



AGENDA

INFRASTRUCTURE, PLANNING AND ENVIRONMENT COMMITTEE

13 JULY 2023

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

The meeting is scheduled to commence at 5.30pm.

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IPEC23/24	ACKNOWLEDGEMENT OF COUNTRY (ID23/1219)	
IPEC23/25	LEAVE OF ABSENCE (ID23/1235)	
IPEC23/26	CONFLICTS OF INTEREST (ID23/1223) In accordance with their Oath/Affirmation under the Act, and Council's Code of Conduct, Councillors must disclose the nature of any pecuniary or non-pecuniary interest which may arise during the meeting, and manage such interests accordingly.	
IPEC23/27	REPORT OF THE CLIMATE CHANGE AND RESILIENCE COMMITTEE - MEETING 30 MAY 2023 (ID23/1536) The Committee had before it the report of the Climate Change and Resilience Committee meeting held 30 May 2023.	3
IPEC23/28	BENOLONG BRIDGE - TEMPORARY LOAD LIMIT DUE TO TIMBER BRIDGE CONDITION (ID23/1705) The Committee had before it the report dated 3 July 2023 from the Operations Engineer (West) regarding Benolong Bridge - Temporary Load Limit Due to Timber Bridge Condition.	7
IPEC23/29	BUILDING SUMMARY - JUNE 2023 (ID23/1596) The Committee had before it the report dated 30 June 2023 from the Director Development and Environment regarding Building Summary - June 2023.	48

IPEC23/30	DIGITAL MAPS FOR THE DUBBO REGIONAL LOCAL ENVIRONMENTAL PLAN 2022 (ID23/1520)	63
	The Committee had before it the report dated 30 June 2023 from the Team Leader Growth Planning Projects regarding Digital Maps for the Dubbo Regional Local Environmental Plan 2022.	



**DUBBO REGIONAL
COUNCIL**

Report of the Climate Change and Resilience Committee - meeting 30 May 2023

AUTHOR: Governance Officer
REPORT DATE: 16 June 2023

The Council had before it the report of the Climate Change and Resilience Committee meeting held 30 May 2023.

RECOMMENDATION

That the report of the Climate Change and Resilience Committee meeting held on 30 May 2023, be noted.



**REPORT
CLIMATE CHANGE AND RESILIENCE
COMMITTEE
30 MAY 2023**

PRESENT: Councillors M Dickerson, R Ivey, the Director Development and Environment, the Manager Resource Recovery and Efficiency, S Ellis (Community Representative), J Rice-Ward (Community Representative) and J Parker (Community Representative), P Duggan (Community Representative).

ALSO IN ATTENDANCE: The Executive Officer (Development and Environment), the Senior Administration Officer (Development and Environment), the Organisational Sustainability Coordinator and the Tri-Council Resource Recovery Education Officer.

Councillor M Dickerson assumed the Chair of the meeting.

The proceedings of the meeting commenced at 4.00pm.

CCAR23/6 ACKNOWLEDGEMENT OF COUNTRY (ID23/1162)

Councillor M Dickerson delivered an Acknowledgement of Country.

CCAR23/7 LEAVE OF ABSENCE (ID23/1164)

Apologies were received from Councillor M Wright, the Chief Executive Officer, J Karki (Community Representative), M Gray (Community Representative), M McDonald (Community Representative), K Gersche (Community Representative), Y Aubusson-Foley (Community Representative) and G Avery (Community Representative).

Councillor R Ivey and P Duggan (Community Representative) attended via Audio-Visual Link.

CCAR23/8 CONFLICTS OF INTEREST (ID23/1166)

There were no Conflicts of Interest declared.

**CCAR23/9 REPORT OF THE CLIMATE CHANGE AND RESILIENCE COMMITTEE - MEETING
28 FEBRUARY 2023 (ID23/1168)**

The Committee had before it the report of the Climate Change and Resilience Committee meeting held 28 February 2023.

OUTCOME

That the report of the Climate Change and Resilience Committee meeting held on 28

February 2023, be noted.

CCAR23/10 INTRODUCTION OF TRI-COUNCIL RESOURCE RECOVERY EDUCATION OFFICER - HAMISH CAMPBELL (ID23/1178)

The Committee was addressed by the Manager Resource Recovery and Efficiency regarding this matter.

OUTCOME

That the address from the Manager Resource Recovery and Efficiency be noted.

CCAR23/11 POLYSTYRENE RECYCLING TRIAL AT WHYLANDRA WASTE AND RECYCLING FACILITY (ID23/1180)

The Committee was provided a presentation by the Manager Resource Recovery and Efficiency.

OUTCOME

That the presentation provided by the Manager Resource Recovery and Efficiency be noted.

CCAR23/12 SUSTAINABILITY BUILDING POLICY (ID23/1179)

The Committee was provided with a presentation by the Organisation Sustainability Coordinator.

OUTCOME

That the presentation provided by the Organisation Sustainability Coordinator, be noted.

CCAR23/13 UPDATE OF NET ZERO STRATEGY (ID23/1181)

The Committee was addressed by the Organisational Sustainability Coordinator regarding this matter.

OUTCOME

That the address from the Organisational Sustainability Coordinator be noted.

At this juncture, P Duggan (Community Representative) left the meeting the time being 5.21pm.

CCAR23/14 GENERAL BUSINESS (ID23/1184)

The following items of General Business were discussed:

- Sally Ellis – DRC Community and Education Strategy
- Jock Rice-Ward – Climate Change and Environment Workshops
- Jock Rice-Ward – School Workshops
- Jock Rice-Ward – Resident Workshops
- Catriona Jennings – Electric Vehicle ‘Destination’ Charging Stations at Wellington Library and Wellington Caves.

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OUTCOME

That the items of General Business were discussed and be noted.

The meeting closed at 5.41pm.

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CHAIRPERSON



REPORT: Benolong Bridge - Temporary Load Limit Due to Timber Bridge Condition

DIVISION: Infrastructure
REPORT DATE: 3 July 2023
TRIM REFERENCE: ID23/1705

EXECUTIVE SUMMARY

Purpose	<ul style="list-style-type: none"> Seek endorsement <p style="text-align: right;">Urgent matter</p>	
Issue	<ul style="list-style-type: none"> A temporary gross vehicle load limit of 15 tonnes has been applied to Benolong Bridge, due to recently identified significant structural defects. This report provides information on the current condition and load carrying capacity of the bridge and why the load limit is necessary. 	
Reasoning	<ul style="list-style-type: none"> During recent planned bridge maintenance activities, significant structural damage to load bearing timber bridge girders were identified. Dubbo Regional Council (Council) staff received advice from a senior bridge engineering consultant who advised a course of action to address the structural damage including the need for applying a 15 tonne gross load limit to the bridge. This action was recommended to reduce the risk of injury to the travelling public through further bridge damage. 	
Financial Implications	Budget Area	Infrastructure Delivery
	Funding Source	Rural Bridges – General Maintenance
	Proposed Cost	To be advised
	Ongoing Costs	To be advised
Policy Implications	Policy Title	N/A
	Impact on Policy	There are no policy implications arising from this report

STRATEGIC DIRECTION

The Towards 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes six principle themes and a number of objectives and strategies. This report is aligned to:

Theme: 2 Infrastructure

CSP Objective: 2.1 The road transportation network is safe, convenient and efficient

Delivery Program Strategy: 2.1.1 Traffic management facilities enhance the safety and

efficiency of the road network

Theme: 2 Infrastructure

CSP Objective: 2.1 The road transportation network is safe, convenient and efficient

Delivery Program Strategy: 2.1.2 The road network meets the needs of the community in terms of traffic capacity, functionality and economic and social connectivity

Theme: 2 Infrastructure

CSP Objective: 2.2 Infrastructure meets the current and future needs of our community

Delivery Program Strategy: 2.2.5 Council maintains infrastructure and delivers services at the adopted service levels as agreed with the community

RECOMMENDATION

1. That it be noted this report was not tabled at a local traffic committee meeting
2. That Council concur with the operational decision to impose a temporary gross vehicle load limit of 15 tonnes for Benolong Bridge.
3. That the CEO make determinations on a course of action for the load limit duration when bridge repair pricing is received.

Luke Ryan
Director Infrastructure

RF
Operations Engineer
(West)

BACKGROUND

Council has commenced works to replace the existing 78 year old timber bridge known as Benolong Bridge. The bridge is located on Benolong Road approximately eight kilometres from the Obley Road intersection. Council crews have commenced site road works and bridge contractors, Murray Constructions Pty Ltd, will be commencing onsite bridge construction works in mid-August 2023, weather permitting. The new bridge and approach roads are planned for opening to the public by March 2024. After this time, the existing timber bridge will be demolished.

During early project development of the new bridge, it was proposed to continue use of the timber bridge with full public access for the duration of the new bridge construction. This report addresses Council's recently identified need to place limitations on access to the timber bridge.

REPORT

Identifying Structural Damage

During April 2023 and May 2023, as part of pre-construction planning for the new bridge construction project, Council staff noted some minor defects on the existing timber bridge deck. In early May 2023, Council engaged Focus Bridge Engineering to undertake a Level 2 visual inspection of the existing Benolong Bridge to propose specific maintenance needs for the bridge and to determine general bridge condition. Focus Bridge Engineering's senior bridge engineers inspected the site on 16 May 2023 and provided a report to Council on their findings (Refer to Appendix 1).

