



# AGENDA

## INFRASTRUCTURE, PLANNING AND ENVIRONMENT COMMITTEE

### 13 OCTOBER 2022

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 5.30 pm.

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	Page
<b>IPEC22/46 LEAVE OF ABSENCE (ID22/2081)</b>	
<b>IPEC22/47 CONFLICTS OF INTEREST (ID22/2084)</b> 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.	
<b>IPEC22/48 PROVISION OF CREDIT TO USERS FOR POTABLE WATER IN GEURIE AND DUBBO DURING BOIL WATER ALERT PERIOD (ID22/1339)</b> The Committee had before it the report dated 15 September 2022 from the Director Infrastructure regarding Provision of Credit to Users for Potable Water in Geurie and Dubbo During Boil Water Alert Period.	3
<b>IPEC22/49 DISABLED CAR SPACES - WARNE STREET AND ARTHUR STREET WELLINGTON (ID22/2064)</b> The Committee had before it the report dated 29 September 2022 from the Senior Traffic Engineer regarding Disabled Car Spaces - Warne Street and Arthur Street Wellington.	9
<b>IPEC22/50 2022 ALPINE CLASSIC EVENT (ID22/2063)</b> The Committee had before it the report dated 29 September 2022 from the Senior Traffic Engineer regarding 2022 Alpine Classic Event.	15

- IPEC22/51 BUILDING SUMMARY - SEPTEMBER 2022 (ID22/1981)** 50  
The Committee had before it the report dated 30 September 2022 from the Director Development and Environment regarding Building Summary - September 2022.
- IPEC22/52 PLANNING PROPOSAL R22-002 - CAVELLE DRIVE, DUBBO - PROPOSED AMENDMENT TO THE DUBBO REGIONAL LOCAL ENVIRONMENTAL PLAN 2022 (ID22/1416)** 64  
The Committee had before it the report dated 29 September 2022 from the Graduate Growth Planner regarding Planning Proposal R22-002 - Cavelle Drive, Dubbo - Proposed Amendment to the Dubbo Regional Local Environmental Plan 2022.



## REPORT: Provision of Credit to Users for Potable Water in Geurie and Dubbo During Boil Water Alert Period

**DIVISION:** Infrastructure  
**REPORT DATE:** 15 September 2022  
**TRIM REFERENCE:** ID22/1339

### EXECUTIVE SUMMARY

<b>Purpose</b>	Addressing Council resolution	
<b>Issue</b>	<ul style="list-style-type: none"> <li>Provision of credit during the Geurie and Dubbo boil water alert periods</li> </ul>	
<b>Reasoning</b>	<ul style="list-style-type: none"> <li>This is in response to a Mayoral Minute that was presented to the Extraordinary Council Meeting held on the 27 June 2022</li> </ul>	
<b>Financial Implications</b>	Budget Area	Infrastructure
	Funding Source	Water Supply
	Proposed Cost	Nil to \$260,000
	Ongoing Costs	Nil
<b>Policy Implications</b>	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: 2 Infrastructure
- CSP Objective: 2.2 Infrastructure meets the current and future needs of our community
- Delivery Program Strategy: 2.2.1 Water and sewer infrastructure and services meet the needs of the community
- 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

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**RECOMMENDATION**

1. That it be noted that no credits or rebates have been provided previously for boil water alerts by Dubbo Regional Council which is generally consistent with Regional NSW.
2. That it be noted that the value determined for water to be boiled during the Geurie and Dubbo boil water alerts has been calculated at \$56,151 ranging from \$2.40 to \$5.43 per household.
3. That it be noted that the cost to implement a credit is in the order of \$203,000 of staff time and is equivalent to 166 weeks for one full time equivalent position.
4. That Council does not provide a credit for boil water alerts.

*Luke Ryan*  
Director Infrastructure

*LR*  
Director Infrastructure

## BACKGROUND

This Notice of Motion was lodged on 27 June 2022 as part of the Geurie Boil Water Alert (BWA). Since 27 June 2022, there has been another BWA for the areas supplied by the John Gilbert Water Treatment Plant. This report provides information to the Notice of Motion and has incorporated the information for the Dubbo BWA as well.

There have been 19 BWA for 15 Local Water Utilities (LWU) in NSW for 2022 so far. In 2021, a total of 15 LWU were on BWAs and in 2020 there were a total of 19. It is evident LWUs are seeing an increase in issuing of BWAs which are predominantly related to adverse weather conditions.

On 8 June 2022, after discussion with Western Region NSW Health, a BWA was issued to the Geurie water supply due to an exceedance within the Critical Control Point of the filtered water turbidity. The BWA lasted for 20 days.

A BWA was also issued for Dubbo on 7 July 2022 again due to an exceedance within the Critical Control Point of the filtered water turbidity. Given there are a number of areas serviced by a number of reservoirs, the BWA was lifted in stages. In total, the BWA ranged from 12 to 27 days for the areas serviced by the John Gilbert Treatment Plant.

The contributing factor for this breach/exceedance was the fluctuating river water conditions experienced within the region after significant rain events within the catchment area. These are becoming more prevalent with the climate conditions currently being experienced from extreme drought to extreme rain events.

This report will endeavour to address the issue of offering credits to residents affected by the recent BWAs. Council has had requests from consumers in previous BWAs for a reduction in rates charges for having to be inconvenienced. All requests have been denied in the past as these alerts are issued as part of running a safe water supply system.

There are no legislative requirements for Council to provide compensation, reduction, credits or the like, for issuing of boil water alerts or do not drink notices.

There were costs borne by Council to undertake the response to the BWA that are in the order of \$248K. These costs are itemised below.

Production of an additional 102MI for the flushing of the Dubbo Water System - \$189K

Provision of bottled water to schools - \$16K

Out of hours wages - \$11K

Raw materials – \$27K

Plant hire - \$2K

Advertising - \$3K

**Previous Resolutions of Council**

27 June 2022	That the CEO provide a report to the July Infrastructure, Planning and Environment Committee on how a rebate could be provided to users of potable water in Geurie for the period of the boil water alert in June 2022.
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**REPORT**

A calculation of the cost to residents to boil water has been undertaken based on the consumption of three litres per person. Given that the BWA lasted for varying lengths of time for different areas, there is not a single figure that can be applied. The table below provides the indicative figures of the cost to households for boiling water noting that the total cost to the resident is in calculated at \$56,151.

Reservoir Area	Days on BWA	Cost to boil water (dollars per person)	People per household	Cost per household	Number of connections	Total cost
Geurie	20	1.61	2.5	\$4.03	224	\$ 903
Rifle Range	12	0.96	2.5	\$2.40	2,545	\$ 6,108
Bourke Hill	14	1.13	2.5	\$2.83	100	\$ 283
Newtown	14	1.13	2.5	\$2.83	2,862	\$ 8,099
Eulomogo	16	1.29	2.5	\$3.23	6,019	\$19,441
Buninyong	16	1.29	2.5	\$3.23	3,066	\$ 9,903
Standpipe	18	1.45	2.5	\$3.63	801	\$ 2,908
Myall	21	1.69	2.5	\$4.23	973	\$ 4,116
Wongarbon	21	1.69	2.5	\$4.23	318	\$ 1,345
Ballimore	23	1.85	2.5	\$4.63	95	\$ 440
Yarrandale	25	2.01	2.5	\$5.03	410	\$ 2,062
Eumungerie	27	2.17	2.5	\$5.43	100	\$ 543
<b>Total</b>					<b>17,513</b>	<b>\$56,151</b>

The total cost for a credit to households would be in the order of \$260,000 based on a \$56,121 rebate and a \$203,000 processing cost.

There are a number of issues related to providing a rebate and these are detailed below:

**Administration Required to Implement a Credit**

Council's financial system has recently undergone a significant upgrade and enhancement to strengthen the controls and limit the ability of staff to process certain credits.

Prior to the upgrade, it would take approximately 20 minutes for a staff member to process a credit in the system and it is expected that the time to process a credit since the upgrade will substantially increase. A lower estimate of time to process these credits, based on 20 minutes per credit, is in the order of \$203,000 and approximately 5,840 hours (166 weeks for one person) to complete.

### **Identification on Rates Notices**

Any credit granted will not apply until the second rates instalment due in November 2022 and will not be shown on the rates notices due to limitations imposed by our external printing agency.

### **Household Inequity**

There will be inequity with applying a flat rate based on average occupancy, as some households will have more occupants, while others will have less. In order to apply a rebate based on per person, Council would need to hold information on the number of occupants per residence.

### **Rental Properties and Vacancies**

Without a full understanding of the number of rental properties in Geurie and Dubbo, landlords would be provided the rebate, this may not be passed onto the people residing at the address, and Council may be providing rebates to vacant properties.

### **Low Water Consumption Users**

In instances where the water consumption cost for a household is lower than the credit given, households will only receive a credit to the value of the water consumption incurred.

### **Precedence**

The credit for the cost to boil water is rare and could provide a precedent for future boil water alerts for Council. This may also place pressure on other local water utilities to also consider rebates for BWAs in their Local Government Area.

### **Alternate Options**

Alternate options for consideration would be to not provide a credit, which is the customary approach.

### **Consultation**

- Internal consultation was undertaken within the Water Supply and Finance sections of Council to understand the value and mechanisms for a rebate. Concerns were raised and have been included in the report.

### **Resourcing Implications**

- The processing of a rebate will take at least 5,840 hours (equivalent of 166 weeks) with no ongoing resource requirements at the completion of this rebate.

Total Financial Implications	Current year (\$)	Current year + 1 (\$)	Current year + 2 (\$)	Current year + 3 (\$)	Current year + 4 (\$)	Ongoing (\$)
a. Operating revenue	0	0	0	0	0	0
b. Operating expenses	0 to 260,000	0	0	0	0	0
c. Operating budget impact (a – b)	-260,000 to 0	0	0	0	0	0
d. Capital Expenditure	0	0	0	0	0	0
e. Total net impact (c – d)	-260,000 to 0	0	0	0	0	0
Does the proposal require ongoing funding?	No					
What is the source of this funding?	N/A					

**Table 1.** Ongoing Financial Implications





## REPORT: Disabled Car Spaces - Warne Street and Arthur Street Wellington

**DIVISION:** Infrastructure  
**REPORT DATE:** 29 September 2022  
**TRIM REFERENCE:** ID22/2064

### EXECUTIVE SUMMARY

<b>Purpose</b>	<ul style="list-style-type: none"> <li>Seek endorsement</li> <li>Seek direction or decision</li> </ul>	<ul style="list-style-type: none"> <li>Fulfil legislated requirement/compliance</li> </ul>
<b>Issue</b>	<ul style="list-style-type: none"> <li>There are two disabled car parking spaces in Warne Street and Arthur Street Wellington that are no longer required due to a change in accessible needs to the locations.</li> </ul>	
<b>Reasoning</b>	<ul style="list-style-type: none"> <li>The disabled car parking spaces are a regulatory traffic control device initially implemented upon a recommendation of the Local Traffic Committee and subsequent resolution of Council. The process of removing the disabled car parking spaces requires further consideration of the Local Traffic Committee and Council.</li> <li>Delegation to councils for the Regulation of Traffic - Road Transport (Safety and Traffic Management Act 1999).</li> </ul>	
<b>Financial Implications</b>	Budget Area	Traffic Management Function
	Funding Source	Traffic Improvements Vote - Signs and Lines
	Proposed Cost	\$800
	Ongoing Costs	Nil
<b>Policy Implications</b>	Policy Title	There are no policy implications arising from this report.
	Impact on Policy	N/A

### 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:	2.1 The road transportation network is safe, convenient and efficient
Delivery Program Strategy:	2.1.5 Council works collaboratively with the government and stakeholders on transport-related issues

### RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

It is recommended that Council approval be granted for the removal of the disabled parking spaces in Warne Street adjacent the Wellington Aquatic Centre and in Arthur Street adjacent 78 Arthur Street Wellington.

### LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Tuesday, 4 October 2022. The Committee had unanimous support in the adoption of the recommendation.

### RECOMMENDATION

**It is recommended that Council approval be granted for the removal of the disabled parking spaces in Warne Street adjacent the Wellington Aquatic Centre and in Arthur Street adjacent 78 Arthur Street Wellington.**

*Luke Ryan*  
Director Infrastructure

*DV*  
Senior Traffic Engineer

## REPORT

This report deals with the proposed removal of two disabled car parking spaces in Warne Street and Arthur Street Wellington as a consequence of factors that reveal they are no longer required at the locations.

### **Warne Street (Appendix 1)**

The existing disabled parking space is located on the southern side of Warne Street adjacent to the old entry to the Wellington pool, approx. 70 m from the Nanima Crescent roundabout. A new Wellington Aquatic Centre has been constructed on the site with a new entry and car park to the western end of the site, incorporating two disabled parking spaces. On-street parking has been formalised with 45<sup>o</sup> angle parking and car space line marking.

The existing disabled parking space is now situated adjacent to the original entry, retained as a heritage facility however isolated from the new entry, with the nearest development being Dubbo Regional Council's Wellington CAB located on the roundabout intersection. A new disabled car parking space in the vicinity of the Wellington CAB will be reviewed with the proposed Nanima Street Parking Management project.

It is considered that the existing disabled car parking space located adjacent to the Wellington Aquatic Centre in Warne Street is no longer required, as it provides no close and convenient accessible needs to any development, and should be removed. The access ramp will be retained.

### **Arthur Street (Appendix 2)**

The existing disabled car parking space is located on the eastern side of Arthur Street adjacent to a residential property at 78 Arthur Street, approximately 67 m south of the Swift Street intersection and Medical Centre. A recent redevelopment of the eastern section of Swift Street included a new raised pedestrian crossing across Arthur Street at the intersection and two on-street disabled car parking spaces adjacent the Medical Centre. The Wellington Memorial Club is on the western side of Arthur Street with one on-street disabled parking space adjacent to the Club's entry. Additional spaces are provided off-street in the Club's car park.

The disabled space adjacent to 78 Arthur Street was approved by the previous Wellington Council for the needs of a disabled resident residing at the property. During the Swift Street redevelopment it was revealed that this space is no longer required. The access ramp will be retained.

A review of the need, or otherwise, of the disabled space revealed that there is adequate accessible parking for the development in this section of Arthur Street and that the disabled parking space is no longer required and should be removed.

**Consultation**

- Consultation has been undertaken with the relevant Wellington Branch staff on the history relating to the current status of the two disabled car parking spaces in Warne Street and Arthur Street.
- Further consultation will occur with the Local Traffic Committee members, including representatives from NSW Police, the Local State Member of Parliament, TfNSW and Council officers.

