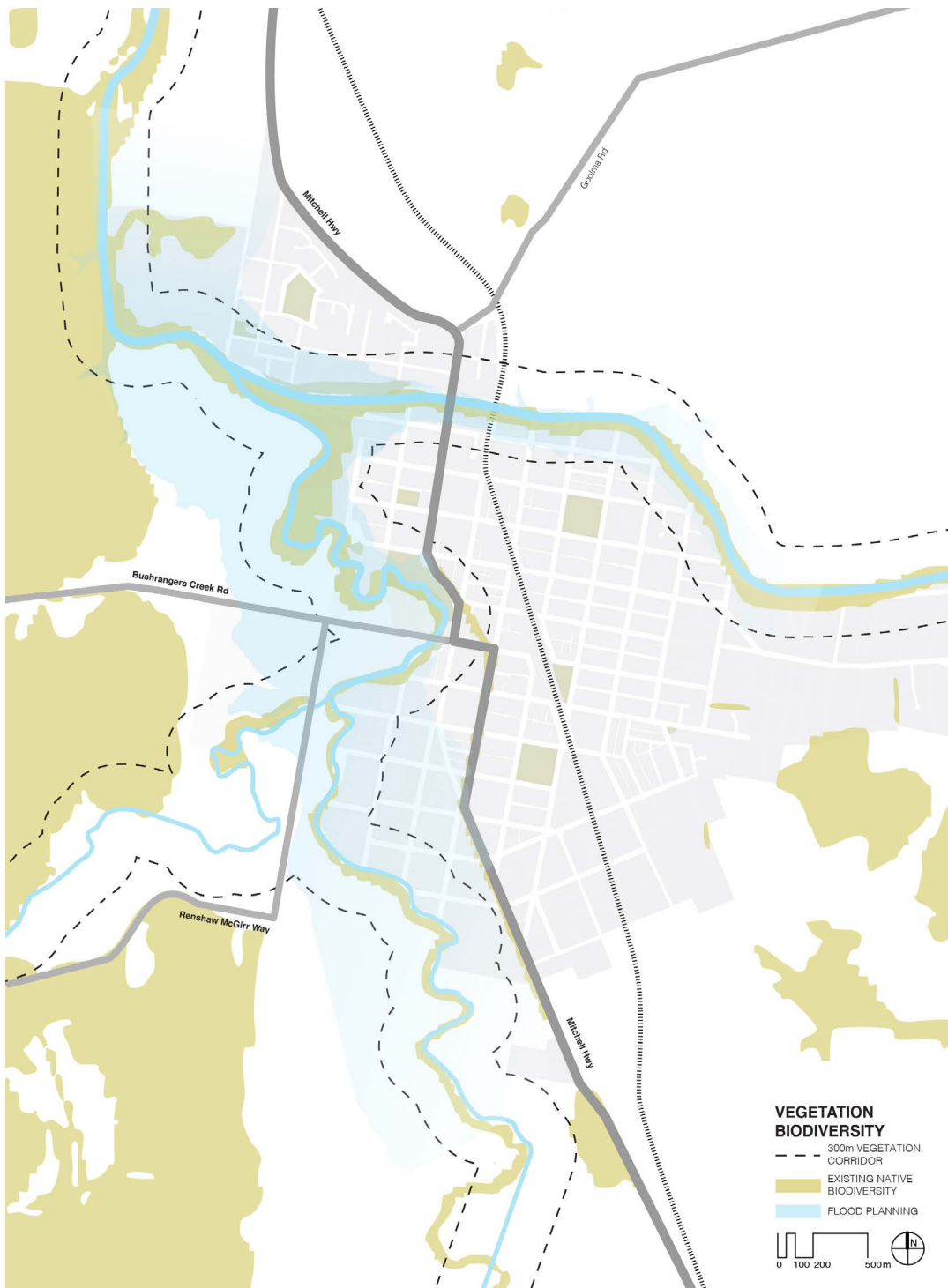


Table 24 : Wellington Flood Mapping

mortality as well as diseases spread by organisms such as mosquitoes or water and food borne diseases.

- Bushfire – Averages and severe fire weather is projected to occur mainly in spring and summer.

The implications for climate change reflect the use of hardy, drought or fire-resistant plantings and buffers. Placement of vegetated zones should not create areas of hazard during fire season during

spring and summer. Asset protection is a consideration for public land adjacent to private subdivisions.

Much of council owned land is affected by flood. The DRC Flood Prone Land Policy supports use of the river corridor as high-quality recreation and reduction of the impact of flooding on individual owners. Open Space delivery can facilitate high water flood management through placement of facilities and appropriate buffer planting.