The report indicated the timber bridge was in "generally poor to good condition" and further recommended a number of maintenance actions be scheduled in the next 5 months. These repairs included replacing of damaged longitudinal deck timber sheeting, replacing damaged transverse deck planks and replacing a damaged timber brace.

On that basis, Council staff engaged a bridge maintenance contractor to undertake the listed repairs commencing 27 June 2023. While performing these works, damaged structural elements of the bridge (timber girders) were identified. The damaged girders were previously unidentified during earlier visual inspection, due to being hidden by other timbers that were removed during the routine maintenance activities.

Bridge Damage and Public Safety

Council staff sought further advice from Focus Bridge Engineering on the implications to public safety of the damaged girders, and the bridges capacity to carry traffic until the new bridge completion in eight months. The consultant provided a number of recommendations (Refer to Appendix 2) summarised below:

- Place a 15 tonne load limit on the timber bridge.

- Pack out the capwales.
- Install timber girders adjacent to the defective girders for the two inner girder lines.
- Include installation of corbels with the extra girders.
- No need for kerbside girders to be reinforced.
- Girders to be high strength grade minimum F22.
- No need to use copper chrome arsenic (CCA) treated timber for the remedial work.

If the above recommendations are implemented, the bridge can remain in service until its proposed demolition in approximately eight months.

Establishing a Bridge Load Limit

Due to the potential safety implications for traffic crossing the timber bridge in its current condition, a 15 tonne gross load limit has been implemented for Benolong Bridge. In accordance with Section 115 of the Roads Act 1993, the 'Bridge Load Limit 15t Gross' signage at the Benolong Bridge is a regulated notice erected by Council for the safety of the public, and to reduce the risk of further damage to the bridge structure so it can remain open to light traffic.

It should be noted that due to the nature of the structural damage to the bridge, it was deemed essential to place a load limit on the bridge when we received the advice from our consultant. The timing of this action prevented tabling of this report to the local traffic committee before implementing the load limit.

Detours for Heavy Traffic

Council staff have developed a detailed traffic detour plan to assist drivers of vehicles over 15 tonnes to comply with the bridge load limit. Staff have deployed temporary signs and electronic message signs at key locations to intercept heavy traffic before they enter Benolong Road. These signs and devices provide direction to alternate routes.

Council's Engagement and Communications teams have commenced notifications to the public via radio notices and Council's Your Say websites.

Council staff are seeking pricing for the recommended structural repairs. When these costs are known, further recommendations will be made in respect of the load limit and how long it will apply to the bridge.

Consultation

- A number of local landowners have been contacted to advise of the bridge load limit.
- Correspondence has been undertaken with Ogden Coaches regarding access to Benolong Bridge by their school bus.
- Members of the Local Traffic Committee, including representatives from NSW Police, the Local State Member of Parliament, Transport for NSW and Council were provided advice on the implementation of the bridge load limit, via an email from Council's Director Infrastructure on 4 July 2023.

Resourcing Implications

- Council has provided the resources in terms of staff and traffic control facilities to implement the bridge load limit, including temporary signage delineating the proposed detour for vehicles over 15 tonnes gross.

APPENDICES:

- 1 [↓](#) Benlong Bridge - Level 2 Inspection Report - Focus Bridge Engineering - May 2023
- 2 [↓](#) Benlong Timber Bridge Repairs Recommendation - Focus Bridge Engineering



Dubbo Regional Council
Benolong Bridge
Level 2 Inspection Report

Revision A

This report is in draft format. The contents including any opinions, conclusions or recommendations contained in, or which may be implied from this draft document must not be relied upon. Focus Bridge Engineering reserves the right at any time, without notice, to modify or retract any part or all of the draft report. To the maximum extent permitted by law, Focus Bridge Engineering disclaims any responsibility or liability arising from or in connection with this draft document.

May 2023

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1 Introduction

Dubbo Regional Council (DRC) has engaged Focus Bridge Engineering (FBE) to undertake a Level 2 inspection of Benolong Bridge.

The bridge is located 18 km south-east of Dubbo and carries Benolong Road, a local rural seal road, over Wambangalang Creek (see location plan on *Figure 1-1*). The bridge is mainly used by the local farming community, including legal traffic consisting mainly of school buses, farming equipment, light vehicles and heavy vehicles up to 42.5 tonnes (general access vehicle legal loads).

A recent visual inspection completed by DCR identified a few elements of the bridge to be in poor condition, which raised concerns whether the bridge is still adequate for current traffic and especially heavy vehicles. As advised by DRC, Benolong Bridge must stay in service for approximately eight to nine months until the new bridge is constructed on the upstream side of the existing bridge. The construction of the new bridge is expected to start in August 2023.

DCR requires information on the current condition to support a short-term bridge management strategy until its replacement within a year.



Figure 1-1 Benolong Bridge location plan (Source: SIX Maps)

1.1 Project background

DRC has the responsibility to maintain the Benolong Bridge. The bridge is one of the last operational timber bridges owned and managed by the council. Due to the old age of the bridge, continuing deterioration and limited level of service it is being replaced. It needs, however, to stay in service until the construction of the new bridge is completed. FBE has been engaged to assess the condition of the bridge and to advise on any short-term maintenance actions required to ensure the bridge can be safely used until it is decommissioned.

1.2 Project scope

FBE has been engaged to undertake a level 2 visual inspection only. This assessment has been prepared in response to discussions with Robert Flakelar, Manager Infrastructure Delivery from DRC.

The following provides a brief description of the scope of work:

- Site inspection including visual observations from ground and deck level only.
- Covering report and recommendations.

This report may only be used and relied on by DRC for the purpose agreed to between FBE and DRC as set out in this report. FBE otherwise disclaims responsibility to any person other than DRC arising in connection with this report.

The services undertaken are limited to those specifically detailed in the report and are subject to the scope and limitations set out herein.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. FBE has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared and issued.

FBE excludes and disclaims all liability for all claims, expenses, losses, damages and costs, including indirect, incidental or consequential loss, legal costs, special or exemplary damages and loss of profits, savings or economic benefit that DRC may incur as a direct or indirect result of this report for any reason being inaccurate.

To the extent permitted by law FBE excludes any warranty, condition, undertaking or term, whether express or implied, statutory or otherwise, as to the condition, quality, performance, merchantability or fitness for purpose of this report.

1.3 Supplied information

DRC has provided the following information shown in *Table 1-1*.

Table 1-1 Supplied documents (Source: DRC)

Title	Source
Benolong Bridge – Level 2 bridge inspection report - June 2019	Bridge Check Australia Pty Ltd

There were no WAE drawings, maintenance records or previous assessments reports.

2 Bridge description

The Benolong Bridge is a 4 span simply supported timber girder structure, carrying a single lane carriageway that crosses the Wambangalang Creek. It is located approximately 18 km south-east of Dubbo City (see *Figure 1-1*).

According to Bridge Check Australia Pty Ltd Level 2 inspection report, the bridge was constructed in 1945. Based on recent inspection completed but FBE it appears that the bridge was renewed in the past but the actual date of this work is not known.

Abutments A and B consist of embedded timber piles, supporting a single square timber headstock beam and timber plank boards that retain the embankment. There is evidence that Abutment B piles have rotated forwards and to prevent further rotation a horizontal beam, together with ground anchors were installed at some unknown time in the past. There are different types and sizes of sheeting used to retain abutment backfill.

The timber trestle piers comprise 3 vertical circular embedded piles, diagonal braces seated on dual sill logs and support two capwales at the top.

Each span of the superstructure is formed of 3 timber girders, seated on timber corbels and are topped with transverse timber deck planks and longitudinal running planks. It appears that most of the girders, corbels and piles have been replaced in the past. The remaining original girders and corbels have square cross section, while new girders and corbels are circular.

See *Figure 2-1* for bridge elevation and elements.



Figure 2-1 Benolong Bridge elevation (Source: FBE)

3 General inspection observations

Filip Tomczak, Senior Bridge Engineer and Gareth Swan, Bridge Engineer from FBE inspected the bridge site by foot on the 16 May 2023 between 07:30 and 12:00 on a clear and sunny day with a temperature of around 18 degrees Celsius. It was estimated that the Wambangalang Creek was flowing at around the typical normal water level. There was tree removal and mulching activity at Abutment A on the upstream side of the bridge.

3.1 General observations

The existing bridge was observed to be generally in fair to good condition.

As WAE drawings have not been provided by DRC, it is not known who designed the bridge. Its original construction date is assumed to be 1945 based on a previous inspection report provided by the council.

There is evidence that the bridge has been renewed at some point in the past. Most of the superstructure, including girders, deck and corbels, were replaced. It is believed that some original elements of the bridge including corbels and girders were left in place. They were probably assessed as being in good condition and still acceptable as structural members. There are no drawings or other information to confirm more details like element sizes and timber grades. *Figure 3-1* shows an example of the old (original) corbel element, *Figure 3-2* presents a new corbel element and *Figure 3-3* shows an old (original) and new girder beams.