**Resourcing Implications**

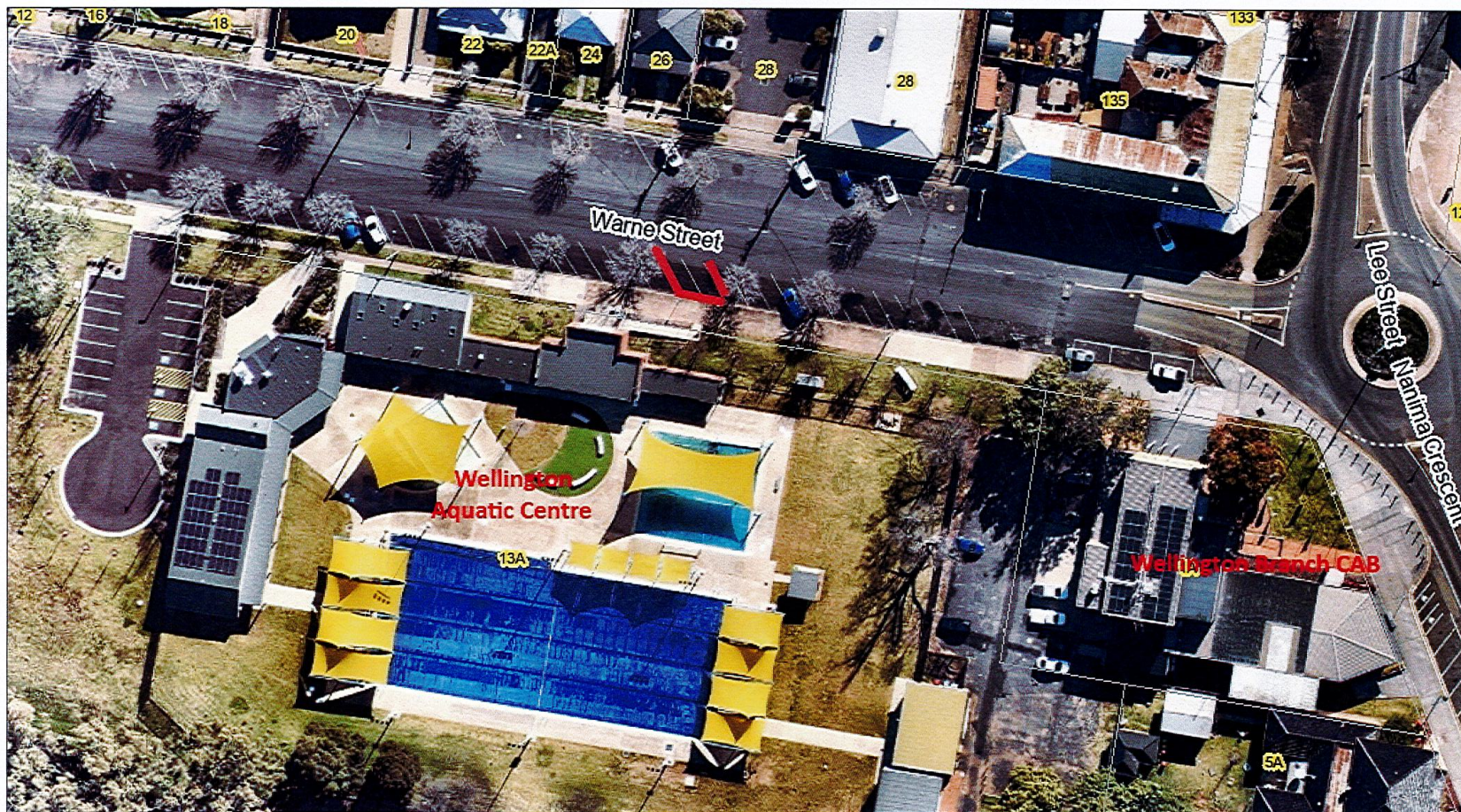
- Council staff will provide the resources to undertake the signage and line marking removal of the disabled car parking spaces in Warne Street and Arthur Street.
- There are no ongoing maintenance costs for the works.

Total Financial Implications	Current year (\$)	Current year + 1 (\$)	Current year + 2 (\$)	Current year + 3 (\$)	Current year + 4 (\$)	Ongoing (\$)
a. Operating revenue	0	0	0	0	0	0
b. Operating expenses	0	0	0	0	0	0
c. Operating budget impact (a – b)	0	0	0	0	0	0
d. Capital Expenditure	800	0	0	0	0	0
e. Total net impact (c – d)	0	0	0	0	0	0
Does the proposal require ongoing funding?	No					
What is the source of this funding?	Traffic Management Function – Traffic Improvements Vote, Signs and Lines.					

**Table 1.** Ongoing Financial Implications

**APPENDICES:**

- [1](#) Appendix 1 - Warne Street Wellington
- [2](#) Appendix 2 - Arthur Street Wellington

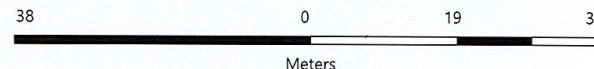


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70 Church Street DUBBO NSW 2830  
 Ph: (02) 6801 4000  
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[www.dubbo.nsw.gov.au](http://www.dubbo.nsw.gov.au)

**Warne Street Disabled Parking Space**



Projection: Transverse Mercator  
 Coordinate system: MGA (GDA94) Zone 55

Print Date: 27/09/2022 - 5:03 PM



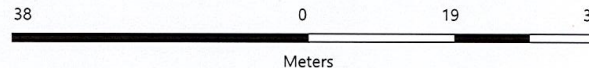
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**Arthur Street Disabled Parking Space**



Projection: Transverse Mercator  
 Coordinate system: MGA (GDA94) Zone 55



## REPORT: 2022 Alpine Classic Event

**DIVISION:** Infrastructure  
**REPORT DATE:** 29 September 2022  
**TRIM REFERENCE:** ID22/2063

### EXECUTIVE SUMMARY

<b>Purpose</b>	<ul style="list-style-type: none"> <li>Seek endorsement</li> <li>Seek direction or decision</li> </ul>	<ul style="list-style-type: none"> <li>Fulfil legislated requirement/compliance</li> </ul>
<b>Issue</b>	<ul style="list-style-type: none"> <li>The organiser of the Classic Rally Club of NSW is seeking Council approval to conduct the 2022 Alpine Classic Touring Road Event on numerous roads throughout the Local Government Area being a challenging navigational skills event for classic cars.</li> </ul>	
<b>Reasoning</b>	<ul style="list-style-type: none"> <li>Special events are a common occurrence on the road network. The Local Traffic Committee concurs with the events as proposed and typically conditioned as required by Council, NSW Police and Transport for NSW (TfNSW) in accordance with Traffic Management Guidelines.</li> <li>This event is not a competitive car race/rally, procession or speed event and requires no road closures.</li> <li>The event will be run under a Motorsport Australia permit which will only be issued to the organiser following Council approval.</li> </ul>	
<b>Financial Implications</b>	Budget Area	There are no financial implications arising from this report.
	Funding Source	N/A
	Proposed Cost	N/A
	Ongoing Costs	N/A
<b>Policy Implications</b>	Policy Title	There are no policy implications arising from this report.
	Impact on Policy	N/A

### 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: 2.1.5 Council works collaboratively with the government and

stakeholders on transport-related issues

### RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

1. That approval be granted to the Classic Rally Club of NSW to conduct the 2022 Alpine Classic Touring Road Event on Saturday 19 and Sunday 20 November 2022 in accordance with the Event and Traffic Management Plans (Appendix 1) and Council's following conditions of consent:
  - a. The roads to be used in the Dubbo Regional Council Local Government Area (LGA) are as detailed in the Submission Pack - Detailed list of proposed roads on event route.
  - b. The organiser is to ensure that prior to the event start that enquires are made with Council as to the suitability, or otherwise, of the condition of the nominated roads given the current impact on the road network due to the ongoing inclement wet weather conditions.
  - c. Event entrants are required to comply with the NSW Road Rules and the Alpine Classic Road Event regulations, Transport and Traffic Management Plans and the Transport Control Plan.
  - d. Marshals are to be provided at the nominated locations as identified in the Event and Traffic Management Plans.
  - e. The applicant is responsible for the provision of all traffic controls required for the event (ie Marshals, traffic barriers, traffic cones and signs).
  - f. Council's Governance Team Leader must sight a copy of the Public Liability Insurance Policy for a minimum amount of \$20 million on which Dubbo Regional Council and NSW Police are specifically noted to be indemnified against any action resulting from the event.
  - g. The applicant is to forward a letter to Council with all the required documentation accepting the above conditions before final approval will be granted.

### LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Tuesday, 4 October 2022. The Committee had unanimous support in the adoption of the recommendation.



RECOMMENDATION

1. That approval be granted to the Classic Rally Club of NSW to conduct the 2022 Alpine Classic Touring Road Event on Saturday 19 and Sunday 20 November 2022 in accordance with the Event and Traffic Management Plans (Appendix 1) and Council's following conditions of consent:
  - a. The roads to be used in the Dubbo Regional Council Local Government Area (LGA) are as detailed in the Submission Pack - Detailed list of proposed roads on event route.
  - b. The organiser is to ensure that prior to the event start that enquires are made with Council as to the suitability, or otherwise, of the condition of the nominated roads given the current impact on the road network due to the ongoing inclement wet weather conditions.
  - c. Event entrants are required to comply with the NSW Road Rules and the Alpine Classic Road Event regulations, Transport and Traffic Management Plans and the Transport Control Plan.
  - d. Marshals are to be provided at the nominated locations as identified in the Event and Traffic Management Plans.
  - e. The applicant is responsible for the provision of all traffic controls required for the event (ie Marshals, traffic barriers, traffic cones and signs).
  - f. Council's Governance Team Leader must sight a copy of the Public Liability Insurance Policy for a minimum amount of \$20 million on which Dubbo Regional Council and NSW Police are specifically noted to be indemnified against any action resulting from the event.
  - g. The applicant is to forward a letter to Council with all the required documentation accepting the above conditions before final approval will be granted.

*Luke Ryan*  
Director Infrastructure

*DV*  
Senior Traffic Engineer

## REPORT

Council has received an application from the Classic Rally Club of NSW seeking Council approval to conduct a touring road event along numerous roads within the Dubbo Regional Council LGA. The event is a challenging navigation event for classic vehicles and participants conducted along selected local Council roads away from the busier highways in accordance with the road rules. The aim of the touring road event is to test the map reading and navigational skills of the entrants. The Club has submitted an application letter and submission pack (attached as **Appendix 1 and 2**) which includes contents such as event details, transport management, insurance, event route and maps.

The 2022 Alpine Classic will this year will be similar in nature to previous Alpine Classics that have been successfully run on an annual basis in the Dubbo Regional Council LGA and adjacent LGAs over the past 20 years with the exception of the COVID years 2020/2021. The event will be undertaken over the weekend of 19 and 20 November 2022 commencing in Lithgow and traversing through the Bathurst, Orange, Mid-Western, Cabonne and Dubbo councils with the return finish in Bathurst. The touring road event is not a race, procession or speed event and does not require any road closures. Entrants are required to comply with the road legislation.

There will be approximately 80 entrants with vehicles leaving at one minute intervals from designated starting locations. In Dubbo, the finish on Saturday and following Sunday start will be at the Cravings (Shell Service Station) Newell Highway. On route timed sections will all finish and start off the public roadway such as lunch breaks within a school ground or similar.

Roads to be used in the Dubbo LGA:

### **Leg 5 - Cumnock to Wellington**

Eurimbla Road, Catombal Road, Loombah Road, Curra Creek Road, Renshaw McGirr Way and Bushrangers Creek Road.

### **Leg 6 - Wellington to Dubbo**

Bushrangers Creek Road, Zaias Lane, Arthurville Road, Terrabella Road, Benolong Road, Obley Road, Newell Highway and Whylandra Street.

### **Leg 7 - Dubbo to Ballimore**

Whylandra Street, Newell Highway, Erskine Street, Golden Highway, Myall Street, Whitewood Road, Peachville Road, Pinedale Road, Torwood Road, Eulomogo Road, Wilfred Smith Drive, Toorale Road, Eulomogo Road, Railway Lane, Beni Street, Railway Street, Barbical Street, Westella Road, Ballimore Road, Dunedoo Road, Golden Highway and Federation Street.

### **Leg 8 - Ballimore to Gulgong**

Federation Street, Goan Creek Road, Golden Highway, Muronbung Road, Saxa Road, Gollan Road, Goolma Road and Mayne Street.

The Club will be undertaking surveillance of the route prior to the event to ensure the road conditions are suitable and make amendments as necessary. Prior to the start of the event a lead vehicle will leave some two hours prior to the first entrant to assess final road conditions.

It is considered that the 2022 Alpine Classic Touring Road Event can be satisfactorily undertaken along the nominated roads within Council's LGA in accordance with the Event and Traffic Management Plans attached as Submission Pack (**Appendix 2**).

#### **Consultation**

- Consultation has been undertaken by the Event Organiser with relevant stakeholders ensuring appropriate approvals are obtained for the touring road event such as NSW Police, Motorsport Australia and relevant councils together with Emergency Services being Ambulance NSW and regional base hospitals and health services. A full list is provided in the Submission Pack.
- Further consultation will occur with the Local Traffic Committee members, including NSW Police representative, a representative for the Local State Member of Parliament, TfNSW representative and Council officers.

#### **Resourcing Implications**

- The Classic Rally Club of NSW will be totally responsible for the costs associated with the running of the event. There are no resource implications for Council in relation to the event.

#### **APPENDICES:**

- [1](#) Appendix 1 - Classic Rally Club - 2022 Permission Letter
- [2](#) Appendix 2 - Classic Rally Club - 2022 Submission Pack



44 Barrenjoey Road  
Mona Vale NSW 2103  
Tel: 0432 511 709

Email: [alpineclassic@hotmail.com](mailto:alpineclassic@hotmail.com)

6<sup>th</sup> September 2022

The General Manager  
Dubbo Regional Council  
PO Box 81  
Dubbo NSW 2830  
Via email – [council@dubbo.nsw.gov.au](mailto:council@dubbo.nsw.gov.au)

Re: Permission to conduct the 2022 Alpine Classic in your Local Government Area.

The Classic Rally Club Inc. is once again planning to conduct a challenging navigation event for classic cars (and classic drivers) in 2022. We plan on running this event over the weekend of the 19<sup>th</sup> and 20<sup>th</sup> of November 2022. This event will be called the 2022 Alpine Classic, and will be similar in nature to previous Alpine Classics that have successfully run on an annual basis in this and adjacent areas over the past 20 years, with the exception of years affected by COVID-19 restrictions (2020 & 2021).

The 2022 Alpine Classic would be run under the Motorsport Australia (NTSR-TRE regulations) and would proceed only with full Council and Police approval. The Alpine Classic is not a race, procession, speed event or forest rally and it does not require any road closures. Its aim is to test the map-reading and navigational skills of entrants.

Entrants are required to strictly follow all provisions of the Road Traffic Act and the proposed event regulations detail significant penalties for any transgressions of the Act (including expulsion from the event) and results would be determined using a timing method that severely penalises entrants for speeding. In addition, all vehicles must be roadworthy with current registration and are checked by both the organisers and independent Motorsport Australia scrutineers within the week prior to the event.

As organisers, we are acutely aware of the need to provide a good impression to the public and also to the police. We maintain tight control of our entrant's behaviour and take our obligations very seriously.

We plan to start the event in Lithgow on Saturday November 19<sup>th</sup>, with the first car leaving at 8:31am and finishing in Dubbo progressively from approximately 4:00pm. In accordance with Police requirements from previous years, we propose that cars will leave the start and all intermediate locations at one minute intervals. On Sunday November 20<sup>th</sup>, the first car will leave Dubbo at 8:01am and finish back in Bathurst progressively from approximately 4:00pm.

When setting the proposed route for the 2022 Alpine Classic, we have deliberately avoided passing through heavily populated areas wherever possible.

The event will be run under a Motorsport Australia permit, in accordance with their rules and covered by their various insurances. The final Motorsport Australia permit will only be issued to us after the Police and all applicable local Councils have given their approvals.

As the 2022 Alpine Classic is proposed to pass through six Local Government Areas, we have written to each of the following to request approval to conduct the event:

Lithgow City Council

Bathurst Regional Council

Carbone Council

Orange City Council

Dubbo Regional Council

Mid-Western Regional Council

During the application process for the 2018 Alpine Classic, we were advised by RMS personnel that it is no longer necessary to obtain approval to conduct the Alpine Classic directly from the RMS because an RMS representative actively participates in each Council's Traffic Committee. On this basis, no application is proposed to be sent directly to the RMS (Details of correspondence between the RMS and the Alpine Classic organisers is included within the attached submission pack).