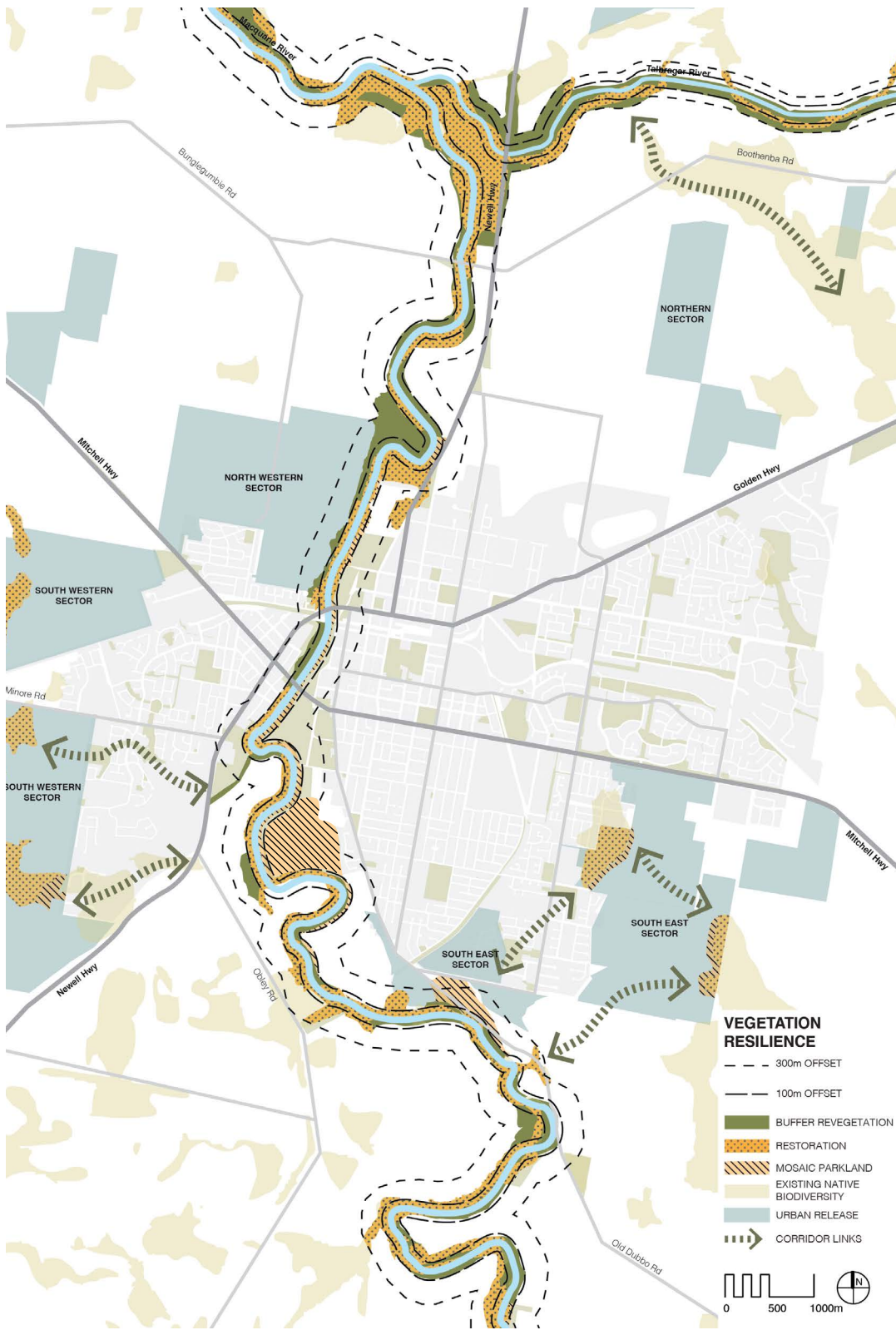


Table 25 : Building Resilience Dubbo

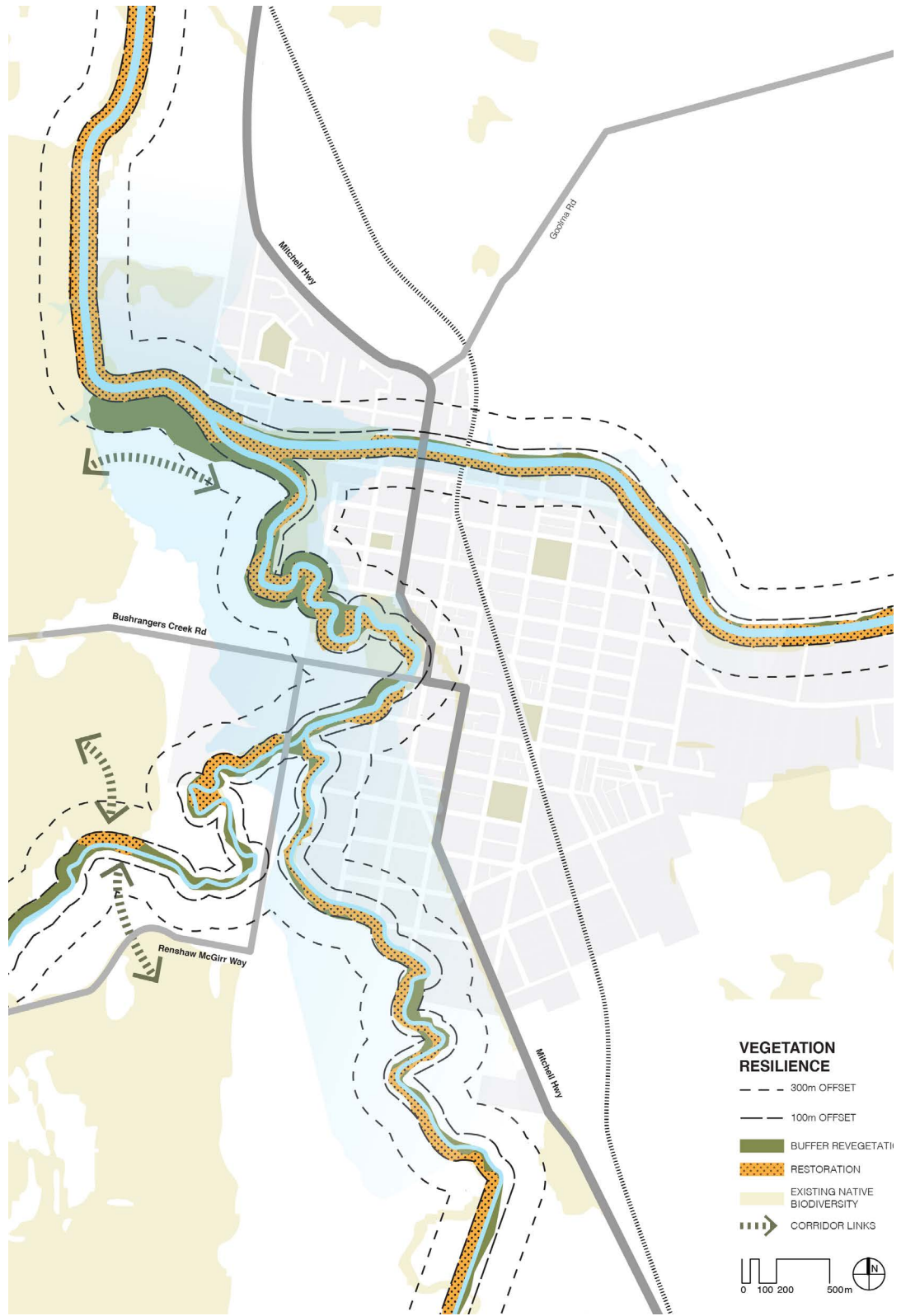


Table 26 : Building Resilience Wellington





Strategic Direction 3 Build Resilience

1. Expand open space planning to consider environmental improvements to corridors and open space by:
 - Master planning of Urban Release areas in advance of development proposals to create guidance.
 - Identify drainage corridors and detention basins with potential to complement and enhance existing open space as well as create biodiversity links.
 - Review hazard areas and plan for life and asset protection during heatwaves.
 - Consider options for fauna refuges along water ways and high elevation sites.
 - Plant drought and fire-resistant species as buffers.
 - Plan for greater shade and canopy cover to reduce heat in urban areas.
 - Design open space improvement using guidance on critical ecological protections.





Design Principles

Designing Character

Street scape elements that comprise the Park Streets make up 3 typical designs. There are two options for on road cycleways and one option for off-road.

A Typical Park Street

All park streets introduce additional amenity items to the typical design. This may include landscaping and trees, footpaths and cycleways as well as wayfinding elements for linkage to destinations.

Footpaths have positive impacts on health and are recommended for all suburban streets if they are connected to a city plan that encourages street connectivity and complementary elements of walkability.