Figure 3-1 Old (original) square corbel element (Source: FBE)



Figure 3-2 New corbel element (Source: FBE)

The new round corbels appear to be copper chrome arsenate (CCA) treated to prevent insect and fungal attacks.



Figure 3-3 New and old girders at Span 4 (Source: FBE)

3.2 Ordinance barrier and kerb

There is a non-compliant timber ordinance barrier on each side of the deck bolted to the edge girders and kerbs (see *Figure 3-4*). The carriageway kerbs are formed of square timber sections seating directly on top of the timber deck planks. Both the kerbs and barriers had evidence of minor paint loss and debris accumulation along kerb lines. There is possibility of white lead used in paint material which should be considered as a possible hazard (i.e. during demolition or repairs).



Figure 3-4 Typical barrier and kerb (Source: FBE)

3.3 Bridge deck

The timber deck comprises longitudinal running planks and bolted to transverse plank sheeting was found to be in fair to poor condition. A thin bitumen layer has been applied to the top of the running planks which was found to be heavily worn and deteriorated.

There were numerous locations of running planks being damaged with evidence of full section loss resulting in holes, loose and moving elements of the deck (see *Figure 3-7*).

It was observed that many of the deck bolts connecting the running planks to transverse timber planks were untightened and loose with characteristic sound of rattling when vehicles were crossing the bridge.

Transverse planks were found to be in fair condition (see *Figure 3-5*) with some isolated areas being heavily decayed, especially at Span 1 (see *Figure 3-6*).

There was no evidence of bolting rails being installed along the main girders and the deck is connected via bolts directly to top of the girders. It will accelerate deterioration of girders by allowing ingress of moisture and water.



Figure 3-5 Transverse planks, typical condition (Source: FBE)



Figure 3-6 Transverse planks in poor condition at Span 1 (Source: FBE)



Figure 3-7 Typical top of deck condition (Source: FBE)

3.4 Deck drainage

There is no dedicated stormwater system on the bridge and the deck drains directly into the waterway. As the north approach (Abutment A) is higher than the south approach the water most likely flows from abutment A to B and drains on the south side of the bridge.

3.5 Superstructure

The girders and corbels were inspected and visually assessed from the ground level. Most of the superstructure is formed of new circular girders, however some of the beams in the approach spans had the original square section timber girders.

All girders were found to be in a fair to good condition with the original square beams to be slightly worse, having evidence of surface weathering, and some splitting. *Figure 3-8* shows the typical superstructure condition and *Figure 3-9* a typical square girder.

The corbels were also found to be in fair to good condition (see *Figure 3-10*) and a few corbel bolts connecting the corbels and girders were found loose (see *Figure 3-11*).



Figure 3-8 Superstructure soffit, typical condition (Source: FBE)



Figure 3-9 The old square section girder example, typical condition (Source: FBE)



Figure 3-10 Corbels - typical condition - note flood debris (Source: FBE)



Figure 3-11 Corbel - loose bolted connection with main girder (Source: FBE)

3.6 Trestle piers

The trestles comprised of capwales supported by central vertical pile and outer raked piles with diagonal braces seated on bottom double sills were found to be between fair and poor condition (see

Figure 3-12).

There was a noticeable difference in the condition between the new piles and the original piles, which were not replaced during the latest renewal project.

The typical defects at new piles included delamination of the outer layer of timber (see *Figure 3-13*), minor cracking and splitting (refer to *Figure 3-15*).

The original piles were generally in poor to fair condition along the upper sections and were found to be deteriorating at the ground level with evidence of rotting leading to substantial section loss (see *Figure 3-14*). Due to reduction in pile cross section area, there are increased compression stresses in timber section due to permanent and live (vehicle) loads. It is, therefore, believed that piles affected by decay are critical elements in the bridge, would most likely fail in compression and should be treated as the highest risk. To manage the risk of unexpected pile failure, it is recommended to monitor the affected piles monthly. Monitoring would involve cleaning around selected piles, removing loose timber material, checking pile size (diameter or perimeter), assessing if there is any change in shape or geometry of the pile and making a photographic record.

Splitting was also observed at a number of piles, mainly at the top (see *Figure 3-15*).



Figure 3-12 Typical trestle support (Source: FBE)



Figure 3-13 New pile with evidence of outer layer delamination (Source: FBE)



Figure 3-14 Typical deterioration of piles with section loss (Source: FBE)



Figure 3-15 Splitting of the pile (Source: FBE)

3.7 Abutments

The abutments were found to be in fair condition.

There was evidence of some decay of timber sheeting at Abutment B. Also, it was found that piles of Abutment B undergone some rotation in the past and ground anchor stabilisation was installed to prevent further movement (see *Figure 3-16*).



Figure 3-16 Abutment pile rotation (Source: FBE)

Note the abutment sheeting boards have been replaced by marine plywood sections.

3.8 Foundations

Foundations were not inspected as they were not accessible. Based on pile deterioration observed above ground level section loss to piles in the ground is expected to be present. Also, as described in Section 3.7 Abutment B had some rotational movements in the past.

It is possible that the piles are rotten below ground level and normal practice is to excavate to at least 800 mm depth to confirm the pile condition below ground level. There were no observable crushing or vertical deformation was noted during the inspection with live loads. However, below ground timber piles condition can change quite rapidly due to rot or termite attack and care should be taken to monitor these elements until the bridge is replaced.

4 Benolong bridge L2 inspection

Filip Tomczak, Senior Bridge Engineer and Gareth Swan, Bridge Engineer from FBE inspected the bridge site by foot on the 16 May 2023 between 07:30 and 12:00 on a clear and sunny day with a temperature of around 18 degrees Celsius.

There were 150 photographs taken recording as many aspects of the bridge as time and access permitted and a detailed inspection report can be found in Appendix A.

There was tree removal and mulching activity at Abutment B on the upstream side of the bridge.

4.1 General observations

The existing bridge was observed to be generally in fair to good condition.

4.2 Condition ratings

The quantity and condition rating (1 to 5) of each element has been entered on page 2 of the inspection report sheet as shown in **Appendix A**. Explanations of the condition rating that corresponds to the level of defect for each type of element are in the RTA Bridge Inspection Procedure (BIP) Manual.

The condition ratings of elements are similar but not identical for timber, concrete, steel, protective coatings, etc, as can be referenced in the BIP Manual. However, in general the ratings follow:

- Condition State 1 (as-built): None or minimal damage.
- Condition State 2 (good): Minor damage that should not affect performance of the bridge.
- Condition State 3 (fair): Average damage that may potentially affect the bridge operation.
- Condition State 4 (low): Significant damage that is likely to affect the bridge performance.

For each of the identified elements (for example the timber piles), the amount of damage (for instance concrete repair in m²) has been tabulated in page 2 of the inspection report. The estimated damage, in percentage of the total area for the element, has also been calculated for each condition state.

4.3 Access

The bridge is approximately 7.0m high and requires an elevated work platform or scaffold to access at height elements safely. Access for this L2 visual inspection was from the ground and deck level only.

5 Maintenance

The maintenance engineer (in this instance FBE have completed for DRC) should on page 3 of the Bridge Inspection form in **Appendix A** complete the following:

- Identify the element code, from page 2 of the bridge inspection report.
- Provide a defect number.
- Provide activity description: for instance, routine work.
- Nominate the extent, nature and severity of the defect. For instance, decayed top surface of transverse planks with evidence of section loss - replace.
- Estimated Quantity. For instance, 50 m² of deck sheeting.
- Maintenance Priority: For instance, replacement of the trestle wale beam with medium priority
- Date of Completion required: suggested completion date.

6 Summary

The inspection on 16 May 2023 noted that the bridge was generally in poor to good condition.

The maintenance activities can be found in **Appendix A** and in summary the following actions are noted:

Routine maintenance

- Remove flood debris from capwales (piers).
- Remove debris from the carriageway.
- Remove flood debris build up at piers.

Minor maintenance

- Tightening of loose bolts.
- Remove debris from the carriageway.
- Remove flood debris build-up at piers.

Major maintenance (planned)

- Replace decayed brace at Pier 1.
- Replace decayed and missing longitudinal deck timber sheeting.

Recommendations

It is recommended that DRC compiles a maintenance list of activities and plans the works for high priority (including brace replacement, deck sheeting repairs and transverse planks replacement) repairs over the next 5 months.

It is also recommended the following inspection regime is maintained:

- **Level 1 inspections.** Regular Level 1 inspections are recommended given the current heavy vehicle usage to ensure:
 - Condition of the critical piles has not significantly worsened.
 - There are no obvious signs of settlement, movement or distress at the abutments, piers, spans or deck.

Level 1 inspections are typically carried out annually but DRC may wish to increase the frequency to every month.

- **Level 2 inspections.** As bridge is being replaced in the next 8-9 months the next Level 2 inspection is not required.