A police approval application has been submitted and any approval provided by Police will be provided to each Council along with Motorsport Australia approval once received on request.

As required in previous years, we will notify emergency services (Fire and Ambulance) and the listed district hospitals in respect to the event.

Given that the event will NOT utilise any Forestry Roads, we do not intend to notify the Forestry Corporation, and obviously it will not be necessary to remove debris tracked onto public roads from Forestry Roads.

Please find attached a "Submission Pack" that includes the following documents that some Council's and or Police have requested in previous years:

- A detailed list of all stakeholders.
- Details of the event.
- Transport Management Plan (incorporating Traffic Management Plan and Risk Assessment) in accordance with the intent of "Guide to Traffic and Transport Management for Special Events" (Version 3.4) - Class 2 Event.
- Insurance details (covered by Motorsport Australia as part of the event application - already submitted).
- Transport Control Plan.
- Traffic Management Plan.
- Detailed list of the names of the roads on the proposed route.
- Risk Management Plan.
- Google maps of the proposed route for each day (in "clickable" format).

We ask for your permission to conduct our event as described above through your local government area as highlighted on the attached "clickable" google maps.

We look forward to your consideration of this request and to your favourable response.

Yours sincerely,



Alan Walker / Phillip Stead  
Event Organisers  
The Alpine Classic  
0432 511 709 / 0412 805 122

John Cooper  
President  
Classic Rally Club Inc.  
0414 246 157



# 2022 SUBMISSION PACK

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Revised 29/08/2022



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**LIST OF STAKEHOLDERS.**

The following entities are being provided with a copy of this submission pack for the reason stated in the following table.

<b>Entity</b>	<b>Reason for Submittal</b>
NSW Police, Traffic & Transport Operations, State Planning Unit Major Events & Incidents Group Level 5, 151 – 241 Goulburn St. Surry Hills NSW 2010 Phone: 02 9265 4662 Via email – onroadevents@police.nsw.gov.au	To request approval to conduct the event.
Motorsport Australia National Office PO Box 172 Canterbury LPO VIC 3126 Phone: 1300 883 959 Via email – info@motorsport.org.au	To request approval to conduct the event and to provide the necessary insurance cover.
Lithgow City Council PO Box 19 180 Mort Street Lithgow NSW 2790 Phone: (02) 6354 9999 or 1300 661 303 Via email – council@lithgow.nsw.gov.au	To request approval to conduct the event through the relevant local government area.
Bathurst Regional Council 158 Russell Street or PMB 17 Bathurst NSW 2795 Phone: (02) 6333-6111 Via email – council@bathurst.nsw.gov.au	To request approval to conduct the event through the relevant local government area.
Cabonne Council 70 Gaskill St Canowindra NSW 2804 Phone: (02) 6392 3200 Via email – council@cabonne.nsw.gov.au	To request approval to conduct the event through the relevant local government area.
Orange City Council PO Box 35 Orange NSW 2800 Phone: (02) 6393 8000 Via email – council@orange.nsw.gov.au	To request approval to conduct the event through the relevant local government area.
Dubbo Regional Council P.O. Box 81 Dubbo NSW 2830 Phone: (02) 6801 4000 Via email – council@dubbo.nsw.gov.au	To request approval to conduct the event through the relevant local government area.
Mid-Western Regional Council PO Box 156 Mudgee NSW 2850	To request approval to conduct the event through the relevant local government area.



Entity	Reason for Submittal
Phone: (02) 6378 2850 Via email – council@midwestern.nsw.gov.au	
Ambulance Service of NSW (State Headquarters) Locked Bag 105, Rozelle NSW 2039 Phone: 02 9320 7777 Via email - AMBULANCE- GeneralEnquiry@health.nsw.gov.au.	For information.
Fire and Rescue NSW Locked Mail Bag 12, Greenacre NSW 2190 Phone: 02 9265 2999 Via email - info@fire.nsw.gov.au	For information.
Bathurst Base Hospital Howick St, Bathurst NSW 2795 Phone - (02) 6330 5000	For information.
Orange Health Service 1530 Forest Rd, Orange NSW 2800 Phone - (02) 6369 3000	For information.
Dubbo Base Hospital Myall St, Dubbo NSW 2830 Phone - (02) 6809 6809	For information.
Mudgee Health Service Meares St, Mudgee NSW 2850 Phone - (02) 6371 9700	For information.



### EVENT DETAILS

Title of Event:	2022 Alpine Classic
Organiser:	Classic Rally Club Inc.
Type of Event:	Touring Road Event
Max No. Of participants:	80 Crews (a team of two or more participants).
Start Date:	19 <sup>th</sup> November 2022
Start Time:	8:31 am
Start Location:	Lithgow
Finish Date:	20 <sup>th</sup> November 2022
Finish Time:	16:30 pm (approx. first crew arrive)
Finish Location:	Bathurst
Targeted Risk Assessment:	Included in this document.
Traffic Management Plan:	Included in this document.  One vehicle will precede the event and one vehicle will follow. Signage is not considered necessary.
Public Liability Insurance Policy:	The Alpine Classic will be covered under Motorsport Australia insurance - See included Certificate of Currency.  <a href="https://sport.ajg.com.au/wp-content/uploads/2022/01/2022-Motorsport-Australia-CofC.pdf">https://sport.ajg.com.au/wp-content/uploads/2022/01/2022-Motorsport-Australia-CofC.pdf</a> <a href="https://sport.ajg.com.au/wp-content/uploads/2022/01/2022-Motorsport-Australia-CofC.pdf">https://sport.ajg.com.au/wp-content/uploads/2022/01/2022-Motorsport-Australia-CofC.pdf</a> - search Classic Rally Club
Organisers' details:	<u>Clerk of Course:</u> Mr Phill Stead 0412 805 122 <u>Event Organiser:</u> Mr Alan Walker 0432 511 709 44 Barrenjoey Road, Mona Vale NSW 2103
Approval request letters:	Sent to all relevant Local Government Authorities (refer to LIST OF STAKEHOLDERS).



## TRANSPORT MANAGEMENT PLAN (TMP)

### About the Alpine Classic.

- 1 The Event is organised by The Classic Rally Club of NSW Inc. a Motorsport Australia affiliated club covered by Public Liability and Property Insurance. Officials of the Event are qualified and accredited officials by Motorsport Australia (or Trainees).
- 2 The Event is NOT a road race and does NOT require road closures of any type. The Event is conducted on public roads in compliance with all applicable road rules and regulations.
- 3 The Event does not use any Forestry Corporation Roads or Land.
- 4 Classic cars used in the Event are checked as is reasonable practicable to do so to ensure road worthiness, with appropriate current state registration and insurances, and that they are driven by currently licensed drivers.
- 5 The Event has been conducted annually in a similar format since 1999 (with the exception of years affected by COVID-19 restrictions (2020 & 2021)) without any significant incident.
- 6 The Event is not an event that attracts significant numbers of spectators. The Event is not anticipated to require any spectator transport that would have any impact on public transport systems whatsoever.
- 7 The Event will provide little or no impact to any other road users.

### TMP Statements.

- a) The Alpine Classic will not have any impact on air transport.
- b) The Alpine Classic will not have any impact on rail transport.
- c) The Alpine Classic will not significantly impact on heavy vehicle transport because the Event is proposed to be conducted at times of reduced traffic movement for all vehicles (weekends) and its primary route is not on major trucking roads.
- d) The Alpine Classic will not have any impact on bus routes. The Event will generally be conducted on minor roads that might only be used for school bus service during weekdays. It is proposed to conduct the Alpine Classic only on the weekend.
- e) It is anticipated that the Alpine Classic may only have a minor impact on local traffic in some isolated areas. Any such impact will be managed as described in the accompanying Traffic Management Plan attached. The Alpine Classic does not require any public road closures.

### Traffic Management Action Plan.

- i. Apply General Controls as defined in the Event Risk Management Plan (RMP)
- ii. Ensure the safe separation of the General Public from Officials and Participants vehicles.
- iii. Where necessary and reasonably practicable, establish an identified area (with wickets and/or other means) to separate Participants/Officials vehicles from Spectators and/or the General Public.
- iv. Officials to direct Participants to park in the identified areas established for Event vehicles.
- v. Event Officials to be clearly identifiable by Event attire and Hi-Viz vests.
- vi. Event Organisers have a duty of care to all Officials, Participants and the General Public and to abide by Motorsport Australia OH&S and Risk Management Guidelines.



## INSURANCE DETAILS



Insurance | Risk Management | Consulting

### CERTIFICATE OF CURRENCY

#### PUBLIC AND PRODUCTS LIABILITY & PROFESSIONAL INDEMNITY INSURANCE

22 December 2021

As Insurance Brokers on behalf of the below named Insured, we can confirm that the following insurance policy is current and in force:

<b>Policy Numbers:</b>	B1263PC0790921, B12630858021 & B1263PC0781021
<b>Insured:</b>	Confederation of Australian Motor Sport Ltd T/As Motorsport Australia and all controlled and related entities.
<b>Coverage:</b>	Section 1: Public and Products Liability Section 2: Professional Indemnity
<b>Period of Insurance:</b>	From 16:00 hours on 31 December 2021 To 16:00 hours on 31 December 2022
<b>Interest Insured:</b>	<b>Section 1 – Public and/or Products Liability</b> Legal Liability to third parties for Personal Injury and/or Property Damage occurring during the Period of Insurance and arising in connection with the Insured's Business or products. <b>Section 2 – Professional Indemnity</b> Legal Liability for claims first made against the Insured and reported to the Insurers during the Period of Insurance arising from a breach of professional duty in the conduct of the Insured's Business.
<b>Limit of Liability:</b>	Section 1: \$100,000,000 any one Occurrence Section 2: \$10,000,000 any one Claim and in the aggregate
<b>Scope of events:</b>	Those activities as permitted or approved by Motorsport Australia, and any such additional events for which Motorsport Australia may elect to specifically notify to Underwriters, from time to time.
<b>Insurers:</b>	Certain Underwriters at Lloyd's.

Subject to the Policy Wording, terms and conditions.

Signed on behalf of Certain Underwriters at Lloyd's:

22 December 2021



## TRANSPORT CONTROL PLAN (TCP)

### General Traffic Management Techniques.

- a) Participants will be metered back into the general traffic flow at each control, by officials at one minute intervals.
- b) Control locations will be on minor roads that typically have very low traffic density, and generally where there is a good approach and exit.
- c) The number of Participants will be limited to 80 vehicles to rationalise traffic density and general logistics.

### Specific Traffic Management Techniques.

- 1 There are two (2) types of location where it is anticipated that an increased number of vehicle movements could cause some minor inconvenience to other road users and therefore the following specific traffic management techniques are proposed.

The two location types are;

- 1) at the start of the event each day, and
  - 2) at the lunch venue on each day.
- 2 The first specific technique is the event schedule. The event is proposed to be held over the weekend when traffic movements are reduced.
  - 3 The second specific technique is the timing of the start to avoid school drop off / pick up times.
  - 4 The third specific technique is the time interval between Participants at the start. It is proposed (and has previously been required by Police) that the start time for Participants should be one minute apart. In the past, this has proven to be a very effective means of metering the traffic flow and has resulted in no perceptible impact on local traffic movement.



### TRAFFIC MANAGEMENT PLAN

Traffic Issue	Risk Minimisation Strategy
Ensure the safe separation of participants, officials and the general public from traffic.	Implement use of barriers and witches hats to separate participants, officials and the general public from moving cars at the start, lunch and finish parking areas. These are to be controlled by event officials.
Manage the reduced capacity of the road system.	A maximum of 80 crews (a team of two or more participants) is permitted. This is not considered to have any impact on the carrying capacity of the road system. The event avoids built up areas wherever possible.
Minimise traffic impact on the general public.	Vehicles are to be released at intervals of not less than 1 minute. This is considered to have the effect of the event having minimal impact on the flow of traffic.
Minimise traffic impact on emergency services.	Emergency services will not be impacted by the event.
Minimise costs.	There will be no costs to the community. The local communities will benefit from the passage of the event. Local schools, caterers and community groups will provide breakfast, lunch and dinner. Motels and service stations will benefit from our patronage.
Ensure Occupational Health and Safety guidelines are adhered to.	The organisers have a duty of care towards participants, officials and the general public. MA OH & S policy is issued to all crews and is adhered to throughout the event.



DETAILED LIST OF PROPOSED ROADS ON EVENT ROUTE

Day 1 – 19 <sup>th</sup> November 2022	Day 2 – 20 <sup>th</sup> November 2022
<p><b>Leg 1</b> Mort St Eskbank St Mort St/B59 Bridge St Tank St Sandford Ave Coalbrook St Geordie St Coerwull Rd Great Western Hwy/A32 Castlereagh Hwy Brays Ln Pipers Flat Rd John Mackey Dr Sunny Corner Rd Bathurst St Sunny Corner Rd W Mitchell Rd Great Western Hwy/A32 Stafford St Porters Ln Yetholme Dr Sibleys Rd Great Western Hwy/A32 Walang Dr</p> <p><b>Leg 2</b> Great Western Hwy/A32 Glanmire Ln Yarras Ln Limekilns Rd Marsden Ln Gilmour St Eleven Mile Dr Hamilton St Rankens Bridge Rd Eglinton Rd Durham St Commonwealth St Morrisset St</p> <p><b>Leg 3</b> Morrisset St Commonwealth St Durham St Mitre St Suttor St Bradwardine Rd Evernden Rd Westbourne Dr Ophir Rd O'Reilly Pl Howarth Cl Ophir Rd White Rocks Rd</p>	<p><b>Leg 7</b> WHYLANDRA ST NEWELL HWY/WHYLANDRA ST/A39 ERSKINE ST/GOLDEN HWY/B84 MYALL ST WHITEWOOD RD PEACHVILLE RD PINEDALE RD TORWOOD RD EULOMOGO RD WILFRED SMITH DR TOORALE RD EULOMOGO RD RAILWAY LN BENI ST RAILWAY ST BARBIGAL ST WESTELLA RD BALLIMORE RD DUNEDOO RD/GOLDEN HWY/B84 FEDERATION ST</p> <p><b>Leg 8</b> Federation St Goan Creek Rd Dunedoo Rd/Golden Hwy/B84 Muronbung Rd Saxa Rd Gollan Rd Goolma Rd Mayne St Herbert St Rouse St</p> <p><b>Leg 9</b> Rouse St Station St Saleyards Ln Spring Creek Rd Yarrowonga Rd Mudhut Creek Rd Henry Lawson Dr St Fillans Rd Lowes Peak Rd Black Springs Rd Church Ln Ulan Rd Eurunderee Ln Black Springs Rd Crowleys Ln Ulan Rd Buckaroo Rd Buckaroo Ln Ulan Rd Eurunderee Ln Henry Lawson Dr</p>