Off Road Cycle Tracks

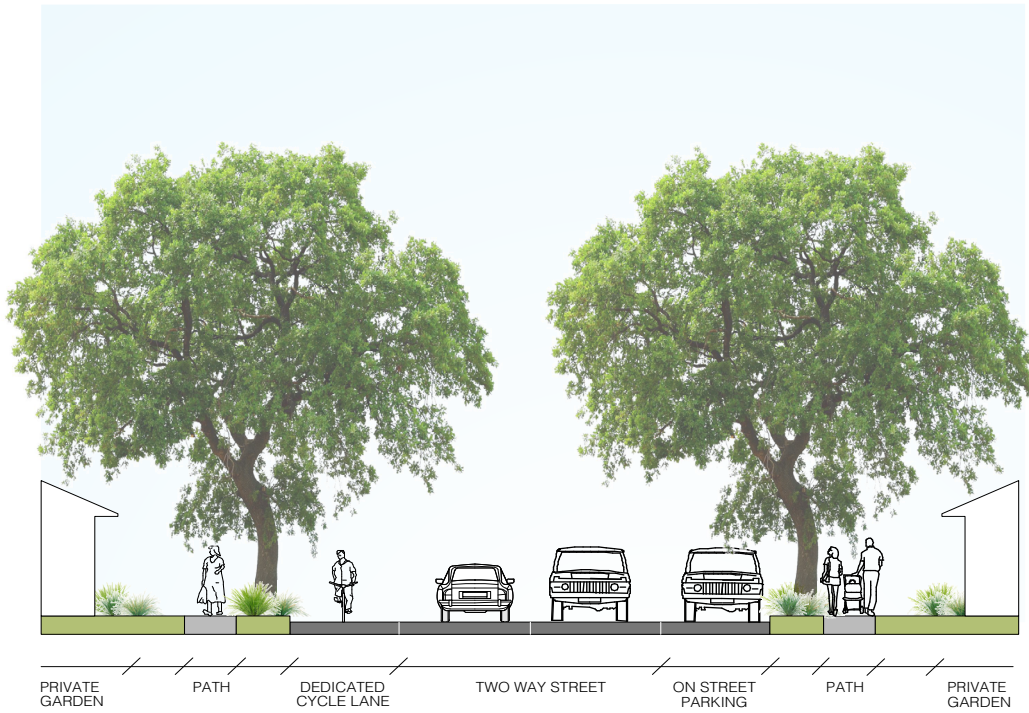
Off road options are the most desirable as a finished landscape solution. Provision can be made to include 2.5m walking and cycling networks, or foot traffic and cycles can be separated.