Appendices

7 Appendix A – Inspection forms and records



Focus Bridge Engineering



Benolong Bridge

Level 2 - Condition Inspection Report



Focus Bridge Engineering



7.1.1 Level 2 Bridge Inspection Report – General Information

Page 1 of 5

Bridge Number and Name: 43673 Benolong Bridge**Description:** Four span timber girder bridge**Overall Length:** 30 m on the centre line of road

Overall Width Min and Max: 3.7 m between kerbs and overall width of 4.5 m

Construction Drawing No: Not available

Built: 1945 Age: 78 years

Inspection Type: Level 2 visual inspection

Temperature: 18 degrees Celsius

Weather: 16/05/2023: Sunny and warm

Environmental Category: Low

Inspection Equipment and Access: By foot access (16/05/2023)

Nikon DSLR camera, smartphone, tape measure, hammer, spirit level, screwdriver

Comments: 16/05/2023. Observed two trucks and large farming vehicle travel across the bridge at low speed. Uniform elastic deflection at all spans, no obvious signs of overload, distress or noise (apart from loose deck bolts rattling) during loading.

Inspector: Filip Tomczak and Gareth Swan

Date: 16/05/2023



7.1.2 Level 2 Bridge Inspection Report – Condition Information

Page 2 of 5

Bridge Number and Name: 43673 Benolong Bridge					Quantities: Approximate only			
	Inspection Date: 16/05/2023			Inspector: Filip Tomczak				
Element Code	Element Description	Total Quantity*	Unit	Overall condition	Estimated quantity as percentage of total in Condition State			
					1 (As built)	2 (Good)	3 (Fair)	4 (Poor)
TPRS	Timber protective system (barrier)	50	m ²	Fair to Good	0	40	60	5
TGCG	Timber girder – girders at Span 1	4	Each	Fair to Good	0	60	35	5
TGCG	Timber girder – girders at Span 2	4	Each	Fair to Good	0	70	25	5
TGCG	Timber girder – girders at Span 3	4	Each	Fair to Good	0	80	20	0
TGCG	Timber girder – girders at Span 4	4	Each	Fair to Good	0	75	15	0
TTDK	Timber transverse deck plank	250	m ²	Poor to Fair	0	40	40	20
TLSH	Timber longitudinal sheeting/decking	250	m ²	Poor	0	0	80	20
TCHS	Timber capwale/headstock/sill	8	Each	Fair to Good	0	90	10	0
TPIL	Timber piles	15	Each	Fair to Poor	0	55	20	25
TCOR	Timber corbels	9	Each	Fair to Good	0	70	25	5
TWBR	Timber wale/brace	6	Each	Poor to Good	0	65	15	20
TASG	Timber abutment sheeting	30	m ²	Fair to Good	0	70	30	10

* Estimated values only




7.1.3 Level 2 Bridge Inspection Report – Defects and maintenance activities

Page 3 of 5

Bridge Number and Name: 43673 Benolong Bridge							
Description: Four span timber girder bridge							
Inspector: Filip Tomczak							
Element Code	Defect Number	Activity	Inspectors Comment on Defect Severity and Required Action	Estimated Quantity	Unit	Repair Priority	Date Completion Required
TCHS	01	Routine	Removed flood debris from capwales	5	ea	Med	2024
TWBR	02	Major repair	Decay and insect infestation to brace at Pier 1 – recommended to be replaced	1	ea	High	2023
TLSH	03	Major repair	Longitudinal deck sheeting damaged with full section loss to be replaced	55	m ²	High	2023
TLSH	04	Minor repair	Numerous loose bolts to be tightened	50	%	Med	2023
TLSH	05	Routine	Debris in the carriageway - remove	15	m ²	Med	2023
TTDK	06	Major repair	Decayed transverse planks - replace	50	m ²	High	2023
TPIL	07	Routine	Remove flood debris build up at Piers 1, 2 and 3	3	ea	Med	2023
TPIL	08	Routine	Evidence of pile splitting at the top - monitor	2	ea	Med	2023
TPIL	09	Routine	Decay of piles - monitor monthly	6	ea	High	2023-24



7.1.4 Level 2 Bridge Inspection Report – General Information

Bridge Number and Name: 43673 Benolong Bridge		Description:	
Inspection Date: 16/05/2023		Inspector: Filip Tomczak and Gareth Swan	
Inspectors Comments	<p>The bridge is generally in poor to good condition.</p> <p>The old timber piles are decayed at the interface with the ground and there is noticeable section loss to some of the piles while the remaining section still carries the loads. As the bridge is going to be replaced within 8 to 9 months it is recommended to monitor the piles rather than proceed with repairs or strengthening. If the condition substantially worsens one of the repair options could be casting a concrete sill beam to encase deteriorated piles.</p> <p>At Pier 1 there is one brace which is heavily deteriorated, and it should be replaced in a short time-frame as it does not provide any lateral restraint to one of the piles.</p> <p>The longitudinal sheeting of the timber deck has severely deteriorated and requires immediate repairs. There missing full sections which pose a risk to passing vehicle traffic. It results in reduced redistribution of the wheel loading which may lead to punching shear (failure) of the transverse planks.</p> <p>It also recommended to proceed with some routine works including removal of flood debris from the capwales and at the piers.</p>		
Inspectors Signature:		Date: 16/05/2023	
Maintenance Managers Comments:	Dubbo Regional Council to complete.		
Maintenance Manager Signature:			Date:
Attachments:	See main inspection report and photographs.		