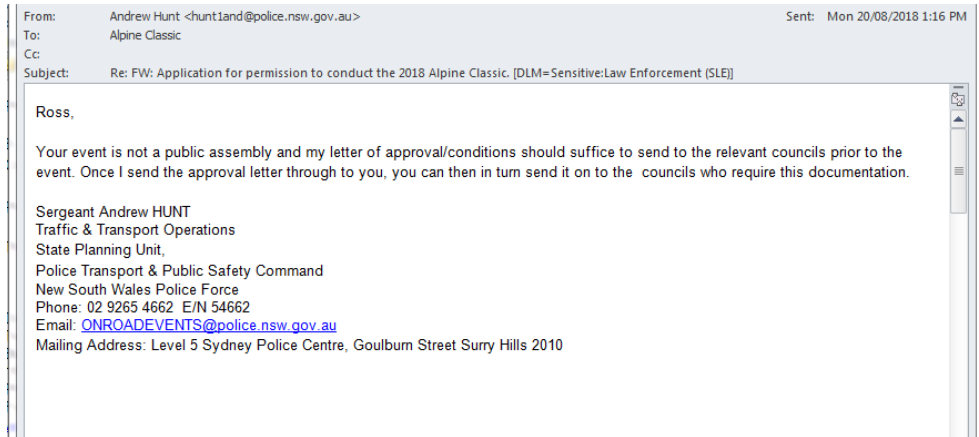




Day 1 – 19 <sup>th</sup> November 2022	Day 2 – 20 <sup>th</sup> November 2022
<p>Icely Rd Northern Distributor Rd Icely Rd Wakeford St Lone Pine Ave Bathurst Rd/Mitchell Hwy/A32 Peisley St Gardiner Rd Woodward St Shiralee Rd Pinnacle Rd Canobolas Rd Wrights Ln Canobolas Road</p> <p><b>Leg 4</b> Canobolas Road Wrights Ln Feathers Ln Woods Ln Cargo Rd Bowan Park Rd Davys Plains Rd Wall St Main St/B81 The Escort Way Kurrajong Rd Yellowbox Rd Boree St Kiewa St Packham Dr Garra Rd Banjo Paterson Way Obley St</p> <p><b>Leg 5</b> Obley St Eurimbla Rd Catombal Rd Loombah Rd Curra Creek Rd Renshaw McGirr Way Bushrangers Creek Rd</p> <p><b>Leg 6</b> Bushrangers Creek Rd Zaias Ln Arthurville Rd Terrabella Rd Benolong Rd Obley Rd Newell Hwy/A39 Whylandra St</p>	<p>Eurunderee Ln Craigmoor Rd Henry Lawson Dr Ulan Rd Church St Castlereagh Hwy/Horatio St/B55 Douro St Nicholson St Douro St</p> <p><b>Leg 10</b> Douro St Nicholson St Douro St Inglis St Bellevue Rd Banjo Paterson Ave Fairydale La Bell St Castlereagh Hwy/B55 Hill End Rd Merinda St Hill End Rd Beyers Ave Clarke St Church St Tambaroora St</p> <p><b>Leg 11</b> Tambaroora St Denison St Thomas St High St Hill End Rd Turondale Rd Rivulet Rd Church St Wellington St Dempsey St East St Sofala Rd Gilmour St Great Western Hwy/Sydney Rd/A32 Havannah St Russell St Gormans Hill Rd Lloyds Rd Havannah St Panorama Ave Ray Bant Dr Panorama Ave</p>



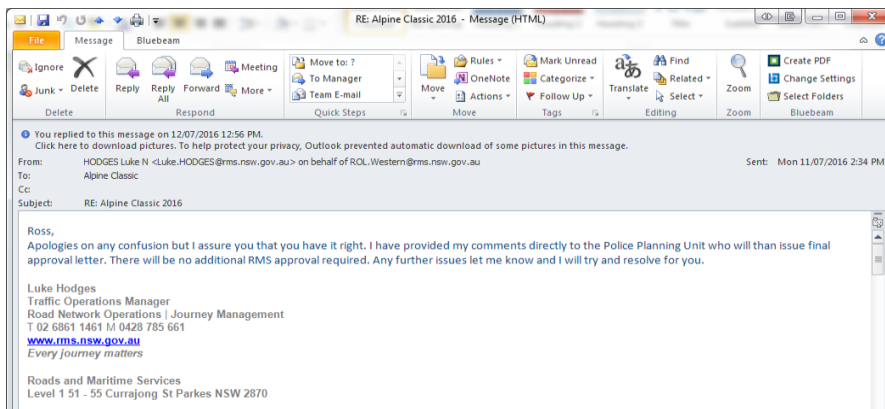
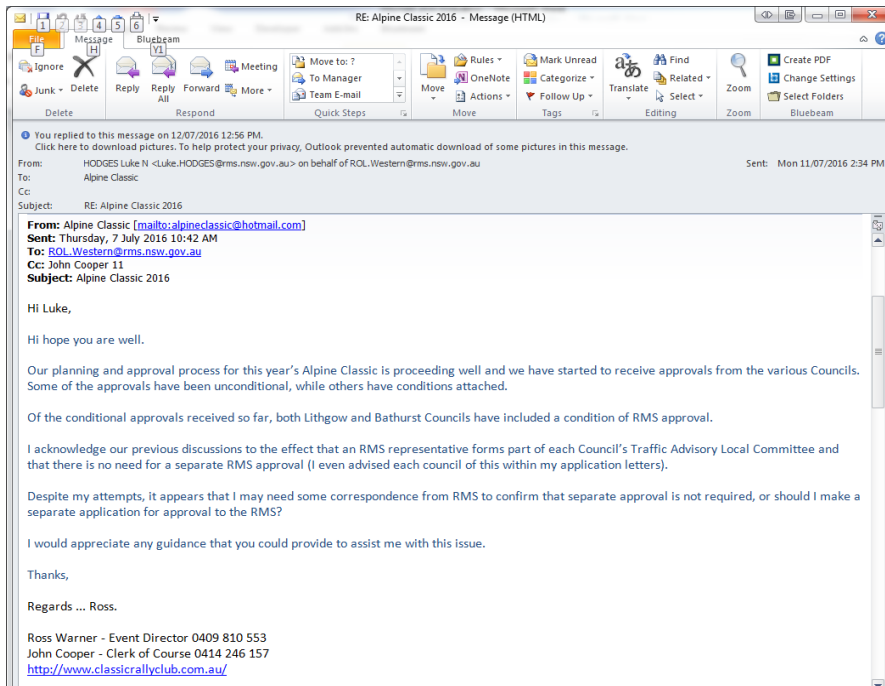
### NSW POLICE CORRESPONDENCE



**NOTE:** The Alpine Classic is not a "Public Assembly" as defined in the Summary Offences Act 1988



RMS CORRESPONDENCE





RISK MANAGEMENT PLAN (RMP)

Item No.	Nature of Risk	Initial Risk Assessment			Risk Controls to be adopted	Revised Risk Assessment		
		Likelihood of risk	Severity / Consequences Scale	Initial Risk (Before Controls)		Likelihood of risk	Severity / Consequences Scale	Residual Risk
1	Collision between Participant's cars.	Unlikely	Extreme	H	Participants are required to have the appropriate driving license with commensurate experience. Participants are required to comply with all applicable road rules and posted speed limits. Manage driver fatigue by requiring the driver to get out of the car at reasonably regular intervals throughout the route. The use of alcohol and illicit drugs are banned in accordance with CAMS Anti-Doping Policy. The event organisers will impose penalties on Participants that have been determined to have exceeded posted speed limits (by using private radar to monitor Participant's speed at important locations). The event organisers shall check that all driving Participants have current driving license. (Navigators without a drivers licence, to sign an agreement to acknowledge that they will not drive) The event organisers require that all Participants attend a pre-event briefing where they are advised about road conditions, the dangers of high speed driving, the requirements to comply with all appropriate road rules and any other safety concerns that the organisers consider to be appropriate. The event organisers shall have a certified scrutineer inspect Participant's cars to ensure they have current registration and that they appear road worthy. (This is an essential requirement for participation in the event) The event organisers shall arrange the event route so that event traffic is not in opposing directions. The event organisers shall release cars from control points at one minute intervals to space out Participants to reduce the likelihood of road congestion. The event organisers shall ensure that to the extent practicable the location of all observations are in safe locations, are of a size where they can be observed from a moving vehicle and that Participants are aware of the appropriate behaviour at these locations. The event organisers shall ensure that the event schedule allows ample time for Participants to traverse the intended route when travelling below posted speed limits.	Rare	Moderate	M



Item No.	Nature of Risk	Initial Risk Assessment			Risk Controls to be adopted	Revised Risk Assessment		
		Likelihood of risk	Severity / Consequences Scale	Initial Risk (Before Controls)		Likelihood of risk	Severity / Consequences Scale	Residual Risk
2	Collision between Participant's car and a non-Participant's car.	Unlikely	Extreme	H	Participants are required to have the appropriate driving license with commensurate experience. Participants are required to comply with all applicable road rules and posted speed limits. Manage driver fatigue by requiring the driver to get out of the car at reasonably regular intervals throughout the route. The use of alcohol and illicit drugs are banned in accordance with CAMS Anti-Doping Policy. The event organisers will impose penalties on Participants that have been determined to have exceeded posted speed limits (by using private radar to monitor Participant's speed at important locations). The event organisers shall check that all driving Participants have current driving license. (Navigators without a drivers licence, to sign an agreement to acknowledge that they will not drive) The event organisers require that all Participants attend a pre-event briefing where they are advised about road conditions, the dangers of high speed driving, the requirements to comply with all appropriate road rules and ... The event organisers shall have a certified scrutineer inspect Participant's cars to ensure they have current registration and that they appear road worthy. (This is an essential requirement for participation in the event) The event organisers shall arrange the event route so that event traffic is not in opposing directions. The event organisers shall release cars from control points at one minute intervals to space out Participants to reduce the likelihood of road congestion. The event organisers shall ensure that to the extent practicable the location of all observations are in safe locations, are of a size where they can be observed from a moving vehicle and that Participants are aware of the appropriate behaviour at these locations. The event organisers shall ensure that the event schedule allows ample time for Participants to traverse the intended route when travelling below posted speed limits.	Rare	Moderate	M



Item No.	Nature of Risk	Initial Risk Assessment			Risk Controls to be adopted	Revised Risk Assessment		
		Likelihood of risk	Severity / Consequences Scale	Initial Risk (Before Controls)		Likelihood of risk	Severity / Consequences Scale	Residual Risk
3	Collision between Participant's car and a member of the public.	Unlikely	Major	S	Participants are required to have the appropriate driving license with commensurate experience. Participants are required to comply with all applicable road rules and posted speed limits. Manage driver fatigue by requiring the driver to get out of the car at reasonably regular intervals throughout the route. The use of alcohol and illicit drugs are banned in accordance with CAMS Anti-Doping Policy. The event organisers will impose penalties on Participants that have been determined to have exceeded posted speed limits (use private radar to monitor speed at important locations). The event organisers shall check that all driving Participants have current driving license. (Navigators without a drivers licence, to sign an agreement to acknowledge that they will not drive) The event organisers require that all Participants attend a pre-event briefing where they are advised about road conditions, the dangers of high speed driving, the requirements to comply with all appropriate road rules and any other safety concerns that the organisers consider to be appropriate. The event organisers shall have a certified scrutineer inspect Participant's cars to ensure they have current registration and that they appear road worthy. (This is an essential requirement for participation in the event) At locations such as Start and Lunch Controls, where members of the public are likely to congregate as spectators, the event organisers shall locate visual warnings (Such as witches hats) to assist in isolating people from vehicles. Event organisers shall provide warning / isolation devices (such as witches hats) at control points to provide an obvious separation distance between vehicles, officials, Participants and members of the public. The event organisers shall arrange the locations of entry and exit for controls such that they have good visibility and low speeds. The event has a low profile and generally does not attract very many spectators. The event organisers shall ensure that the event schedule allows ample time for Participants to traverse the intended route when travelling below posted speed limits.	Rare	Moderate	M



Item No.	Nature of Risk	Initial Risk Assessment			Risk Controls to be adopted	Revised Risk Assessment		
		Likelihood of risk	Severity / Consequences Scale	Initial Risk (Before Controls)		Likelihood of risk	Severity / Consequences Scale	Residual Risk
4	Collision between Participant's car and an event official or another entrant.	Unlikely	Major	S	Participants are required to have the appropriate driving license with commensurate experience. Participants are required to comply with all applicable road rules and posted speed limits. Manage driver fatigue by requiring the driver to get out of the car at reasonably regular intervals throughout the route. The use of alcohol and illicit drugs are banned in accordance with CAMS Anti-Doping Policy. The event organisers will impose penalties on Participants that have been determined to have exceeded posted speed limits (use private radar to monitor speed at important locations). The event organisers shall check that all driving Participants have current driving license. (Navigators without a drivers licence, to sign an agreement to acknowledge that they will not drive) The event organisers require that all Participants attend a pre-event briefing where they are advised about road conditions, the dangers of high speed driving, the requirements to comply with all appropriate road rules and any other safety concerns that the organisers consider to be appropriate. The event organisers shall have a certified scrutineer inspect Participant's cars to ensure they have current registration and that they appear road worthy. (This is an essential requirement for participation in the event) At locations such as Start and Lunch Controls, where members of the public are likely to congregate, the event organisers shall locate visual warnings (Such as witches hats) to assist in isolating people from vehicles. Event organisers shall provide warning / isolation devices (such as witches hats) at control points to provide an obvious separation distance between vehicles, officials, Participants and members of the public. Event organisers shall provide all control officials with high visibility vests to improve visibility. The event organisers shall arrange the locations of entry and exit for controls such that they have good visibility and low speeds. The event has a low profile and generally does not attract very many spectators. The event organisers shall ensure that the event schedule allows ample time for Participants to traverse the intended route when travelling below posted speed limits.	Rare	Moderate	M



Item No.	Nature of Risk	Initial Risk Assessment			Risk Controls to be adopted	Revised Risk Assessment		
		Likelihood of risk	Severity / Consequences Scale	Initial Risk (Before Controls)		Likelihood of risk	Severity / Consequences Scale	Residual Risk
5	Collision between Participant's car and wildlife or livestock.	Possible	Minor	M	Participants are required to have the appropriate driving license with commensurate experience. Participants are required to comply with all applicable road rules and posted speed limits. Manage driver fatigue by requiring the driver to get out of the car at reasonably regular intervals throughout the route. The use of alcohol and illicit drugs are banned in accordance with CAMS Anti-Doping Policy. The event organisers will impose penalties on Participants that have been determined to have exceeded posted speed limits (by using private radar to monitor Participant's speed at important locations). The event organisers shall check that all driving Participants have current driving license. (Navigators without a drivers licence, to sign an agreement to acknowledge that they will not drive) The event organisers require that all Participants attend a pre-event briefing where they are advised about road conditions, the dangers of high speed driving, the requirements to comply with all appropriate road rules and any other safety concerns that the organisers consider to be appropriate. The event organisers shall have a certified scrutineer inspect Participant's cars to ensure they have current registration and that they appear road worthy. (This is an essential requirement for participation in the event) Event organisers shall arrange the event schedule to avoid road use between the night-time hours between dusk and dawn when wildlife is more active and therefore more likely to be on or near roads. Event organisers to advise Participants of any known locations along the route where frequent livestock movements might be expected. The event organisers shall ensure that the event schedule allows ample time for Participants to traverse the intended route when travelling below posted speed limits.	Unlikely	Insignificant	L





Item No.	Nature of Risk	Initial Risk Assessment			Risk Controls to be adopted	Revised Risk Assessment		
		Likelihood of risk	Severity / Consequences Scale	Initial Risk (Before Controls)		Likelihood of risk	Severity / Consequences Scale	Residual Risk
6	Single car collision of Participant's car.	Unlikely	Extreme	H	Participants are required to have the appropriate driving license with commensurate experience. Participants are required to comply with all applicable road rules and posted speed limits. Manage driver fatigue by requiring the driver to get out of the car at reasonably regular intervals throughout the route. The use of alcohol and illicit drugs are banned in accordance with CAMS Anti-Doping Policy. The event organisers will impose penalties on Participants that have been determined to have exceeded posted speed limits (by using private radar to monitor Participant's speed at important locations). The event organisers shall check that all driving Participants have current driving license. (Navigators without a drivers licence, to sign an agreement to acknowledge that they will not drive) The event organisers require that all Participants attend a pre-event briefing where they are advised about road conditions, the dangers of high speed driving, the requirements to comply with all appropriate road rules and any other safety concerns that the organisers consider to be appropriate. The event organisers shall have a certified scrutineer inspect Participant's cars to ensure they have current registration and that they appear road worthy. (This is an essential requirement for participation in the event) The event organisers shall release cars from control points at one minute intervals to space out Participants and to reduce the likelihood of road congestion. The event organisers shall ensure that to the extent practicable the location of all observations are in safe locations, are of a size where they can be observed from a moving vehicle and that Participants are aware of the appropriate behaviour at these locations. The event organisers shall ensure that the event schedule allows ample time for Participants to traverse the intended route when travelling below posted speed limits.	Rare	Moderate	M



Item No.	Nature of Risk	Initial Risk Assessment			Risk Controls to be adopted	Revised Risk Assessment		
		Likelihood of risk	Severity / Consequences Scale	Initial Risk (Before Controls)		Likelihood of risk	Severity / Consequences Scale	Residual Risk

**Risk Categories**

L	Risk managed by routine procedures
M	Maximum acceptable level of risk. Additional controls/procedures may be implemented to improve.
S	Additional controls required to reduce the risk to moderate or below.
H	Immediate attention required. Cease activity.