On-Road Cycle Tracks

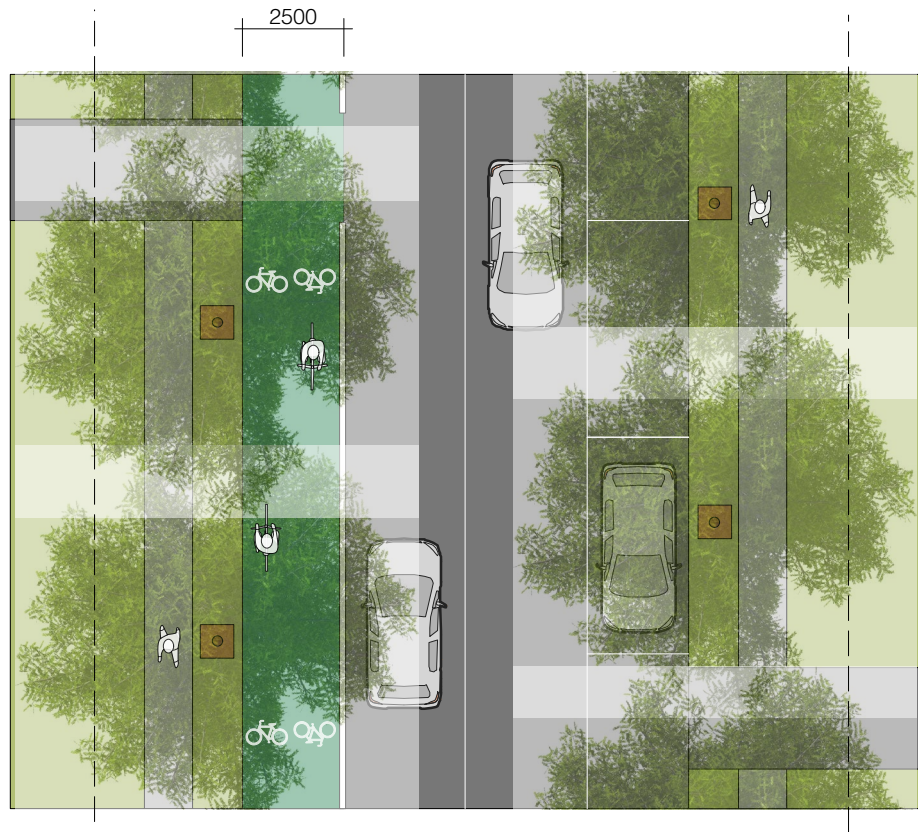
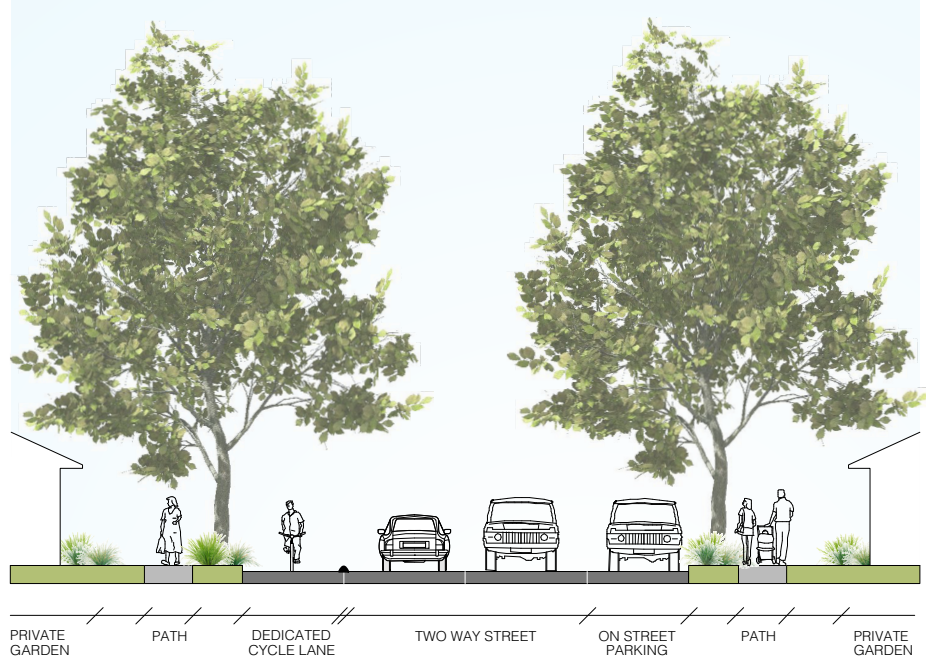
Visibility and clarity for road users is key to successful integration of on road cycle paths. Clear road marking for delineation of use may include coloured surfaces, painting and kerbs or wheel stoppers.

Drainage Corridors

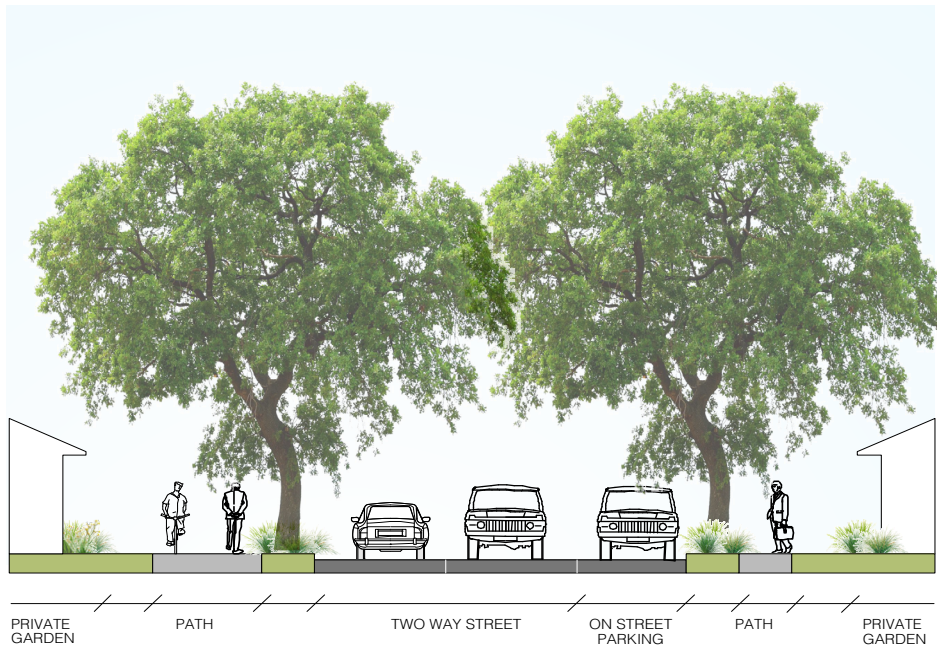
Use of drainage corridors to improve biodiversity and local environment.