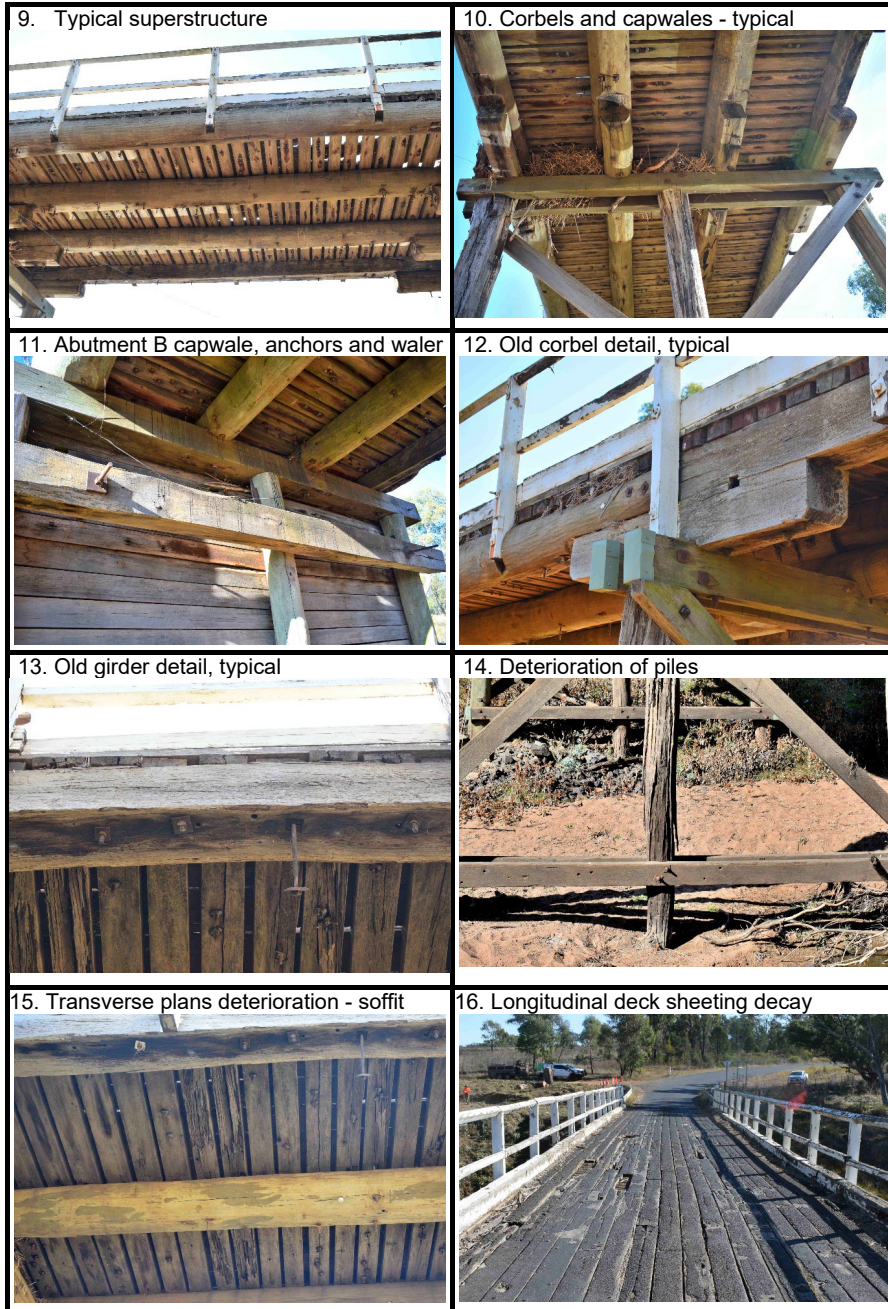


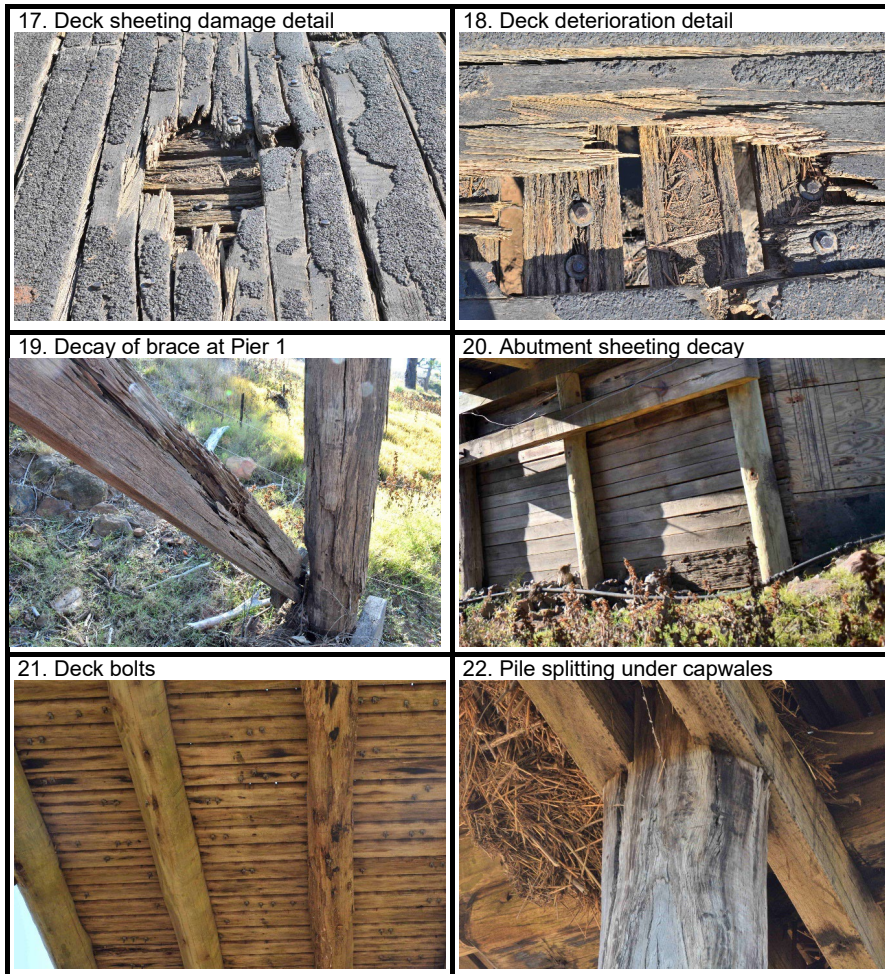
7.1.5 Level 2 Bridge Inspection Report – Defects and Photographic Log

Bridge Number and Name: 43673 Benolong Bridge				
Inspector: Filip Tomczak and Gareth Swan				
Element Code	Element Description	Defect Number	Description of the Defect	Photo Number
TCHS	Capwales	01	Flood debris	1, 5, 6, 10
TWBR	Timber brace	02	Decay and insect infestation to wale beam at Pier 1	19
TLSH	Longitudinal deck sheeting	03	Timber decay and damage	16-18
TLSH	Timber deck	04	Loose bolts	13, 21
TLSH	Carriageway	05	Debris in the carriageway	8
TTDK	Transverse deck planks	06	Locally decayed timber planks	13, 15
TPIL	Trestle support piles	07	Timber decay	14

8 Appendix B – Photographic record







Focus Bridge Engineering Pty Ltd

Suite 21, 235 Darby Street, Cooks Hill, NSW 2300
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Job number: 220339

Rev No.	Authors	Reviewed		Authorised		
		Name	Signature	Name	Signature	Date
A	F Tomczak	M Tilley		M Tilley		23/05/2023

www.focusbridges.com



RE: Benolong Bridge Download Save to OneDrive

Show email

FT Filip Tomczak <filiptomczak@focusbridges.com>
To: Robert Flakelar; Abhi Nookala; Mark Tilley <marktilley@focusbridges.com>
Cc: Luke Ryan

Fri 30/06/2023 09:34

CAUTION: This email came from outside the organisation. Be cautious clicking links and do not open attachments unless they are expected.

Hi Robert,

Please see my responses below. Some guidelines on installation of additional girders is provided in Section 5.3.2. in the attached Timber Bridge Manual Section 4.

Kind regards,

Filip Tomczak

Senior Bridge Engineer



Web: http://www.focusbridges.com
Email: filiptomczak@focusbridges.com
Mobile: +61 426 257 178 Telephone: 02 9072 1617
Address: Suite 21, 235 Darby Street, Cooks Hill, Newcastle, NSW, 2300
ADELAIDE + MELBOURNE + NEWCASTLE + DARWIN + BALLINA + MILDURA + PORT LINCOLN

From: Robert Flakelar <Robert.Flakelar@dubbo.nsw.gov.au>
Sent: Thursday, June 29, 2023 5:38 PM
To: Abhi Nookala <Abhi.Nookala@dubbo.nsw.gov.au>; Filip Tomczak <filiptomczak@focusbridges.com>; Mark Tilley <marktilley@focusbridges.com>
Cc: Luke Ryan <Luke.Ryan@dubbo.nsw.gov.au>
Subject: Benolong Bridge

Caution: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

G'day Mark and Filip,
Reference: Benolong Timber Bridge repairs

Thanks for your time today and for the advice you have provided.
Can you confirm the following dot points list is what you have recommended as a remedial action for the defective bridge girders?
Happy for you to adjust/alter the actions to match your professional judgement.
- Place a 15 tonne load limit on the timber. [Filip] Agree and I assume that current speed limit on the bridge will be maintained. Also, if possible, would be useful to advice to travel central over the bridge.
- Pack out the capwales. [Filip] Agreed.
- Install timber girders adjacent to the defective girders for the two inner girder lines. [Filip] Agreed.
- Include installation of corbels with the extra girders. [Filip] Agreed.
- No need for kerbside girders to be reinforced. [Filip] Agreed, however critical kerbside girders should be monitored.
- Girders to be high strength grade minimum F22 [Filip] Agreed.
- No need for CCA treated timber for the remedial work. [Filip] Agreed.

Once you have confirmed this course of action Council will engage a suitably qualified timber Bridge specialist to perform the work. This will most likely be Professional Bridge Services from Toowoomba.

Thanks
Rob Flakelar

Robert Flakelar
Manager Infrastructure Delivery
Infrastructure Delivery | Dubbo Regional Council
[contact info]

How was your experience today? Click an icon to let us know! [emojis]

We acknowledge the Wiradjuri people, the traditional custodians of the land. We pay respects to Elders past, present and emerging of the Wiradjuri Nation.

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REPORT: Building Summary - June 2023

DIVISION: Development and Environment
REPORT DATE: 30 June 2023
TRIM REFERENCE: ID23/1596

EXECUTIVE SUMMARY

Purpose	Provide review and update	
Issue	<ul style="list-style-type: none"> Statistical overview of the number and type of development approvals for the Dubbo Regional Local Government Area (LGA) for the Financial Year 2022/2023. The 'total number of dwellings' approved stands at 468 for the financial year, the highest figure since 2015/2016. Total value of development applications determined was in excess of \$378M, 33% up on the \$284M result of the corresponding period in 2021/2022. The June period includes approval of a \$19M Seniors Housing development at Horizons Village on Minore Road. 	
Reasoning	<ul style="list-style-type: none"> Provide data relating to approved Development Applications. Provide specific statistics of the number of dwellings and other residential development approved. Provide comparative data for corresponding period. 	
Financial Implications	Budget Area	There are no financial implications arising from this report.
Policy Implications	Policy Title	There are no policy implications arising from this report.

STRATEGIC DIRECTION

The Towards 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes six principle themes and a number of objectives and strategies. This report is aligned to:

- Theme: 1 Housing
- CSP Objective: 1.1 Housing meets the current and future needs of our community
- Delivery Program Strategy: 1.1.1 A variety of housing types and densities are located close to appropriate services and facilities
- Theme: 3 Economy
- CSP Objective: 3.3 A strategic framework is in place to maximise the

realisation of economic development opportunities for the region

Delivery Program Strategy: 3.3.1 Land is suitably zoned, sized and located to facilitate a variety of development and employment generating activities

RECOMMENDATION

That the report of the Director Development and Environment, dated 30 June 2023, be noted.

Stephen Wallace
Director Development and Environment

SW
Director Development and Environment

REPORT

Consultation

DRC’s Statutory Planning and Building and Development Certification staff assess Development Applications in accordance with Section 4.15 of the *Environmental Planning and Assessment Act 1979* and consult in accordance with Council’s adopted Community Participation Plan.