LIKELIHOOD	Consequences (Severity)				
	Insignificant	Minor	Moderate	Major	Extreme
Almost Certain	S	S	H	H	H
Likely	M	S	S	H	H
Possible	L	M	S	H	H
Unlikely	L	L	M	S	H
Rare	L	L	M	S	S

**Severity Consequences Scale - Risk**

Impact	Score	Health & Safety
Insignificant	1	Very minor (non-reportable) injury
Minor	2	Minor injury, < 3 days lost, no permanent disability
Moderate	3	Major injury, no permanent disability, > 3 days lost
Major	4	Single Permanent disability or fatality
Extreme	5	Multiple permanent disability, fatalities

**Likelihood Scale**

Likelihood	Score	Qualitative Description	Frequency
Almost Certain	A	Expected to occur during the event	90% or > probability
Likely	B	Will probably occur during the event	~50% probability
Possible	C	Might occur at sometime during the event	~10% probability
Unlikely	D	Could occur at some time during the event	~1% probability
Rare	E	Only occur in exceptional circumstances	< 1% probability



MAPS OF PROPOSED ROUTE – (DAY 1) 19<sup>TH</sup> NOVEMBER 2022

<p>Clickable link to live Google map for full detail. (Ctrl + Click to follow link)</p>	<p>Google Map with proposed route</p>
<p><b>Leg 1 – Lithgow to Napolean Reef – 64.2 km</b></p> <p><a href="https://www.google.com.au/maps/dir/-33.4817422,150.1591615/-33.4323053,149.7399027/@-33.4284108,149.9553703,11.58z/data=!4m4!4m43!1m40!3m41!1m2!1d150.1543422!2d-33.4741289!3s0x6b120a5d6b9811ad:0x3a072a0c6f62880!3m4!1m2!1d150.1388369!2d-33.4786361!3s0x6b120a382c6eba6d:0x1e54a8a0e10e35c7!3m4!1m2!1d150.1306762!2d-33.4751366!3s0x6b120a3b282c5c59:0xdfccde78812388d!3m4!1m2!1d150.0703927!2d-33.3971429!3s0x6b0df7ad0017e7eb:0x5b2beb19cd04811f!3m4!1m2!1d149.9797991!2d-33.3729339!3s0x6b0df8f89d689955:0x5a3ddb92796801!3m4!1m2!1d149.8560966!2d-33.3865788!3s0x6b120011a49da4dd:0x24a9193af59b6644!3m4!1m2!1d149.8111858!2d-33.4482533!3s0x6b11f8cbf04db365:0x130609b744a4990!3m4!1m2!1d149.7513744!2d-33.43247!3s0x6b11f950cea79783:0x4935ed3fee205bb6!1m0!3e0">https://www.google.com.au/maps/dir/-33.4817422,150.1591615/-33.4323053,149.7399027/@-33.4284108,149.9553703,11.58z/data=!4m4!4m43!1m40!3m41!1m2!1d150.1543422!2d-33.4741289!3s0x6b120a5d6b9811ad:0x3a072a0c6f62880!3m4!1m2!1d150.1388369!2d-33.4786361!3s0x6b120a382c6eba6d:0x1e54a8a0e10e35c7!3m4!1m2!1d150.1306762!2d-33.4751366!3s0x6b120a3b282c5c59:0xdfccde78812388d!3m4!1m2!1d150.0703927!2d-33.3971429!3s0x6b0df7ad0017e7eb:0x5b2beb19cd04811f!3m4!1m2!1d149.9797991!2d-33.3729339!3s0x6b0df8f89d689955:0x5a3ddb92796801!3m4!1m2!1d149.8560966!2d-33.3865788!3s0x6b120011a49da4dd:0x24a9193af59b6644!3m4!1m2!1d149.8111858!2d-33.4482533!3s0x6b11f8cbf04db365:0x130609b744a4990!3m4!1m2!1d149.7513744!2d-33.43247!3s0x6b11f950cea79783:0x4935ed3fee205bb6!1m0!3e0</a></p>	
<p><b>Leg 2 – Napolean Reef to Bathurst PCYC – 30.9 km</b></p> <p><a href="https://www.google.com.au/maps/dir/-33.4323053,149.7399027/PCYC+Bathurst,+Commonwealth+Street,+Bathurst+NSW/@-33.4014774,149.6475734,12.81z/data=!4m19!4m18!1m10!3m4!1m2!1d149.6700413!2d-33.3785317!3s0x6b11fcc133b32823:0x11c61e937b8ee1e3!3m4!1m2!1d149.5650463!2d-33.3731761!3s0x6b11e3fe5d1c6dd9:0x6b669c45573423f0!1m5!1m1!1s0x6b11e423402f8741:0x29cad0f8b4edeb97!2m2!1d149.5744354!2d-33.4040964!3e0">https://www.google.com.au/maps/dir/-33.4323053,149.7399027/PCYC+Bathurst,+Commonwealth+Street,+Bathurst+NSW/@-33.4014774,149.6475734,12.81z/data=!4m19!4m18!1m10!3m4!1m2!1d149.6700413!2d-33.3785317!3s0x6b11fcc133b32823:0x11c61e937b8ee1e3!3m4!1m2!1d149.5650463!2d-33.3731761!3s0x6b11e3fe5d1c6dd9:0x6b669c45573423f0!1m5!1m1!1s0x6b11e423402f8741:0x29cad0f8b4edeb97!2m2!1d149.5744354!2d-33.4040964!3e0</a></p>	



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<p>Clickable link to live Google map for full detail. (Ctrl + Click to follow link)</p>	<p>Google Map with proposed route</p>
<p><b>Leg 3 – Bathurst PCYC to Canobolas Public School – 70.4 km</b></p> <p><a href="https://www.google.com.au/maps/dir/PCYC+Bathurst,+Commonwealth+Street,+Bathurst+NSW/Canobolas+Public+School,+Orange+NSW/@-33.376071,149.30817,11.27z/data=!4m4!1m4!1m4!1m1!1s0x6b11e423402f8741:0x29cad0f8b4edeb9712m2!1d149.5744354!2d-33.4040964!3m4!1m2!1d149.5611465!2d-33.4123301!3s0x6b11e6819eb27741:0x130609b474aa00e1!3m4!1m2!1d149.5493255!2d-33.3988207!3s0x6b11e691272a01ed:0x975fd9e703d2fe0!3m4!1m2!1d149.3033258!2d-33.3216728!3s0x6b11da13c07d51e7:0x7a99d046c2317261!3m4!1m2!1d149.1194471!2d-33.2957213!3s0x6b11d3276f6b6855:0xc974ff42228f593d!3m4!1m2!1d149.1024924!2d-33.2898227!3s0x6b102cd517a03a55:0x130609b47299c441!3m4!1m2!1d149.0944049!2d-33.2938584!3s0x6b102d28cec9f04b:0x8fe0954982a6db8e!3m4!1m2!1d149.0815718!2d-33.3053716!3s0x6b102d3fe78909b9:0x130609b47299ec40!1m5!1m1!1s0x6b102cd3b5c5483f:0x6ac223e339ba669d!2m2!1d149.0459075!2d-33.3063375!3e0">https://www.google.com.au/maps/dir/PCYC+Bathurst,+Commonwealth+Street,+Bathurst+NSW/Canobolas+Public+School,+Orange+NSW/@-33.376071,149.30817,11.27z/data=!4m4!1m4!1m4!1m1!1s0x6b11e423402f8741:0x29cad0f8b4edeb9712m2!1d149.5744354!2d-33.4040964!3m4!1m2!1d149.5611465!2d-33.4123301!3s0x6b11e6819eb27741:0x130609b474aa00e1!3m4!1m2!1d149.5493255!2d-33.3988207!3s0x6b11e691272a01ed:0x975fd9e703d2fe0!3m4!1m2!1d149.3033258!2d-33.3216728!3s0x6b11da13c07d51e7:0x7a99d046c2317261!3m4!1m2!1d149.1194471!2d-33.2957213!3s0x6b11d3276f6b6855:0xc974ff42228f593d!3m4!1m2!1d149.1024924!2d-33.2898227!3s0x6b102cd517a03a55:0x130609b47299c441!3m4!1m2!1d149.0944049!2d-33.2938584!3s0x6b102d28cec9f04b:0x8fe0954982a6db8e!3m4!1m2!1d149.0815718!2d-33.3053716!3s0x6b102d3fe78909b9:0x130609b47299ec40!1m5!1m1!1s0x6b102cd3b5c5483f:0x6ac223e339ba669d!2m2!1d149.0459075!2d-33.3063375!3e0</a></p>	
<p><b>Leg 4 – Canobolas Public School to Cumnock – 88.9 km</b></p> <p><a href="https://www.google.com.au/maps/dir/Canobolas+Public+School,+Orange+NSW/Cumnock+NSW/@-33.1291409,148.7613126,10.54z/data=!4m2!1m2!1m1!1s0x6b102cd3b5c5483f:0x6ac223e339ba669d!2m2!1d149.0459075!2d-33.3063375!3m4!1m2!1d148.7608992!2d-33.2941903!3s0x6b103dbe7c968a57:0x34af0ce8b1617ac8!3m4!1m2!1d148.7325742!2d-33.1399242!3s0x6b101f50d37f9c03:0x51d9823be2a206fd!1m5!1m1!1s0x6b0fe5184cdaa395:0x40609b490437920!2m2!1d148.7546458!2d-32.9305076!3e0">https://www.google.com.au/maps/dir/Canobolas+Public+School,+Orange+NSW/Cumnock+NSW/@-33.1291409,148.7613126,10.54z/data=!4m2!1m2!1m1!1s0x6b102cd3b5c5483f:0x6ac223e339ba669d!2m2!1d149.0459075!2d-33.3063375!3m4!1m2!1d148.7608992!2d-33.2941903!3s0x6b103dbe7c968a57:0x34af0ce8b1617ac8!3m4!1m2!1d148.7325742!2d-33.1399242!3s0x6b101f50d37f9c03:0x51d9823be2a206fd!1m5!1m1!1s0x6b0fe5184cdaa395:0x40609b490437920!2m2!1d148.7546458!2d-32.9305076!3e0</a></p>	



<p>Clickable link to live Google map for full detail. (Ctrl + Click to follow link)</p> <p><b>Leg 5 – Cumnock to Wellington – 58.7 km</b></p> <p><a href="https://www.google.com.au/maps/dir/Cumnock+NSW/-32.5546254,148.9349287/@-32.723415,148.5516397,10.29z/data=!4m19!4m18!1m15!1m11!1s0x6b0fe5184cd4a395:0x40609b49043792012m2!1d148.754645812d-32.9305076!3m4!1m2!1d148.841202612d-32.8718876!3s0x6b0fc46d644a34b1:0x810b5d70c3d724dd!3m4!1m2!1d148.792950112d-32.7601839!3s0x6b0fc08466e4a72f:0x178a4f6428aa7b461m0!3e0">https://www.google.com.au/maps/dir/Cumnock+NSW/-32.5546254,148.9349287/@-32.723415,148.5516397,10.29z/data=!4m19!4m18!1m15!1m11!1s0x6b0fe5184cd4a395:0x40609b49043792012m2!1d148.754645812d-32.9305076!3m4!1m2!1d148.841202612d-32.8718876!3s0x6b0fc46d644a34b1:0x810b5d70c3d724dd!3m4!1m2!1d148.792950112d-32.7601839!3s0x6b0fc08466e4a72f:0x178a4f6428aa7b461m0!3e0</a></p>	<p><b>Google Map with proposed route</b></p>
<p><b>Leg 6 – Wellington to Dubbo – 63.6 km</b></p> <p><a href="https://www.google.com.au/maps/dir/-32.5546254,148.9349287/Cravings+Dubbo,+Whylandra+Street,+Dubbo+NSW/@-32.3765598,148.579799,10.54z/data=!4m19!4m18!1m10!3m4!1m2!1d148.7973112d-32.5255877!3s0x6b0fa3e6dd9ada61:0xd9516ce8ccb6e1fd!3m4!1m2!1d148.627616412d-32.4118312!3s0x6b0f9dc31687166b:0x6b6dca0d9ae3d783!1m5!1m1!1s0x6b0f7156bd92dfb3:0x6288ad704f45d6b9!2m2!1d148.5933237!2d-32.247465!3e0">https://www.google.com.au/maps/dir/-32.5546254,148.9349287/Cravings+Dubbo,+Whylandra+Street,+Dubbo+NSW/@-32.3765598,148.579799,10.54z/data=!4m19!4m18!1m10!3m4!1m2!1d148.7973112d-32.5255877!3s0x6b0fa3e6dd9ada61:0xd9516ce8ccb6e1fd!3m4!1m2!1d148.627616412d-32.4118312!3s0x6b0f9dc31687166b:0x6b6dca0d9ae3d783!1m5!1m1!1s0x6b0f7156bd92dfb3:0x6288ad704f45d6b9!2m2!1d148.5933237!2d-32.247465!3e0</a></p>	