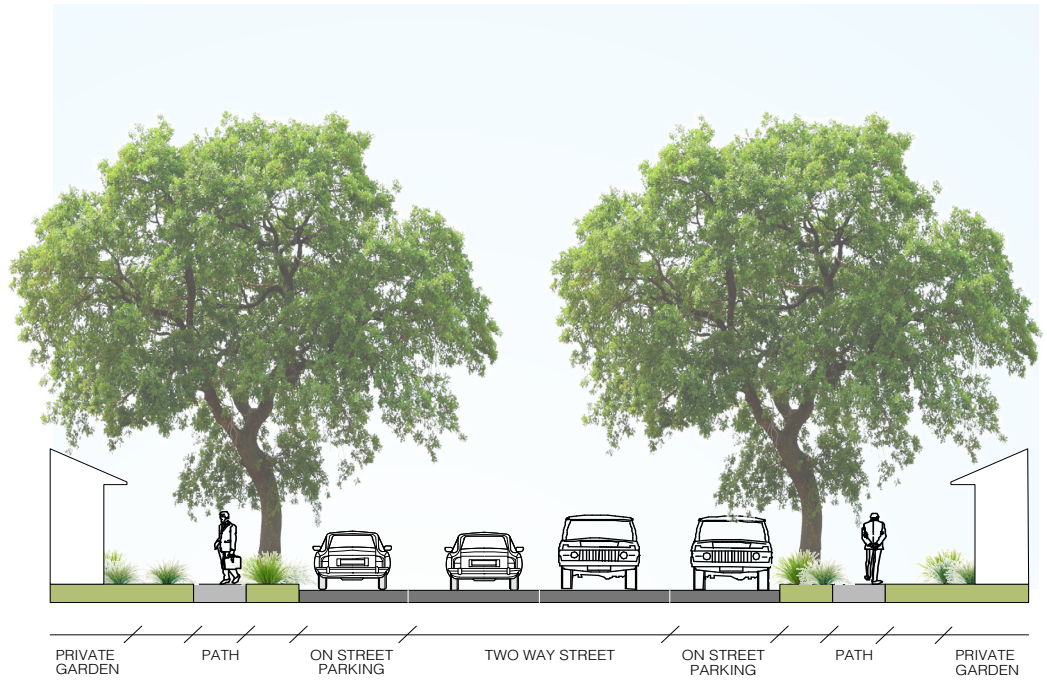
TYPE A: DEDICATED CYCLEWAY
 A DEDICATED CYCLE LANE ON ONE OR TWO SIDES
 OF CARRIAGE WAY AT ROAD LEVEL



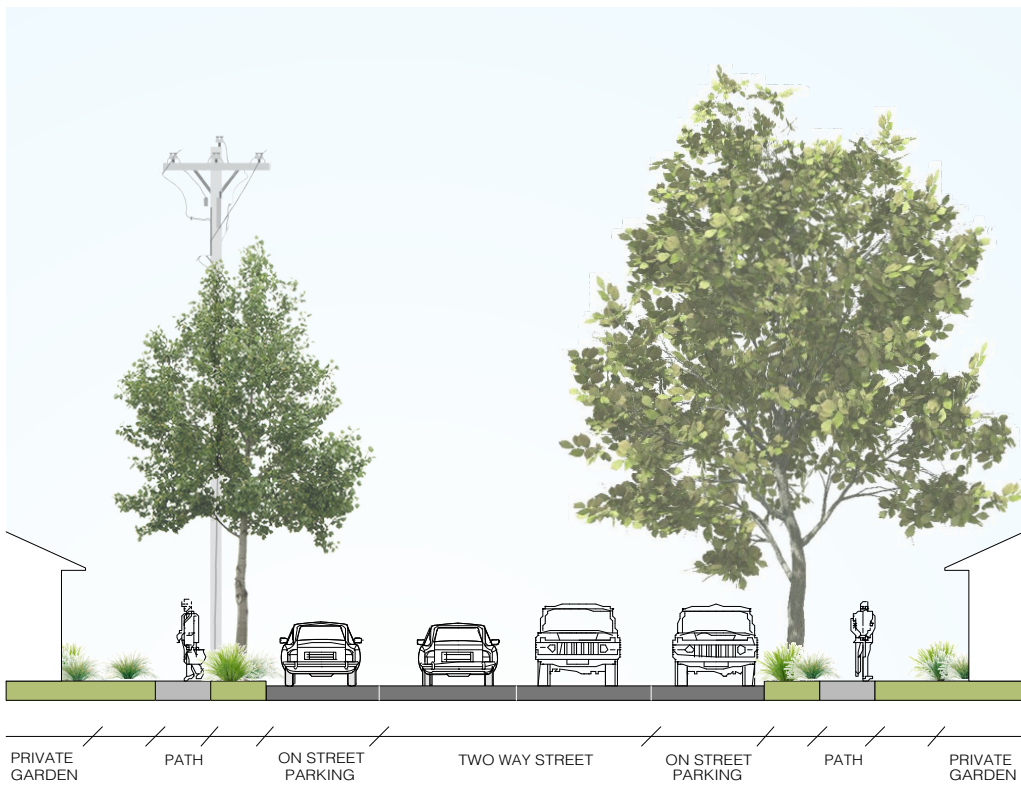
TYPE A: DEDICATED CYCLEWAY (ON ROAD) 1:250
 A DEDICATED CYCLE LANE ON ONE SIDE OF CARRIAGE WAY AT ROAD LEVEL