Resourcing Implications

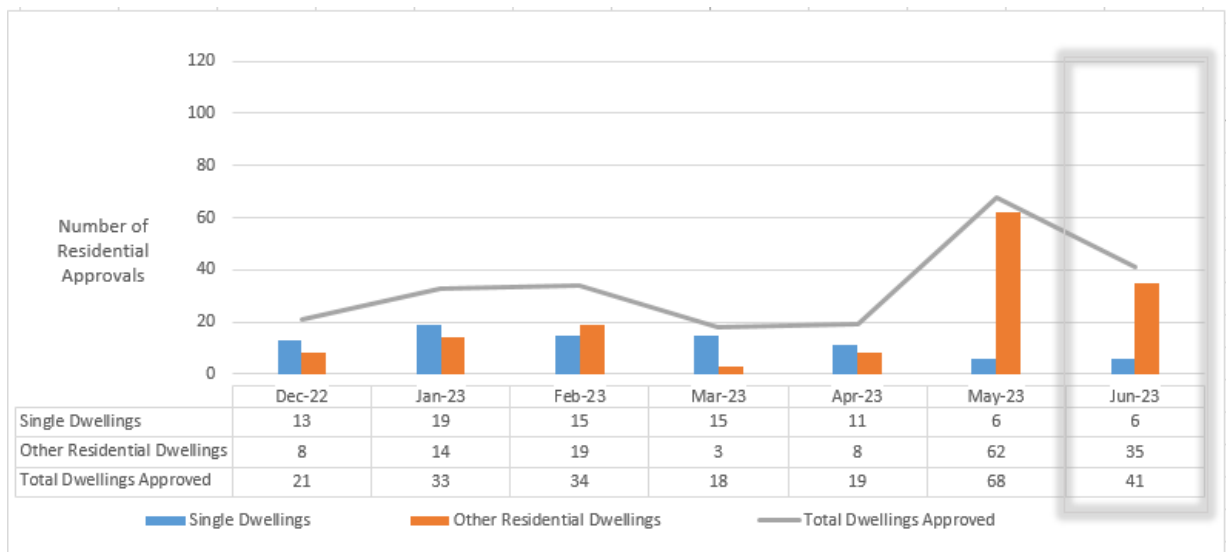
Council employ staff to receipt, lodge, assess, determine and monitor compliance of the determinations referred to in this report.

Building Summary

Provided, for information, are the latest statistics (as at the time of production of this report) for development and complying development approvals for Dubbo Regional Council.

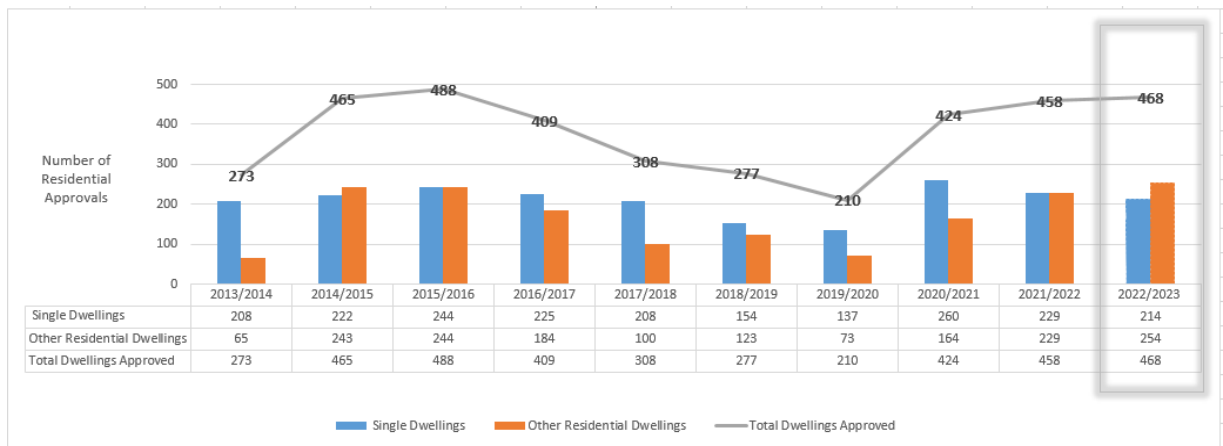
Residential Building Summary

Dwellings and other residential developments approved during June 2023, and for comparison purposes, the six month prior are shown in graph 1.



Graph 1: Residential Approvals Summary – December 2022 to June 2023

A summary of residential approvals for financial years from 2013-2014 are shown in graph 2. The graph also includes both an actual and a projected figure for the financial year to date.



Graph 2: Residential Approvals Summary – Comparative Financial Years

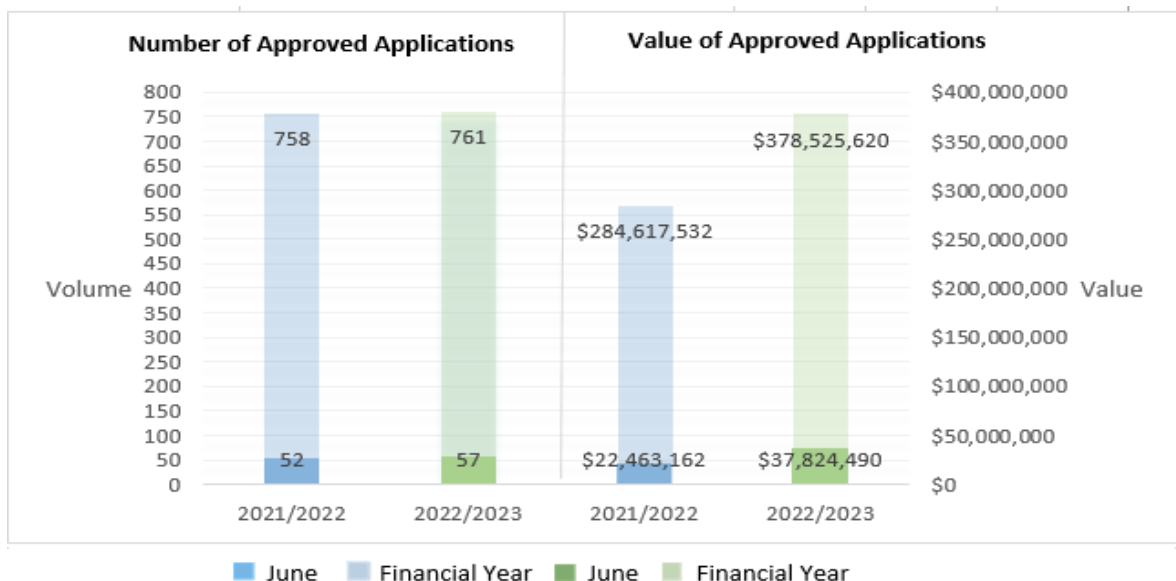
For consistency with land use definitions included in the Local Environmental Plan (LEP), residential development has been separated into ‘Single Dwellings’ (defined in the LEP as ‘dwelling house’) and ‘Other residential development’ (comprising ‘dual occupancies’, ‘secondary dwellings’, ‘multi dwelling housing’, ‘seniors housing’, ‘shop top housing’ and ‘residential flat buildings’).

These figures include development applications approved by private certifying authorities (in the form of Complying Development Certificates).

A numerical summary of residential approvals for the former Dubbo City Council area since 2013-2014 is included in **Appendix 1**. However, it should be noted that the figures from July 2017 onwards include the approvals within the former Wellington Local Government Area as a consequence of the commencement of the merged application system.

Approved Development Applications

The total number of approved Development Applications (including Complying Development Certificates) for June 2023, and a comparison with figures 12 months prior and the total for the respective financial years to date, are as follows:



A summary breakdown of the figures is included in **Appendices 2-5**.

Online Application Tracking

All development applications, construction certificates and complying development certificates are tracked online and can be accessed at any time. A link is available on Councillor iPads for assistance (<https://planning.dubbo.nsw.gov.au/Home/Disclaimer>).

What information is available:

- All development applications, construction certificates and complying development certificates submitted from 1 November 2015 will provide access to submitted plans and supporting documents as well as tracking details of the progress of the application.
- More limited information is provided for applications submitted from 1 January 2001 to 31 October 2015.
- Occupation certificates (where issued) are provided from 2010.

What information is not available:

- Application forms.
- Documentation associated with privately certified applications.
- Internal assessment reports.

The information included in this report is provided for notation.

APPENDICES:

- [1](#) Building Summary - June 2023
- [2](#) Approved Applications - 1 June 2023 to 30 June 2023
- [3](#) Approved Applications - 1 June 2022 to 30 June 2022
- [4](#) Approved Applications - 1 July 2022 to 30 June 2023
- [5](#) Approved Applications - 1 July 2021 to 30 June 2022

STATISTICAL INFORMATION ON SINGLE DWELLINGS AND OTHER RESIDENTIAL DEVELOPMENTS

	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
2013/2014													
Single Dwellings	23	17	25	20	14	15	19	10	18	14	19	14	208
Other Residential Developments	0	1	1	0	0	1	4	2	1	2	0	3	15
(No of units)	0	2	2	0	0	2	46	1	2	4	0	6	65
2014/2015													
Single Dwellings	19	34	19	21	13	16	14	12	20	19	15	20	222
Other Residential Developments	3	1	6	5	6	12	0	4	2	1	9	5	54
(No of units)	6	2	31	50	6	21	0	87	4	1	25	10	243
2015/2016													
Single Dwellings	27	20	26	19	21	26	19	14	16	17	17	22	244
Other Residential Developments	6	8	8	4	1	3	3	3	3	5	3	8	55
(No of units)	50	98	12	7	2	5	18	4	5	14	6	23	244
2016/2017													
Single Dwellings	24	13	17	18	12	21	16	18	18	14	18	36	225
Other Residential Developments	8	5	7	4	6	5	3	2	1	5	4	7	57
(No of units)	10	10	13	7	10	16	6	75	2	8	13	14	184
2017/2018													
Single Dwellings	26	21	13	12	16	19	4	22	16	21	22	16	208
Other Residential Developments	6	9	2	1	9	1	5	5	11	1	3	5	58
(No of units)	11	16	3	2	16	2	8	5	23	2	3	9	100
2018/2019													
Single Dwellings	15	26	13	7	17	8	19	5	8	11	19	6	154
Other Residential Developments	3	4	3	0	6	2	2	1	5	7	9	5	47
(No of units)	4	7	5	0	11	29	4	1	12	25	15	10	123
2019/2020													
Single Dwellings	16	11	8	18	27	14	4	5	10	8	8	8	137
Other Residential Developments	4	4	3	4	11	6	1	4	2	1	1	1	42
(No of units)	8	7	6	7	19	10	2	7	2	2	2	1	73

	JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
2020/2021													
Single Dwellings	7	17	21	12	20	46	18	25	30	27	17	20	260
Other Residential Developments	5	2	5	6	3	15	2	6	5	5	7	9	70
(No of units)	7	4	11	10	4	35	5	10	8	9	47	14	164
2021/2022													
Single Dwellings	31	17	17	13	16	40	9	17	23	14	19	13	229
Other Residential Developments	9	7	3	4	5	8	9	9	7		3	4	68
(No of units)	84	63	5	6	13	12	12	16	9		4	5	229
2022/2023													
Single Dwellings	15	32	46	8	28	13	19	15	15	11	6	6	214
Other Residential Developments	4	3	3	4	9	4	7	13	2	6	5	4	64
(No of units)	7	3	5	6	84	8	14	19	3	8	62	35	254

Note 1. Single Dwellings = Single 'Dwelling House'

Note 2. Other Residential Developments = Dual occupancies, secondary dwellings, multi dwelling housing, seniors housing, shop top housing and residential flat buildings



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Print Time: 8:41:45AM

**Approved Development & Complying Development Applications
by Dubbo Regional Council and Private Certifiers-Period 1/06/2023 - 30/06/2023**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
Alterations and additions to commercial	2	90,000			2	90,000		
Alterations and additions to industrial	2	105,639			2	105,639		
Alterations and additions to residential	4	894,494			4	894,494		
Centre based childcare	1	2,975,500	1	2,975,500				
Demolition	1	0	1					
Dwelling	6	2,693,463	6	2,693,463			6	
Educational establishment	1	480,000	1	480,000				
Garages carports and car parking spaces	4	119,435	4	119,435				
Industrial development	4	9,218,787	4	9,218,787				
Multi-dwelling housing	1	19,010,420	1	19,010,420			32	
Pools / decks / fencing	12	655,600	12	655,600				
Recreational uses	1	291,686	1	291,686				
Secondary dwelling	3	571,729	3	571,729			3	
Shed	12	438,717	12	438,717				
Signage	1	30,000	1	30,000				
Subdivision of land	4	7,900						9
Artisanal Food and Drink	1	241,120			1	241,120		
Totals for Development Types	60	37,824,490						

Total Number of Applications for this period: 57

*** Note: There may be more than one Development Type per Development Application
Statistics include applications by Private Certifiers

**Approved Development & Complying Development Applications
by Dubbo Regional Council and Private Certifiers-Period 1/06/2023 - 30/06/2023**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
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----- End of Report -----



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Print Date: 30/06/2023

Print Time: 8:45:40AM

**Approved Development & Complying Development Applications
by Dubbo Regional Council and Private Certifiers-Period 1/06/2022 - 30/06/2022**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
Infrastructure - Transport, Utilities	1	7,241,854	1	7,241,854				
Alterations and additions to commercial	1	550,000			1	550,000		
Alterations and additions to residential	3	317,000			3	317,000		
Balconies, decks patios terraces or ve	6	129,545	6	129,545				
Dual occupancy	1	450,000	1	450,000			2	
Dwelling	13	5,254,318	13	5,254,318			13	
Garages carports and car parking spaces	2	48,200	2	48,200				
Pools / decks / fencing	10	428,240	10	428,240				
Recreational uses	1	4,800,000	1	4,800,000				
Secondary dwelling	3	419,450	3	419,450			3	
Shed	9	1,236,000	9	1,236,000				
Subdivision of land	2	25,000	1					2
Telecommunications and communication fac	1	6,000	1	6,000				
Office Premises	2	1,339,913	1	935,000	1	404,913		
Retail Premises	2	204,000			2	204,000		
Demolition	1	13,642	1	13,642				
Totals for Development Types	58	22,463,162						

Total Number of Applications for this period: 52

*** Note: There may be more than one Development Type per Development Application
Statistics include applications by Private Certifiers

----- End of Report -----



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Print Date: 30/06/2023

Print Time: 8:42:31AM

**Approved Development & Complying Development Applications
by Dubbo Regional Council and Private Certifiers-Period 1/07/2022 - 30/06/2023**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
Retail Building	2	958,000			2	958,000		
Subdivision - Residential	1	1,000,000						39
Alterations and additions to commercial	23	21,142,353			23	21,142,353		
Alterations and additions to industrial	5	1,013,639			5	1,013,639		
Alterations and additions to residential	56	10,697,598	3	760,000	53	9,937,598		
Balconies, decks patios terraces or ve	35	871,225	35	871,225				
Boarding house	2	134,000	2	134,000			13	
Centre based childcare	4	9,703,491	4	9,703,491				
Demolition	12	1,073,702	10	1,018,702	2	55,000		
Dual occupancy	27	14,093,148	27	14,093,148			50	
Dwelling	215	99,111,171	214	98,825,635	1	285,536	214	2
Earthworks / change in levels	8	274,560	8	274,560				
Educational establishment	9	16,252,392	2	5,402,489	7	10,849,903		
Emergency services facility and bush fir	1	165,000	1	165,000				
Farm buildings	3	7,916,500	3	7,916,500				
Garages carports and car parking spaces	31	893,132	30	874,132	1	19,000		
Group homes	1	868,500	1	868,500			2	
Health services facilities	3	855,461	3	855,461				2
Industrial development	16	20,393,837	16	20,393,837				
Mixed use development	2	991,440	1	390,000	1	601,440		
Multi-dwelling housing	5	50,681,586	5	50,681,586			159	5
Other	6	11,279,024	6	11,279,024				

**Approved Development & Complying Development Applications
by Dubbo Regional Council and Private Certifiers-Period 1/07/2022 - 30/06/2023**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
Pools / decks / fencing	117	5,491,734	117	5,491,734				
Pub	1	60,000	1	60,000				
Recreational uses	4	28,174,343	4	28,174,343				
Retaining walls, protection of trees"	3	12,320	3	12,320				
Secondary dwelling	26	5,404,372	26	5,404,372			26	
Shed	115	4,614,165	115	4,614,165				
Shop top housing	3	2,590,400	3	2,590,400			4	2
Signage	14	849,802	14	849,802				
Stratum / community title subdivision	4	5,000						8
Subdivision of land	57	8,371,900	12	3,658,000				80
Take-away food and drink premises	6	3,896,645	6	3,896,645				
Telecommunications and communication fac	3	3,023,554	3	3,023,554				
Business Premises	2	650,000	1	500,000	1	150,000		
Office Premises	2	42,937,134	2	42,937,134				2
Retail Premises	5	1,650,311	3	1,005,000	2	645,311		
Change of Use	5	6,001	3	6,000	2	1		
Artisanal Food and Drink	3	281,620	1	8,000	2	273,620		
Dwelling alteration or addition	1	79,219			1	79,219		
Change of use	1	10,000	1	10,000				
Carport or garage	2	47,341	2	47,341				
Totals for Development Types	841	378,525,620						

Total Number of Applications for this period: 761

*** Note: There may be more than one Development Type per Development Application
Statistics include applications by Private Certifiers

----- End of Report -----



Civic Administration Building
P.O. Box 81 Dubbo NSW 2830
T (02) 6801 4000
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ABN 53 539 070 928

Print Date: 30/06/2023

Print Time: 8:43:59AM

**Approved Development & Complying Development Applications
by Dubbo Regional Council and Private Certifiers-Period 1/07/2021 - 30/06/2022**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
Dwelling - single	20	5,224,595	13	4,177,193	7	1,047,402	13	
Dwelling- Transportable/Relocatable	2	615,398	2	615,398			2	
Dwelling - Secondary/Dual Occ Dwelling	4	725,127	4	725,127			4	
Dwelling - Dual Occupancy, one storey	6	2,706,000	6	2,706,000			12	
Medium Density Res - one/two storeys	2	12,502,410	2	12,502,410			57	
Garage/Carport/Roofed Outbuildings	12	248,792	12	248,792				
Fences/Unroofed Structures	1	13,000	1	13,000				
Swimming Pool	4	127,500	4	127,500				
Office Building	3	511,000	2	498,000	1	13,000		
Retail Building	1	348,700			1	348,700		
Factory/Production Building	1	1,000,000	1	1,000,000				
Warehouse/storage	4	1,378,800	4	1,378,800				
Infrastructure - Transport, Utilities	1	7,241,854	1	7,241,854				
Health Care Facility - Other	2	710,000	1	710,000	1			
Educational Building	2	32,573,529	2	32,573,529				
Entertainment/Recreational Building	1	60,000			1	60,000		
Signs/Advertising Structure	1	12,000	1	12,000				
Home Business	1	2,000			1	2,000		
Change of Use - Commercial	3	23,000			2	3,000		13
Tourism Development	2	3,830,000	1	3,600,000	1	230,000		
Subdivision - Residential	11	2,577,000						37
Subdivision - Industrial	1	60,000						3