MAPS OF PROPOSED ROUTE – (DAY 2) 20<sup>TH</sup> NOVEMBER 2022

<p>Clickable link to live Google map for full detail. (Ctrl + Click to follow link)</p>	<p>Google Map with proposed route</p>
<p><b>Leg 7 – Dubbo to Ballimore – 52.2 km</b></p> <p><a href="https://www.google.com.au/maps/dir/Pizza+Cravings,+Whylandra+Street,+Dubbo+NSW/HAIR+OF+THE+DOG+INN,+Federation+Street,+Ballimore+NSW/@-32.2607787,148.7551916,11.75z/data=!4m4!1m4!1m1!1s0x6b0f7173d0beae0f0x541675ee1c4ee4a12m2!1d148.593323712d-32.24746513m4!1m2!1d148.663831712d-32.247946913s0x6b0f7213e7dd15c9:0x80479929b284f581!3m4!1m2!1d148.673734612d-32.256667913s0x6b0f726be1cc4453:0x3dcbaf66ff0824d!3m4!1m2!1d148.687043412d-32.26262513s0x6b0f725e78eb95a9:0x9ee6f5f1558de60d!3m4!1m2!1d148.727932612d-32.313306813s0x6b0f734822387687:0xee1ce3f8fe295b9b!3m4!1m2!1d148.76927712d-32.328653313s0x6b0f0c9232cc6597:0x8863c1ee9da45f43!3m4!1m2!1d148.828983812d-32.294745913s0x6b0f0de0fa395d65:0xfe210059e239c891!3m4!1m2!1d148.896755312d-32.198237913s0x6b0f173f13954f65:0x130609b4742b2280!1m5!1m1!1s0x6b0f174005ad9ca7:0x14db4a4a9b0fd783!2m2!1d148.8978881!2d-32.1959381!3e0">https://www.google.com.au/maps/dir/Pizza+Cravings,+Whylandra+Street,+Dubbo+NSW/HAIR+OF+THE+DOG+INN,+Federation+Street,+Ballimore+NSW/@-32.2607787,148.7551916,11.75z/data=!4m4!1m4!1m1!1s0x6b0f7173d0beae0f0x541675ee1c4ee4a12m2!1d148.593323712d-32.24746513m4!1m2!1d148.663831712d-32.247946913s0x6b0f7213e7dd15c9:0x80479929b284f581!3m4!1m2!1d148.673734612d-32.256667913s0x6b0f726be1cc4453:0x3dcbaf66ff0824d!3m4!1m2!1d148.687043412d-32.26262513s0x6b0f725e78eb95a9:0x9ee6f5f1558de60d!3m4!1m2!1d148.727932612d-32.313306813s0x6b0f734822387687:0xee1ce3f8fe295b9b!3m4!1m2!1d148.76927712d-32.328653313s0x6b0f0c9232cc6597:0x8863c1ee9da45f43!3m4!1m2!1d148.828983812d-32.294745913s0x6b0f0de0fa395d65:0xfe210059e239c891!3m4!1m2!1d148.896755312d-32.198237913s0x6b0f173f13954f65:0x130609b4742b2280!1m5!1m1!1s0x6b0f174005ad9ca7:0x14db4a4a9b0fd783!2m2!1d148.8978881!2d-32.1959381!3e0</a></p>	
<p><b>Leg 8 –Ballimore to Gulgong – 78 km</b></p> <p><a href="https://www.google.com.au/maps/dir/HAIR+OF+THE+DOG+INN,+Federation+Street,+Ballimore+NSW/-32.3564225,149.5366537/@-32.2914184,149.2422203,10.88z/data=!4m19!4m18!1m15!1m1!1s0x6b0f174005ad9ca7:0x14db4a4a9b0fd783!2m2!1d148.8978881!2d-32.1959381!3m4!1m2!1d149.534278612d-32.359660913s0x6b0e94443ed918cf:0x130609b472bdc0d!3m4!1m2!1d149.5347952!2d-32.3568561!3s0x6b0e9445f9c9a6ab:0x130609b4742c9220!1m0!3e0">https://www.google.com.au/maps/dir/HAIR+OF+THE+DOG+INN,+Federation+Street,+Ballimore+NSW/-32.3564225,149.5366537/@-32.2914184,149.2422203,10.88z/data=!4m19!4m18!1m15!1m1!1s0x6b0f174005ad9ca7:0x14db4a4a9b0fd783!2m2!1d148.8978881!2d-32.1959381!3m4!1m2!1d149.534278612d-32.359660913s0x6b0e94443ed918cf:0x130609b472bdc0d!3m4!1m2!1d149.5347952!2d-32.3568561!3s0x6b0e9445f9c9a6ab:0x130609b4742c9220!1m0!3e0</a></p>	



<p>Clickable link to live Google map for full detail. (Ctrl + Click to follow link)</p>	<p>Google Map with proposed route</p>
<p><b>Leg 9 – Gulgong to Mudgee Showgrounds – 80.4 km</b></p> <p><a href="https://www.google.com.au/maps/dir/-32.3564571,149.5369131/-32.6012607,149.5835789/@-32.4854097,149.4689935,11.08z/data=!4m59!4m58!1m55!3m4!1m2!1d149.5738443!2d-32.3543272!3s0x6b0e966345c642ab:0x45416fdf1dea5874!3m4!1m2!1d149.644481!2d-32.3755554!3s0x6b0e9777fdbf3f15:0x87e373592a17c688!3m4!1m2!1d149.620651!2d-32.4334383!3s0x6b0e90e7948e0d11:0xd4308015e0105164!3m4!1m2!1d149.6557371!2d-32.4970056!3s0x6b0e90075286201d:0x874b97479601b9dc!3m4!1m2!1d149.6473415!2d-32.5232998!3s0x6b0e8f8dbde837f7:0x4aaa83b865835e1c!3m4!1m2!1d149.6333694!2d-32.5377712!3s0x6b0e8f0ad2f91d29:0x726b1639d995d4d8!3m4!1m2!1d149.6325461!2d-32.5592278!3s0x6b0e8f3fa364f7b7:0x3d30a5ce53372228!3m4!1m2!1d149.6427053!2d-32.5500682!3s0x6b0e8f6fd1cf923:0x7d54adab944c2e!3m4!1m2!1d149.6176068!2d-32.5494616!3s0x6b0e8f191382a129:0x29cc5e924d513557!3m4!1m2!1d149.6014132!2d-32.5542742!3s0x6b0e8edc8a7df47f:0x3aa08b8286cc940!3m4!1m2!1d149.5879636!2d-32.5944037!3s0x6b0e8912d0717c01:0x5db1d75a2ea5cc5!1m0!3e0">https://www.google.com.au/maps/dir/-32.3564571,149.5369131/-32.6012607,149.5835789/@-32.4854097,149.4689935,11.08z/data=!4m59!4m58!1m55!3m4!1m2!1d149.5738443!2d-32.3543272!3s0x6b0e966345c642ab:0x45416fdf1dea5874!3m4!1m2!1d149.644481!2d-32.3755554!3s0x6b0e9777fdbf3f15:0x87e373592a17c688!3m4!1m2!1d149.620651!2d-32.4334383!3s0x6b0e90e7948e0d11:0xd4308015e0105164!3m4!1m2!1d149.6557371!2d-32.4970056!3s0x6b0e90075286201d:0x874b97479601b9dc!3m4!1m2!1d149.6473415!2d-32.5232998!3s0x6b0e8f8dbde837f7:0x4aaa83b865835e1c!3m4!1m2!1d149.6333694!2d-32.5377712!3s0x6b0e8f0ad2f91d29:0x726b1639d995d4d8!3m4!1m2!1d149.6325461!2d-32.5592278!3s0x6b0e8f3fa364f7b7:0x3d30a5ce53372228!3m4!1m2!1d149.6427053!2d-32.5500682!3s0x6b0e8f6fd1cf923:0x7d54adab944c2e!3m4!1m2!1d149.6176068!2d-32.5494616!3s0x6b0e8f191382a129:0x29cc5e924d513557!3m4!1m2!1d149.6014132!2d-32.5542742!3s0x6b0e8edc8a7df47f:0x3aa08b8286cc940!3m4!1m2!1d149.5879636!2d-32.5944037!3s0x6b0e8912d0717c01:0x5db1d75a2ea5cc5!1m0!3e0</a></p>	



<p>Clickable link to live Google map for full detail. (Ctrl + Click to follow link)</p>	<p>Google Map with proposed route</p>
<p><b>Leg 10 – Mudgee Showgrounds to Hill End – 74.5 km</b></p> <p><a href="https://www.google.com.au/maps/dir/Mudgee+Showground+Camping+Ground,+Douro+Street,+Mudgee+NSW/Hill+End+Public+School,+Tambaroora+Street,+Hill+End+NSW/@-32.7830741,149.3153417,10z/data=!4m2!4m2!3m1!1s0x6b0e8975d6207b7b:0x8db4f9889e058088!2m2!1d149.5835694!2d-32.6012932!3m4!1m2!1d149.5626744!2d-32.5920095!3s0x6b0e8bd7b59cc45f:0xf835c12beceb0293!3m4!1m2!1d149.414352!2d-33.0344026!3s0x6b0e3c461fc82257:0x57ee0a089bdf4673!1m5!1m1!1s0x6b0e3c45ffdb2b01:0xea130b8f5f97a560!2m2!1d149.4159037!2d-33.034531!3e0">https://www.google.com.au/maps/dir/Mudgee+Showground+Camping+Ground,+Douro+Street,+Mudgee+NSW/Hill+End+Public+School,+Tambaroora+Street,+Hill+End+NSW/@-32.7830741,149.3153417,10z/data=!4m2!4m2!3m1!1s0x6b0e8975d6207b7b:0x8db4f9889e058088!2m2!1d149.5835694!2d-32.6012932!3m4!1m2!1d149.5626744!2d-32.5920095!3s0x6b0e8bd7b59cc45f:0xf835c12beceb0293!3m4!1m2!1d149.414352!2d-33.0344026!3s0x6b0e3c461fc82257:0x57ee0a089bdf4673!1m5!1m1!1s0x6b0e3c45ffdb2b01:0xea130b8f5f97a560!2m2!1d149.4159037!2d-33.034531!3e0</a></p>	





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<p>Clickable link to live Google map for full detail. (Ctrl + Click to follow link)</p>	<p>Google Map with proposed route</p>
<p><b>Leg 11 – Hill End to Bathurst National Motor Racing Museum – 84.8 km</b></p> <p><a href="https://www.google.com.au/maps/dir/Hill+End+Public+School,+Tamborora+Street,+Hill+End+NSW/National+Motor+Racing+Museum,+Panorama+Avenue,+Bathurst+NSW/@-33.2360115,149.3044997,10.33z/data=!4m39!4m38!1m30!1m1!1s0x6b0e3c45ffdb2b01:0xea130b8f5f97a560!2m2!1d149.4159037!2d-33.034531!3m4!1m2!1d149.4177912!2d-33.0371048!3s0x6b0e3c4edaaff569:0x130609b474a2f421!3m4!1m2!1d149.4201787!2d-33.0295503!3s0x6b0e3c3675db4453:0x130609b474a315f1!3m4!1m2!1d149.5964903!2d-33.2821468!3s0x6b0e1dbc403bc0cb:0x752a275d2258f12a!3m4!1m2!1d149.6006602!2d-33.4102401!3s0x6b11e45ce9296a93:0x9a6551cc5365b9b7!3m4!1m2!1d149.5864284!2d-33.4411022!3s0x6b11e5bf9df1fb3d:0x130609b4728f6a50!1m5!1m1!1s0x6b11e60a58ac1745:0x63d2656f57e654e!2m2!1d149.5620085!2d-33.4398551!3e0">https://www.google.com.au/maps/dir/Hill+End+Public+School,+Tamborora+Street,+Hill+End+NSW/National+Motor+Racing+Museum,+Panorama+Avenue,+Bathurst+NSW/@-33.2360115,149.3044997,10.33z/data=!4m39!4m38!1m30!1m1!1s0x6b0e3c45ffdb2b01:0xea130b8f5f97a560!2m2!1d149.4159037!2d-33.034531!3m4!1m2!1d149.4177912!2d-33.0371048!3s0x6b0e3c4edaaff569:0x130609b474a2f421!3m4!1m2!1d149.4201787!2d-33.0295503!3s0x6b0e3c3675db4453:0x130609b474a315f1!3m4!1m2!1d149.5964903!2d-33.2821468!3s0x6b0e1dbc403bc0cb:0x752a275d2258f12a!3m4!1m2!1d149.6006602!2d-33.4102401!3s0x6b11e45ce9296a93:0x9a6551cc5365b9b7!3m4!1m2!1d149.5864284!2d-33.4411022!3s0x6b11e5bf9df1fb3d:0x130609b4728f6a50!1m5!1m1!1s0x6b11e60a58ac1745:0x63d2656f57e654e!2m2!1d149.5620085!2d-33.4398551!3e0</a></p>	



DUBBO REGIONAL  
COUNCIL

## REPORT: Building Summary - September 2022

**DIVISION:** Development and Environment  
**REPORT DATE:** 30 September 2022  
**TRIM REFERENCE:** ID22/1981

### EXECUTIVE SUMMARY

<b>Purpose</b>	Provide review and update	
<b>Issue</b>	<ul style="list-style-type: none"> <li>Statistical overview of the number and type of development approvals for the Dubbo Regional Local Government Area (LGA)</li> </ul>	
<b>Reasoning</b>	<ul style="list-style-type: none"> <li>Provide data relating to approved Development Applications.</li> <li>Provide specific statistics of the number of dwellings and other residential development approved.</li> <li>Provide comparative data for corresponding period.</li> </ul>	
<b>Financial Implications</b>	Budget Area	There are no financial implications arising from this report.
<b>Policy Implications</b>	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 September 2022, 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**

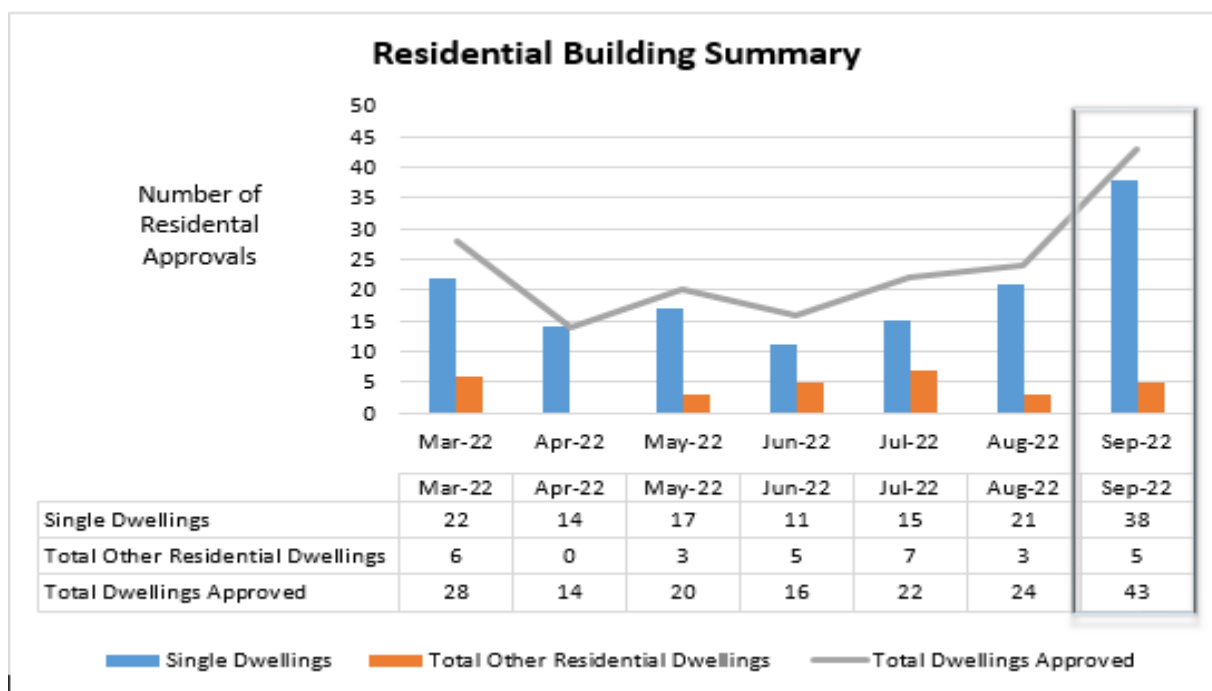
Council employ staff to receipt, lodge, assess, determine and monitor compliance of the determinations referred to in this report.