TYPE B: SHARED PATH
 A SHARED PATH FOR CYCLISTS AND PEDESTRAINS
 ON ONE OR TWO SIDES OF CARRIAGE WAY AT
 FOOTPATH LEVEL



TYPICAL STREET
 ON ROAD CYCLE AND PEDESTRIAN FOOTPATH
 NEIGHBOURHOOD LIGHT TRAFFIC



TYPICAL STREET 1:250
 ON ROAD CYCLE AND PEDESTRIAN FOOTPATH
 NEIGHBOURHOOD LIGHT TRAFFIC





Section view of improvements to easements



An Existing corridor



Artist view of improved drainage corridor



Destination Parks



Wellington Area Parks

Pioneer Park

Located across the Bell River from Cameron Park, a significant active sporting area with associated recreation potential. Accessed from Showground Road and currently utilised for organised sport, generally football and cricket.

Further structural assessment required for any potential pedestrian links to Cameron Park and Wellington town centre across the suspension bridge. Potential for upgrade of picnic and BBQ facilities. Some significant tree specimens adjacent to the river - Eucalyptus camaldulensis (River Gum).

Evidence of flooding over most of the park area. No current master plan for the site. Possible site for events, concerts and park runs linked with Cameron Park.

Cameron Park

Main town centre park incorporating ANZAC memorial, Visitor information centre, formal gardens, Gazebo, historical tree plantings and a playground. Currently a park wall along the Mitchell Highway creates a visual and physical barrier to the main commercial centre along the Mitchell Highway.

Wellington Pool is located adjacent to Cameron Park and pedestrian links between the two areas could be strengthened through planting and a pathway along the rear of the pool.

Cameron Park Master Plan adopted October 2017.

Kennard Park

Major sporting facility for organised sport within Wellington, generally rugby league. Currently 3 local clubs train at Kennard Park.

The oval area for organised sporting clubs requires a gate for payments by users. Park area surrounded by barbed wire and cyclone mesh discouraging general use and creating an unwelcoming atmosphere. A fenced stormwater channel cuts through the Northwest corner of the park area contributing to the fragmented and inaccessible ambience of the park.

Kennard Park Master Plan adopted.

Rygate Park

Major sporting facility for Wellington including oval and tennis courts. Dilapidated fencing around perimeter. New tennis club facility funded by Nation Building fund. Small and lacking integration with surrounding park area.

Rygate Park Master Plan adopted.

Bicentennial Park

Located within residential area in northern suburbs of Wellington. Well maintained with play facility, oval, toilet facilities. Currently used for Rugby Union. Has a simple barrier between adjacent streets with wide verge.

Master plan development required.