**Approved Development & Complying Development Applications
by Dubbo Regional Council and Private Certifiers-Period 1/07/2021 - 30/06/2022**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
Subdivision - Rural	3	21,500	1	5,000				2
Alterations and additions to commercial	20	7,411,023			20	7,411,023		
Alterations and additions to industrial	3	2,898,558			3	2,898,558		
Alterations and additions to residential	47	7,225,386			47	7,225,386		
Balconies, decks patios terraces or ve	32	616,118	32	616,118				
Boarding house	2	1,616,015	2	1,616,015			3	
Demolition	17	386,000	17	386,000				
Dual occupancy	23	12,152,911	23	12,152,911			42	4
Dwelling	214	82,003,535	214	82,003,535			214	
Earthworks / change in levels	3	118,640	3	118,640				
Educational establishment	3	2,030,000	1	30,000	2	2,000,000		
Farm buildings	2	94,500	2	94,500			1	
Garages carports and car parking spaces	37	846,184	37	846,184				
Group homes	2	2,400,000	2	2,400,000			2	
Health services facilities	1	340,000	1	340,000				
Home business	2	5,500	2	5,500				
Industrial development	19	21,805,330	18	21,705,330	1	100,000		
Multi-dwelling housing	2	2,080,000	2	2,080,000			11	
Other	10	8,839,398	10	8,839,398				
Pools / decks / fencing	110	4,248,714	110	4,248,714				
Pub	1	46,750	1	46,750				
Recreational uses	3	9,411,000	3	9,411,000				
Restaurant or cafe	1	109,000			1	109,000		
Secondary dwelling	26	3,291,265	26	3,291,265			26	
Shed	92	3,875,297	92	3,875,297				
Shop top housing	1	28,000,000	1	28,000,000			72	
Signage	18	795,705	18	795,705				
Subdivision of land	31	2,242,000	19	1,975,000				238

**Approved Development & Complying Development Applications
by Dubbo Regional Council and Private Certifiers-Period 1/07/2021 - 30/06/2022**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
Take-away food and drink premises	3	429,700			3	429,700		
Telecommunications and communication fac	2	306,000	2	306,000				
Business Premises	3	3,215,005	2	600,000	1	2,615,005		
Office Premises	2	1,339,913	1	935,000	1	404,913		
Retail Premises	13	1,492,167	6	295,500	7	1,196,667		
Change of Use	9	353,000	7	98,000	2	255,000		
Artisanal Food and Drink	1	22,500	1	22,500				
Carport or garage	3	42,571	3	42,571				
Demolition	2	15,642	2	15,642				
Totals for Development Types	848	284,617,532						

Total Number of Applications for this period: 758

*** Note: There may be more than one Development Type per Development Application
Statistics include applications by Private Certifiers

----- End of Report -----



DUBBO REGIONAL
COUNCIL

REPORT: Digital Maps for the Dubbo Regional Local Environmental Plan 2022

DIVISION: Development and Environment
REPORT DATE: 30 June 2023
TRIM REFERENCE: ID23/1520

EXECUTIVE SUMMARY

Purpose	Seek endorsement	Fulfil legislated requirement
Issue	<ul style="list-style-type: none"> The Dubbo Regional Local Environmental Plan 2022 (LEP) is the legal document that guides planning decisions in the Dubbo Regional Local Government Area. It includes specific controls and provisions that regulate land use and development such as zoning, minimum lot size areas, development standards, land use permissibility and environmental heritage. The Dubbo Regional LEP 2022 is made up of a written document and accompanying PDF map sheets. As part of the NSW Government's move to digital plan making, digital maps via the NSW eSpatial Viewer will replace PDF map sheets as the legal map references. Moving to digital maps will provide cost and time savings for all stakeholders, provide users with access to better and easier to find maps, and enable users to get a better understanding of development opportunities and constraints. 	
Reasoning	<ul style="list-style-type: none"> Environmental Planning and Assessment Act 1979 Standard Technical Requirements for Spatial Datasets and Digital Mapping Planning circular PS 21-014 – Minor amendments to LEPs using Section 3.22 	
Financial Implications	Budget Area	Growth Planning
	Proposed Cost	There are no financial implications arising from this report.
Policy Implications	Policy Title	Dubbo Regional Local Environmental Plan 2022
	Impact on Policy	Digital maps displayed on the NSW eSpatial Viewer will replace existing PDF map sheets.

STRATEGIC DIRECTION

The Towards 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes six principle themes and a number of objectives and strategies. This report is aligned to:

Theme: 4 Leadership

CSP Objective: 4.1 Council provides transparent, fair and accountable

leadership and governance

Delivery Program Strategy: 4.1.4 Statutory requirements are met and services are provided in a cost-effective and timely manner

RECOMMENDATION

1. That Council support moving to digital maps for the Dubbo Regional Local Environmental Plan 2022.
2. That Council submit a request to the NSW Government Department of Planning and Environment under Section 3.22 – Expedited Amendment of the Environmental Planning and Assessment Act 1979 to move to digital maps for the Dubbo Regional Local Environmental Plan 2022.
3. That if a Planning Proposal is required to enact the required amendments:
 - a. Council support the preparation of a Planning Proposal to retire the PDF map sheets for the Dubbo Regional Local Environmental Plan 2022 and replace these with digital maps.
 - b. Council request the requirement for community consultation be waived under Section 3.34 of the Environmental Planning and Assessment Act 1979 as moving to digital maps will not change any provisions within the Dubbo Regional Local Environmental Plan 2022.
 - c. That Council request delegation under Section 3.36 of the Environmental Planning and Assessment Act 1979 to make the amendments to the Dubbo Regional Local Environmental Plan 2022.

Stephen Wallace
Director Development and Environment

TH
Team Leader Growth
Planning Projects

BACKGROUND

What is the Dubbo Regional Local Environmental Plan 2022?

The Dubbo Regional Local Environmental Plan 2022 (LEP) is the legal document that guides planning decisions in the Dubbo Regional Local Government Area. It includes specific controls and provisions that regulate land use and development such as zoning, minimum lot size areas, development standards, land use permissibility and environmental heritage.

The Dubbo Regional LEP 2022 is made up of a written document and accompanying PDF map sheets. The following maps are within the Dubbo Regional LEP 2022:

- Land zoning
- Lot size
- Additional permitted uses
- Urban release area
- Buffer map
- Flood planning
- Heritage
- Land reservation acquisition
- Land reclassification
- Lighting control
- Natural resources – Karst, water and groundwater vulnerability
- Terrestrial Biodiversity

The majority of map sheets within the Dubbo Regional LEP 2022 are PDF file format at an A3 scale, apart from land zoning maps which are in digital format due to the NSW Government Employment Zone Reforms that commenced on 26 April 2023.

REPORT

1. Need for the Amendment

As part of the NSW Government's move to digital plan making, digital maps will become the legal map reference for the LEP. Maps will be available online via the NSW eSpatial Viewer.

Moving to digital maps will remove the need to prepare PDF map sheets, and presents a number of benefits to Council, community and other stakeholders. These benefits include:

- Cost and time savings for all stakeholders
- Improved accessibility to all stakeholders in a centralised location rather than multiple map sheets
- Flexibility by removing artificial administrative barriers that tend to restrict the scope of changes that can be considered
- Removing duplication of work by both Council and the NSW Government

- Access to better, easier to find maps with fewer errors
- Reduction in the risk of human error

When PDF map sheets are prepared, they are based on scale and not on fine detail. In some cases this can make it difficult to interpret how the LEP affects particular lots.

A number of other Councils have already moved to digital maps, and a number of other Councils have commenced discussions with the NSW Department of Planning and Environment to indicate their intention to move to digital maps.

2. Section 3.22 Amendment - Environmental Planning and Assessment Act 1979

Section 3.22(1)(b) of the Environmental Planning and Assessment Act 1979 allows minor amendments to a LEP without following the usual Planning Proposal process, in particular public exhibition requirements, if it addresses matters that are of a minor nature.

The move to digital maps is considered minor because:

- It is administrative in nature and simply seeks to transition mapping from individual PDF map sheets to digital maps; and
- The amendment does not propose any changes to existing land use controls or development standards. The digital maps will replicate the land use controls currently contained within all existing PDF map sheets.

3. Resourcing Implications

Council will be undertaking a comprehensive review of the Dubbo Regional LEP 2022 over the next few years, and it is considered that Council resources will be significantly improved by moving to digital maps.

4. Next Steps

Following Council's consideration, a request will be submitted via the NSW Planning Portal to proceed with the Section 3.22 amendment. Council will then liaise with the NSW Government Department of Planning and Environment as the matter progresses, with amendments to the Dubbo Regional LEP 2022 published on the NSW Legislation website.

If the Department of Planning and Environment does not permit Council to undertake an amendment to the Dubbo Local Environmental Plan 2022 through a Section 3.22 expedited amendment, this report also recommends that a Planning Proposal be prepared and submitted to the Department to enact the amendment.