**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.

1. Residential Building Summary

Dwellings and other residential developments approved during September 2022 and for comparison purposes, the six month prior are as follows:



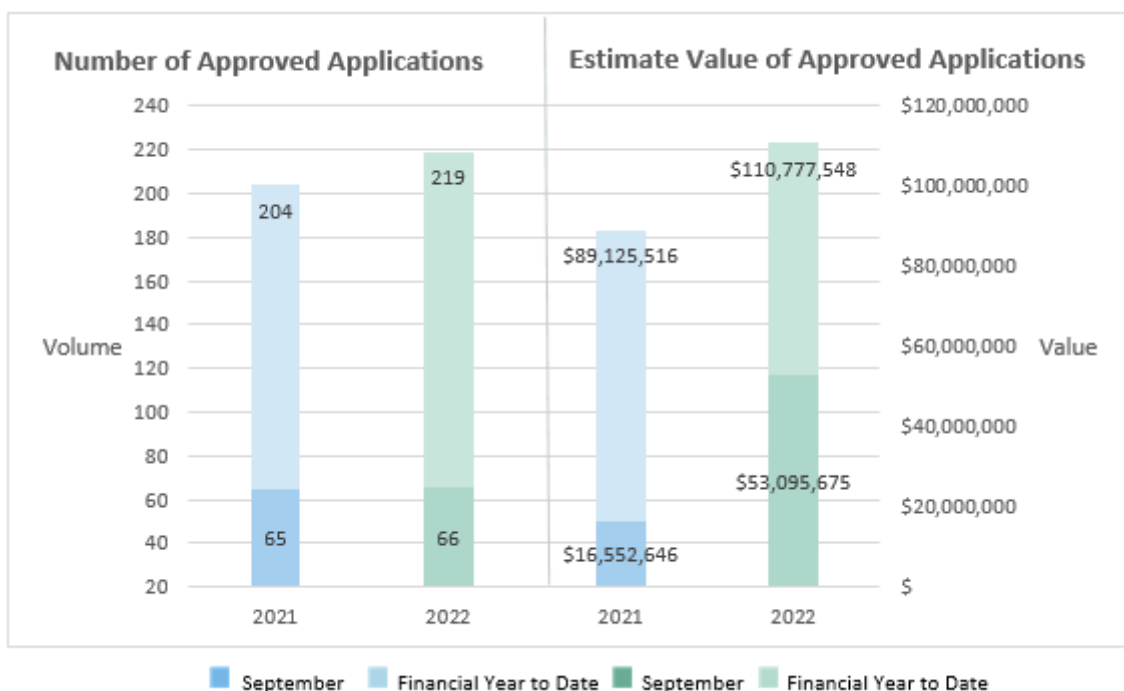
For consistency with land use definitions included in the Local Environmental Plan (LEP), residential development has been separated into ‘Single Dwellings’ (defined in the LEP as ‘dwelling house’) and ‘Other residential development’ (comprising ‘dual occupancies’, ‘secondary dwellings’, ‘multi dwelling 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 summary of residential approvals for the former Dubbo City Council area since 2011-2012 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.

2. Approved Development Applications

The total number of approved Development Applications (including Complying Development Certificates) for September 2022 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**.

3. 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.

Councillors are welcome to contact me should they require further information in respect of outstanding Development Applications emanating from the online tracking system.

The information included in this report is provided for notation.

**APPENDICES:**

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

## STATISTICAL INFORMATION ON \*SINGLE DWELLINGS AND \*\*OTHER RESIDENTIAL DEVELOPMENTS

		JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
	2011/2012													
DCC	Single Dwellings	6	12	10	6	7	16	4	16	12	8	12	9	118
	Other Residential Developments	1	1	-	1	2	2	-	-	-	-	-	1	8
	(No of units)	(14)	(2)	(-)	(1)	(4)	(3)	(-)	(-)	(-)	(-)	(-)	(16)	(40)
	2012/2013													
DCC	Single Dwellings	3	7	14	13	9	3	9	9	13	13	15	13	121
	Other Residential Developments	4	6	-	-	1	9	-	-	1	-	2	-	23
	(No of units)	(8)	(6)	(-)	(-)	(2)	(11)	(-)	(-)	(2)	(-)	(39)	(-)	(68)
	2013/2014***													
DCC	Single Dwellings	23	17	25	20	14	15	19	10	18	14	19	14	208
	Other Residential Developments	-	1	1	-	-	1	4	2	1	2	-	3	15
	(No of units)	(-)	(2)	(2)	(-)	(-)	(2)	(46)	(1)	(2)	(4)	(-)	(6)	(65)
	2014/2015***													
DCC	Single Dwellings	19	34	19	21	13	16	14	12	20	19	15	20	222
	Other Residential Developments	3	1	6	5	6	12	-	4	2	1	9	5	54
	(No of units)	(6)	(2)	(31)	(50)	(6)	(21)	(-)	(87)	(4)	(1)	(25)	(10)	(243)
	2015/2016***													
DCC	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***													
DCC	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***													
DRC	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***													
DRC	Single Dwellings	15	26	13	7	17	8	19	5	8	11	19	6	154
	Other Residential Developments	3	4	3	-	6	2	2	1	5	7	9	5	47
	(No of units)	(4)	(7)	(5)	(-)	(11)	(29)	(4)	(1)	(12)	(25)	(15)	(10)	(123)

		JUL	AUG	SEPT	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	TOTAL
	2019/2020***													
DRC	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)
	2020/2021***													
DRC	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***													
DRC	Single Dwellings	28	15	15	13	16	39	5	17	22	14	17	11	212
	Other Residential Developments	8	6	2	4	5	7	7	8	4	-	2	4	57
	(No of units)	(12)	(28)	(3)	(6)	(13)	(11)	(9)	(15)	(6)	(-)	(3)	(5)	(111)
	2022/2023***													
DRC	Single Dwellings	15	21	38										74
	Other Residential Developments	4	3	3										10
	(No of units)	(7)	(3)	(5)										(15)

\* Single Dwellings = Single 'Dwelling House'

\*\* Other Residential Developments = Dual occupancies, secondary dwellings, multi dwelling housing, seniors housing, shop top housing and residential flat buildings

\*\*\* Includes private certifiers





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P.O. Box 81 Dubbo NSW 2830  
T (02) 6801 4000  
F (02) 6801 4259  
ABN 53 539 070 928

Print Date: 30/09/2022

Print Time: 11:57:43AM

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/09/2022 - 30/09/2022**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
Alterations and additions to commercial	1	99,000			1	99,000		
Alterations and additions to residential	5	628,340			5	628,340		
Balconies, decks patios terraces or ve	2	86,326	2	86,326				
Demolition	1	0	1					
Dual occupancy	2	1,050,000	2	1,050,000			4	
Dwelling	38	16,604,337	38	16,604,337			38	
Garages carports and car parking spaces	3	38,552	3	38,552				
Industrial development	1	607,400	1	607,400				
Other	2	2,162,602	2	2,162,602				
Pools / decks / fencing	5	271,347	5	271,347				
Recreational uses	1	27,632,657	1	27,632,657				
Shed	6	147,469	6	147,469				
Shop top housing	1	100,000	1	100,000			1	
Take-away food and drink premises	2	3,607,645	2	3,607,645				
Telecommunications and communication fac	2	60,000	2	60,000				
<b>Totals for Development Types</b>	<b>72</b>	<b>53,095,675</b>						

**Total Number of Applications for this period: 66**

\*\*\* 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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ABN 53 539 070 928

Print Date: 30/09/2022

Print Time: 11:36:52AM

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/09/2021 - 30/09/2021**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
Dwelling - Dual Occupancy, one storey	1	380,000	1	380,000			2	
Garage/Carport/Roofed Outbuildings	1	17,344	1	17,344				
Retail Building	1	348,700			1	348,700		
Warehouse/storage	1	85,800	1	85,800				
Tourism Development	1	3,600,000	1	3,600,000				
Subdivision - Residential	2	1,892,000						2
Subdivision - Rural	1	5,000	1	5,000				2
Alterations and additions to commercial	1	188,424			1	188,424		
Alterations and additions to residential	3	263,200			3	263,200		
Balconies, decks patios terraces or ve	3	46,600	3	46,600				
Dual occupancy	2	765,700	2	765,700			3	
Dwelling	17	6,665,303	17	6,665,303			17	
Garages carports and car parking spaces	1	26,200	1	26,200				
Industrial development	2	680,000	2	680,000				
Other	2	220,000	2	220,000				
Pools / decks / fencing	8	238,075	8	238,075				
Shed	10	228,800	10	228,800				
Signage	2	364,000	2	364,000				
Subdivision of land	5	40,000	5	40,000				12
Telecommunications and communication fac	1	300,000	1	300,000				
Retail Premises	2	175,000	2	175,000				
Artisanal Food and Drink	1	22,500	1	22,500				

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**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/09/2021 - 30/09/2021**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
<b>Totals for Development Types</b>	68	16,552,646						

**Total Number of Applications for this period: 65**

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

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



Civic Administration Building  
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 T (02) 6801 4000  
 F (02) 6801 4259  
 ABN 53 539 070 928

Print Date: 30/09/2022

Print Time: 11:57:16AM

**Approved Development & Complying Development Applications  
 by Dubbo Regional Council and Private Certifiers-Period 1/07/2022 - 30/09/2022**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
Retail Building	1	80,000			1	80,000		
Alterations and additions to commercial	6	2,541,029			6	2,541,029		
Alterations and additions to industrial	1	300,000			1	300,000		
Alterations and additions to residential	18	2,941,874			18	2,941,874		
Balconies, decks patios terraces or ve	11	244,684	11	244,684				
Centre based childcare	3	6,727,991	3	6,727,991				
Demolition	6	978,257	6	978,257				
Dual occupancy	4	1,905,000	4	1,905,000			7	
Dwelling	85	37,340,185	85	37,340,185			85	
Earthworks / change in levels	3	102,960	3	102,960				
Farm buildings	1	140,000	1	140,000				
Garages carports and car parking spaces	8	152,052	8	152,052				
Health services facilities	2	812,203	2	812,203				2
Industrial development	1	607,400	1	607,400				
Mixed use development	1	390,000	1	390,000				
Multi-dwelling housing	1	495,000	1	495,000			3	5
Other	3	10,830,201	3	10,830,201				
Pools / decks / fencing	27	1,232,062	27	1,232,062				
Recreational uses	1	27,632,657	1	27,632,657				
Retaining walls, protection of trees"	1	0	1					
Secondary dwelling	5	830,690	4	790,690	1	40,000	4	
Shed	34	1,269,104	34	1,269,104				

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/07/2022 - 30/09/2022**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
Shop top housing	1	100,000	1	100,000			1	
Signage	1	30,000	1	30,000				
Subdivision of land	9	5,458,000	4	3,585,000				69
Take-away food and drink premises	2	3,607,645	2	3,607,645				
Telecommunications and communication fac	3	3,023,554	3	3,023,554				
Retail Premises	1	1,000,000	1	1,000,000				
Change of Use	1	5,000	1	5,000				
<b>Totals for Development Types</b>	<b>241</b>	<b>110,777,548</b>						

**Total Number of Applications for this period: 219**

\*\*\* 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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 ABN 53 539 070 928

Print Date: 30/09/2022

Print Time: 11:38:03AM

**Approved Development & Complying Development Applications  
 by Dubbo Regional Council and Private Certifiers-Period 1/07/2021 - 30/09/2021**

Development Type	Number of Applications	Est. \$	New Developments	Est. \$	Additions and Alterations	Est. \$	New Dwellings	New Lots
Dwelling - single	19	4,936,895	12	3,889,493	7	1,047,402	12	
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	3	108,000	3	108,000				
Office Building	3	511,000	2	498,000	1	13,000		
Retail Building	1	348,700			1	348,700		
Retail & Residential Building	1	28,000,000	1	28,000,000				
Factory/Production Building	1	1,000,000	1	1,000,000				
Warehouse/storage	4	1,378,800	4	1,378,800				
Health Care Facility - Other	2	710,000	1	710,000	1			
Educational Building	1	4,800,000	1	4,800,000				
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	1	3,600,000	1	3,600,000				
Subdivision - Residential	10	2,532,000						34
Subdivision - Industrial	1	60,000						3

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/07/2021 - 30/09/2021**

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	4	563,424			4	563,424		
Alterations and additions to residential	6	460,920			6	460,920		
Balconies, decks patios terraces or ve	4	56,600	4	56,600				
Demolition	6	147,000	6	147,000				
Dual occupancy	2	765,700	2	765,700			3	
Dwelling	51	17,534,397	51	17,534,397			51	
Garages carports and car parking spaces	5	67,300	5	67,300				
Industrial development	5	1,470,000	5	1,470,000				
Other	4	275,000	4	275,000				
Pools / decks / fencing	19	723,435	19	723,435				
Secondary dwelling	4	421,500	4	421,500			4	
Shed	20	490,118	20	490,118				
Signage	2	364,000	2	364,000				
Subdivision of land	5	40,000	5	40,000				12
Take-away food and drink premises	2	180,000			2	180,000		
Telecommunications and communication fac	1	300,000	1	300,000				
Retail Premises	3	319,000	2	175,000	1	144,000		
Change of Use	1	10,000	1	10,000				
Artisanal Food and Drink	1	22,500	1	22,500				
<b>Totals for Development Types</b>	<b>228</b>	<b>89,125,516</b>						

**Total Number of Applications for this period: 204**

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

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



## REPORT: Planning Proposal R22-002 - Cavelle Drive, Dubbo - Proposed Amendment to the Dubbo Regional Local Environmental Plan 2022

**DIVISION:** Development and Environment  
**REPORT DATE:** 29 September 2022  
**TRIM REFERENCE:** ID22/1416

### EXECUTIVE SUMMARY

Purpose	Seek endorsement	Fulfil legislated requirement
<b>Issue</b>	<ul style="list-style-type: none"> <li>A Planning Proposal was lodged by Premise, on behalf of the owners Mr Michael and Mrs Jennifer Robertson, for Cavelle Drive, Dubbo (Lot 700 DP1274329) (attached in <b>Appendix 1</b>).</li> <li>The Planning Proposal seeks to rezone part of the site from SP3 Tourist to R2 Low Density Residential and to introduce an 800m<sup>2</sup> Minimum Lot Size under the provisions of the Dubbo Regional Local Environmental Plan (LEP) 2022.</li> <li>Council's assessment indicates the proposal has strategic merit and should be submitted to the NSW Department of Planning and Environment for a Gateway Determination. If issued, the determination will require community and stakeholder consultation.</li> </ul>	
<b>Reasoning</b>	<ul style="list-style-type: none"> <li>Environmental Planning and Assessment Act, 1979</li> <li>Local Environmental Plan Making Guidelines – September 2022</li> </ul>	
<b>Financial Implications</b>	Budget Area	Growth Planning Branch
	Funding Source	Application fees
	Proposed Cost	Council received \$13,000 upon lodgement, and will receive a further \$2,500 if a Gateway Determination is received, as part of the application fees.
	Ongoing Costs	Nil
<b>Policy Implications</b>	Policy Title	Dubbo Regional Local Environmental Plan 2022
	Impact on Policy	The Planning Proposal will amend the location of land use zones and minimum lot size areas for land at Cavelle Drive, Dubbo.

### 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: 1.2 An adequate supply of land is located close to community



services and facilities

Delivery Program Strategy: 1.2.1 Land is suitably zoned, sized and located to facilitate a variety of housing types and densities

## RECOMMENDATION

1. That Council endorse the Planning Proposal (attached in Appendix 1) to amend the Dubbo Regional Local Environmental Plan 2022 by rezoning part of Lot 700 DP1274329 from SP3 Tourist to R2 Low Density Residential and amending part of the Minimum Lot Size area from No Minimum Lot Size to 800m<sup>2</sup>.
2. That Council note the process and key steps for amending the Dubbo Regional Local Environmental Plan 2022 (attached in Appendix 2).
3. That Council submit the Planning Proposal to the NSW Department of Planning and Environment for a Gateway Determination.
4. That Council request the Chief Executive Officer (or delegate) be authorised as the Local Plan Making Authority under Section 3.36 of the Environmental Planning and Assessment Act, 1979.
5. Subject to the conditions of a Gateway Determination, Council support a minimum 14 day public exhibition period for the Planning Proposal.
6. Following the completion of the public exhibition period, a further report be provided to Council for consideration, including the results of public exhibition.