Framework for Delivery

Housing	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
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1.3.1.2 The open space and recreation needs of each village are included in the Open Space Plan and Recreation Strategy		1	Manager Recreation and Open Space
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Infrastructure	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
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2.5.2.1 A Local Government Area town and village entrance plan is developed to beautify the entrances to Dubbo, Wellington and villages		1	Manager Infrastructure Strategy
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2.5.2.2 Any proposals for change to town and village entry statements are publicly exhibited	1		Manager Infrastructure Strategy
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2.5.3.1 A pedestrian access mobility plan is developed for the Local Government Area	1		Manager Infrastructure Strategy
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2.5.3.2 A 10 year program of footpath renewals and upgrades is developed and implemented to Council-adopted service levels	1		Manager Infrastructure Strategy
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2.5.5.1 A 10 year cycleway network plan is developed and implemented to Council's adopted service levels	1		Manager Infrastructure Strategy
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2.5.5.4 Investigate the provision of bicycle hire and storage facilities within the commercial centres		1	Manager Infrastructure Strategy
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2.5.7.3 Review of the bicycle locker network in Dubbo is undertaken	1		Manager Infrastructure Strategy
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Economy	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
3.1.1.10 The benefits of mountain biking as a nature based tourism offer across the Local Government Area are examined	1		Manager Recreation and Open Space
Community Leadership	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
4.3.2.2 Provide relevant information and reporting in regard to accessing grant funding		1	
Liveability	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
5.1.1.3 Support to village community groups, such as progress associations to build capacity, deliver improved services and build social connection within the villages while promoting their heritage is provided		1	Manager Recreation and Open Space
5.10.4.2 Advocate to government for funding to restore degraded environments		1	Manager Recreation and Open Space
5.5.1.3 Undertake a review of access and transport requirements of young people to local and regional sporting events and pursuits		1	Manager Recreation and Open Space
5.5.2.1 The operations and activities of the Dubbo and Wellington Sports councils are supported		1	Manager Recreation and Open Space

Liveability	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
5.5.2.10 Master plans are prepared and maintained for all open space and recreation areas	1		Manager Recreation and Open Space
5.5.2.11 The open space and recreation needs of each village are determined and included in the Recreation Strategy and Village Improvement plans	1		Manager Recreation and Open Space
5.5.2.12 Collaboration with user groups of sports grounds is undertaken to ensure the operational requirements of sporting groups and users are met		1	Manager Recreation and Open Space
5.5.2.13 The indoor recreation needs of the community are assessed, including the need for further indoor facilities		1	Manager Recreation and Open Space
5.5.2.15 Development proponents of new residential development where open space and/or recreation facilities have been provided, shall enter into a maintenance agreement with Council to maintain the open space/ recreation facility for at least 10 years		1	Manager Recreation and Open Space
5.5.2.16 The feasibility of a music bowl and associated structure at Sir Roden Cutler Park is examined	1		Manager Recreation and Open Space
5.5.2.2 A Recreation Strategy for the Local Government Area is prepared and implemented	1		Manager Recreation and Open Space
5.5.2.3 A Macquarie River Corridor master plan is prepared and implemented that includes increased environmental restoration and rehabilitation, recreation and other opportunities and activities within the river corridor		1	Manager Recreation and Open Space
5.5.2.4 Use of the Macquarie River Corridor adjacent to the Dubbo Central Business District for a variety of commercial and recreational pursuits is encouraged		1	Manager Recreation and Open Space
5.5.2.5 A master plan is prepared and implemented for the Bell River corridor and the Macquarie River corridor at Wellington that includes increased environmental restoration, rehabilitation, recreation and other opportunities and activities within the river corridors	1		Manager Recreation and Open Space

Liveability	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
5.5.2.8 A Defined Asset Management Plan (DAMP) is prepared and maintained for the management of recreation and open space areas across the Local Government Area	1		Manager Recreation and Open Space
5.5.2.9 Recreation and open space areas are managed in accordance with the requirements of the Defined Asset Management Plan		1	Manager Recreation and Open Space
5.5.4.1 A recreation strategy is prepared, implemented and maintained for the Local Government Area		1	Manager Recreation and Open Space
5.5.4.10 A master plan is prepared for the land area situated between Bligh Street and the Macquarie River, within the Dubbo Central Business District	1		Manager Recreation and Open Space
5.5.4.2 A master plan is prepared and implemented for the Dubbo Aquatic Leisure Centre		1	Manager Recreation and Open Space
5.5.4.3 Redevelopment of the Wellington Aquatic Centre is undertaken	1		Manager Recreation and Open Space
5.5.4.4 A master plan is prepared and implemented for the Wellington Aquatic Centre		1	Manager Recreation and Open Space
5.5.4.5 A master plan for the Geurie Pool is prepared and implemented	1		Manager Recreation and Open Space
5.5.4.6 A review of the Victoria Park (No. 1 Oval) sporting complex is undertaken		1	Manager Recreation and Open Space
5.5.4.7 The feasibility of and location of an indoor sports centre in Dubbo is examined		1	Manager Recreation and Open Space
5.5.4.8 The Regand Park Master Plan is reviewed		1	Manager Recreation and Open Space
5.7.2.2 The Wiradjuri Park master plan is reviewed in conjunction with the development of designs for the new flood-free bridge, including funding opportunities	1		Manager Recreation and Open Space