*Stephen Wallace*  
Director Development and Environment

*CW*  
Graduate Growth Planner

## BACKGROUND

### 1. What is a Planning Proposal?

A Planning Proposal is a document that explains the intended effect of, and justification for, a proposed amendment to the Dubbo Regional Local Environmental Plan (LEP) 2022. A Planning Proposal can be prepared by a proponent, however, it must be endorsed by Council and the NSW Government Department of Planning and Environment (DPE) in order to take effect. This process must be undertaken in accordance with Division 3.4 of the Environmental Planning and Assessment Act, 1979.

The six key stages for amending an LEP are attached in **Appendix 2** and are as follows:

- Stage 1 – Pre-lodgement;
- Stage 2 – Lodgement and assessment (current stage);
- Stage 3 – Gateway Determination;
- Stage 4 – Post Gateway;
- Stage 5 – Public exhibition and assessment; and
- Stage 6 – Finalisation.

### 2. Previous Development Applications

The site has been subject to the following Development Applications:

22 September 2014 5 June 2015	D2014-113 (Part 1 and 2) 28 Lot Subdivision (Stage 1) Development Consent for Stage 1 of Huntingdale Estate
23 December 2015	D2015-202 86 Lot Subdivision (Stage 2) Development Consent for Stage 2 of Huntingdale Estate

D2015-202 requires the proponent to offset the loss of vegetation from a proposed drainage corridor. The Planning Proposal does not encompass the area to be offset, and D2015-202 will not prevent the Planning Proposal from progressing. The approved plan associated with D2015-202 is indicated in **Figure 1**.

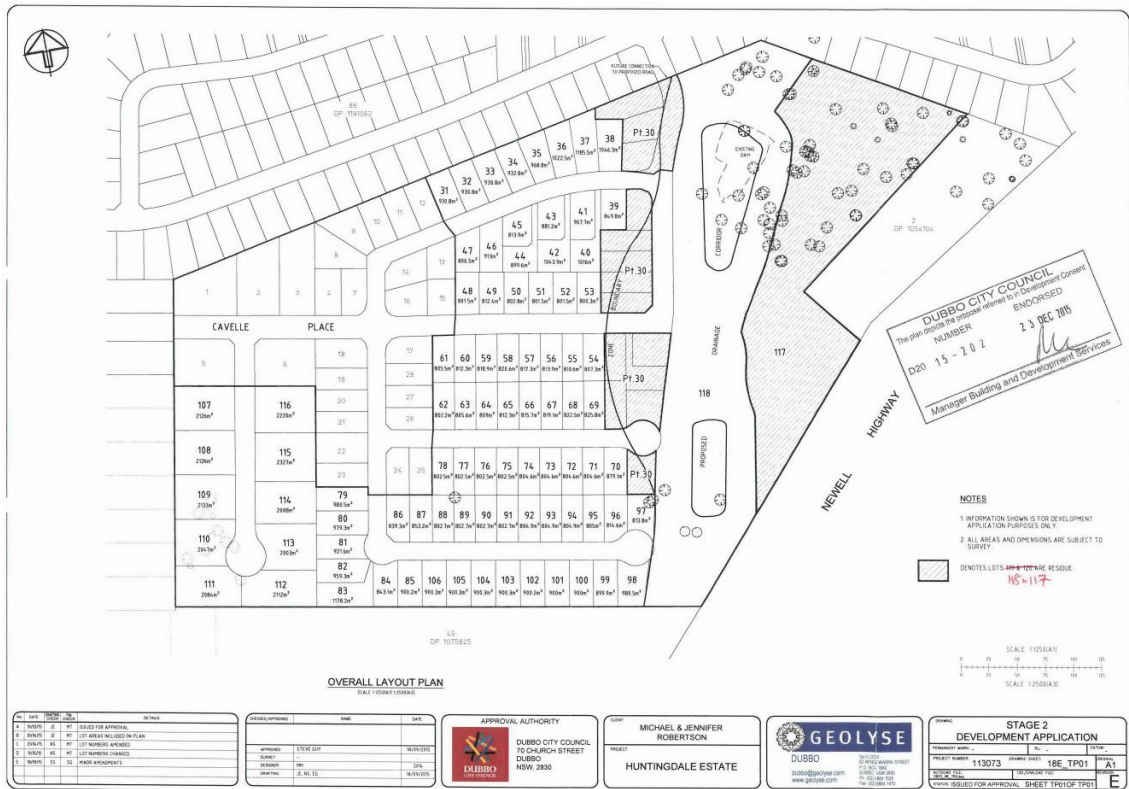


Figure 1. Approved plan for D2015-202

## REPORT

### 1. Details of the Planning Proposal

Applicant:	Premise Australia Pty Ltd
Site:	Cavelle Drive, Dubbo (Lot 700 DP1274329)
Site Area:	15.34 Ha
Current zone and minimum lot size:	R2 Low Density Residential and SP3 Tourist 800m <sup>2</sup> , 2000m <sup>2</sup> and No Minimum Lot Size
Proposed LEP Amendment:	Rezoned part of the site from SP3 Tourist to R2 Low Density Residential Amend part of the site's minimum lot size from no minimum lot size to 800m <sup>2</sup> Changes to Land Zone Map LZN_002A and Lot Size Map LSZ_002A

The objective of the Planning Proposal is to rezone part of the site from SP3 Tourist to R2 Low Density Residential, and amend the minimum lot size area for that same part from no minimum lot size to 800m<sup>2</sup>. The current and proposed zoning and minimum lot size are indicated in **Figures 2-3**, and the Planning Proposal is attached in **Appendix 1**.

The intent of the Planning Proposal is to facilitate an extension to the existing Huntingdale Estate. If endorsed, it would allow approximately 14 additional residential lots in West Dubbo. It is important to note that the location and layout of future residential lots would require a Development Application.

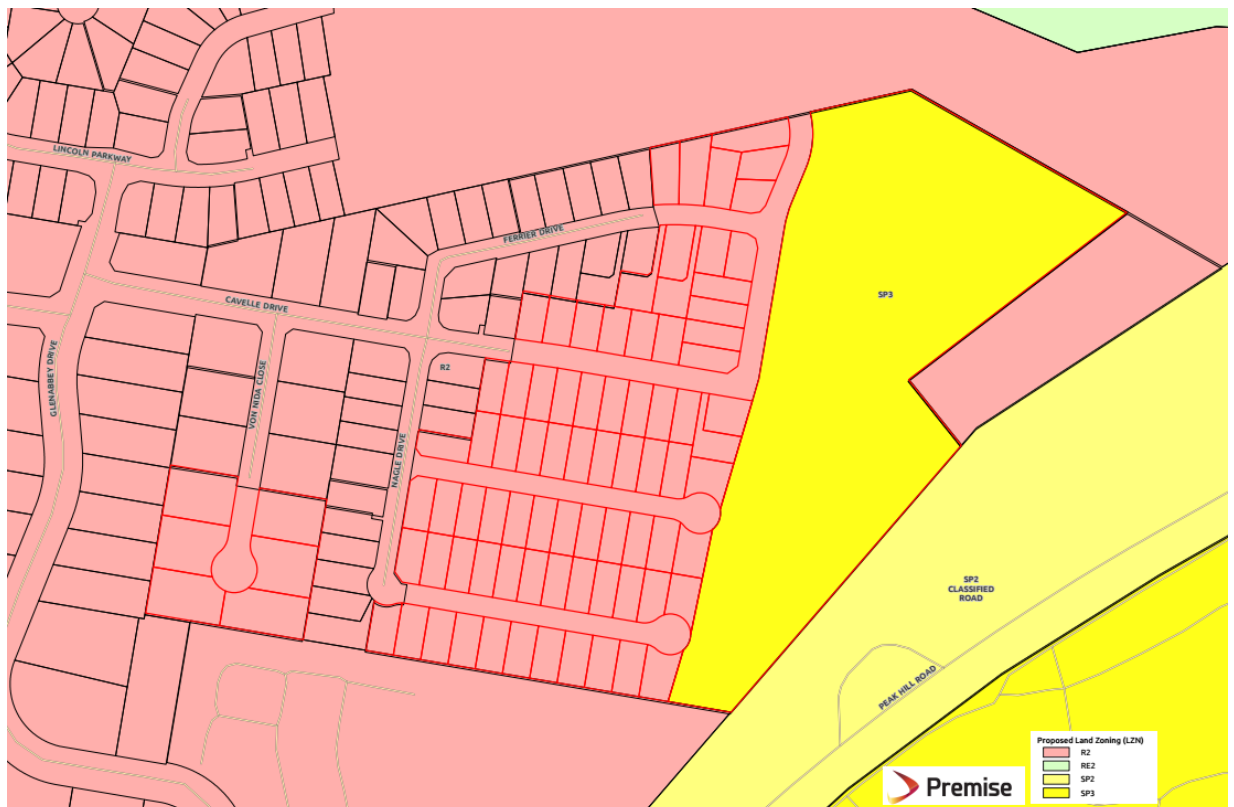
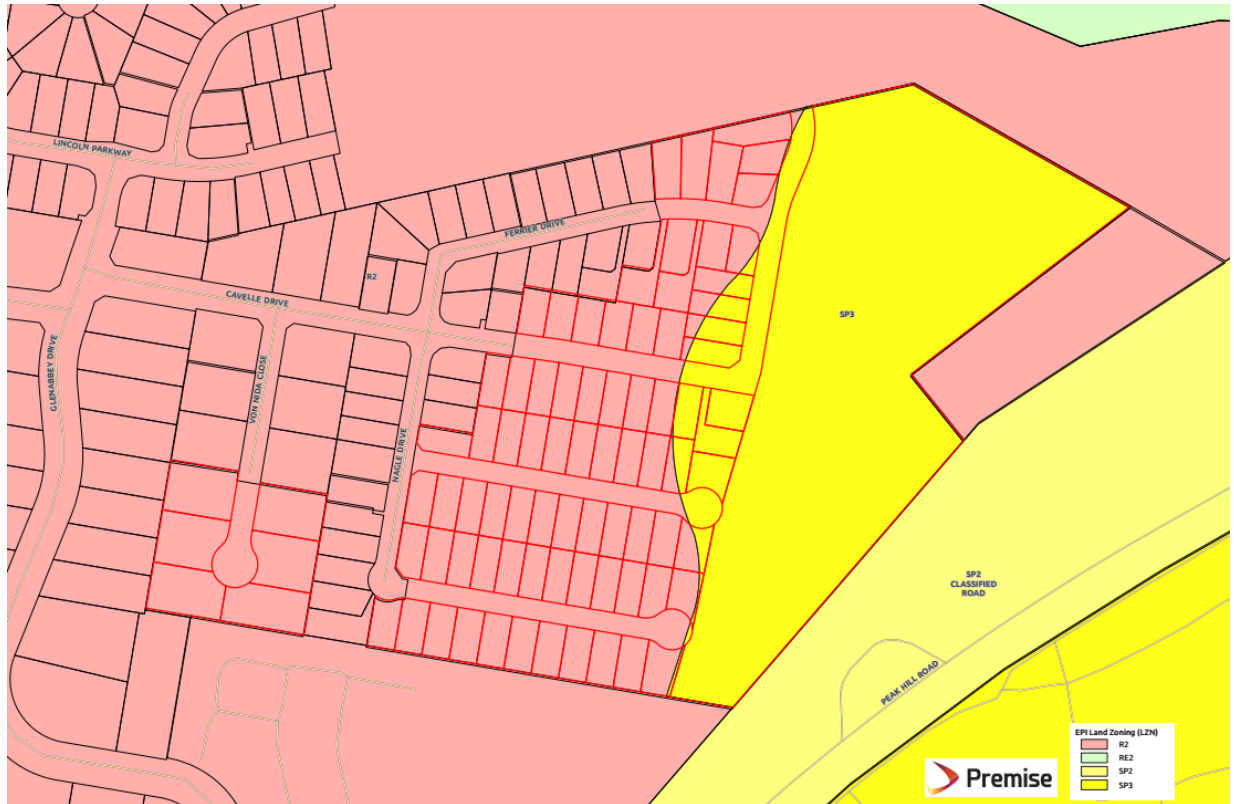


Figure 2. Existing and proposed land zoning

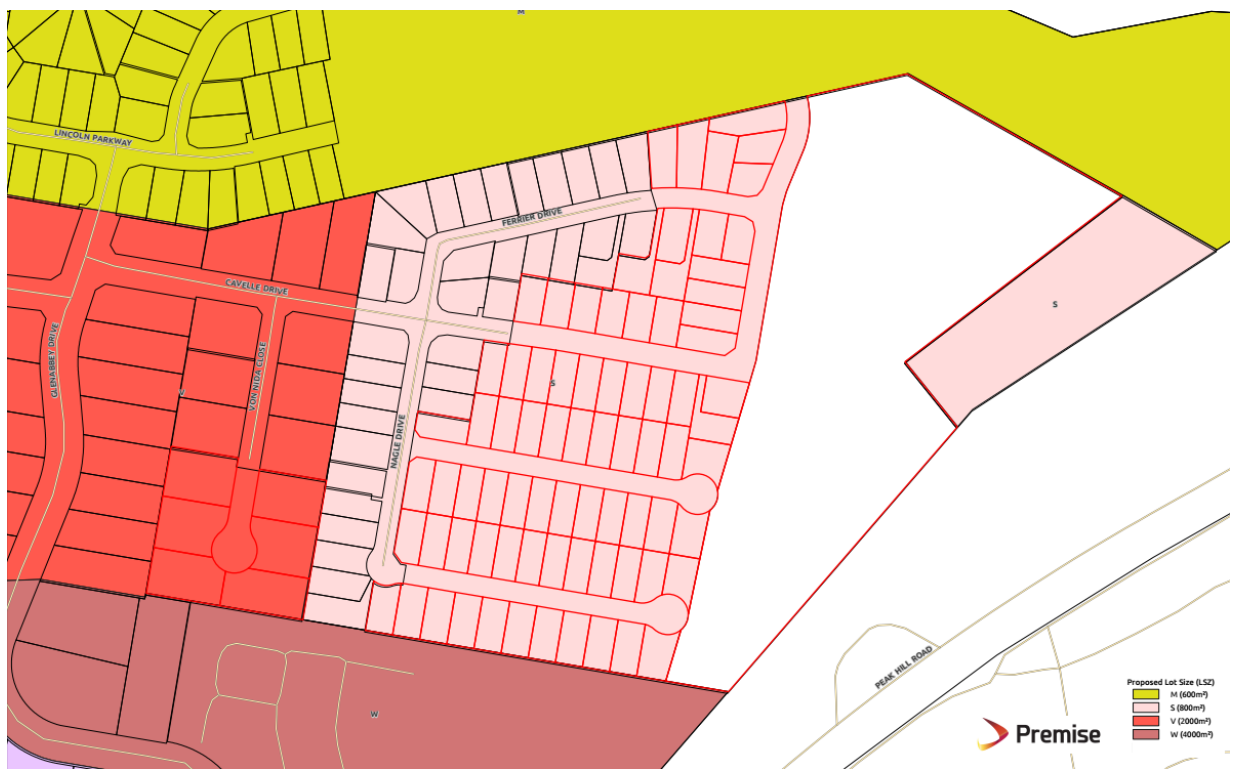
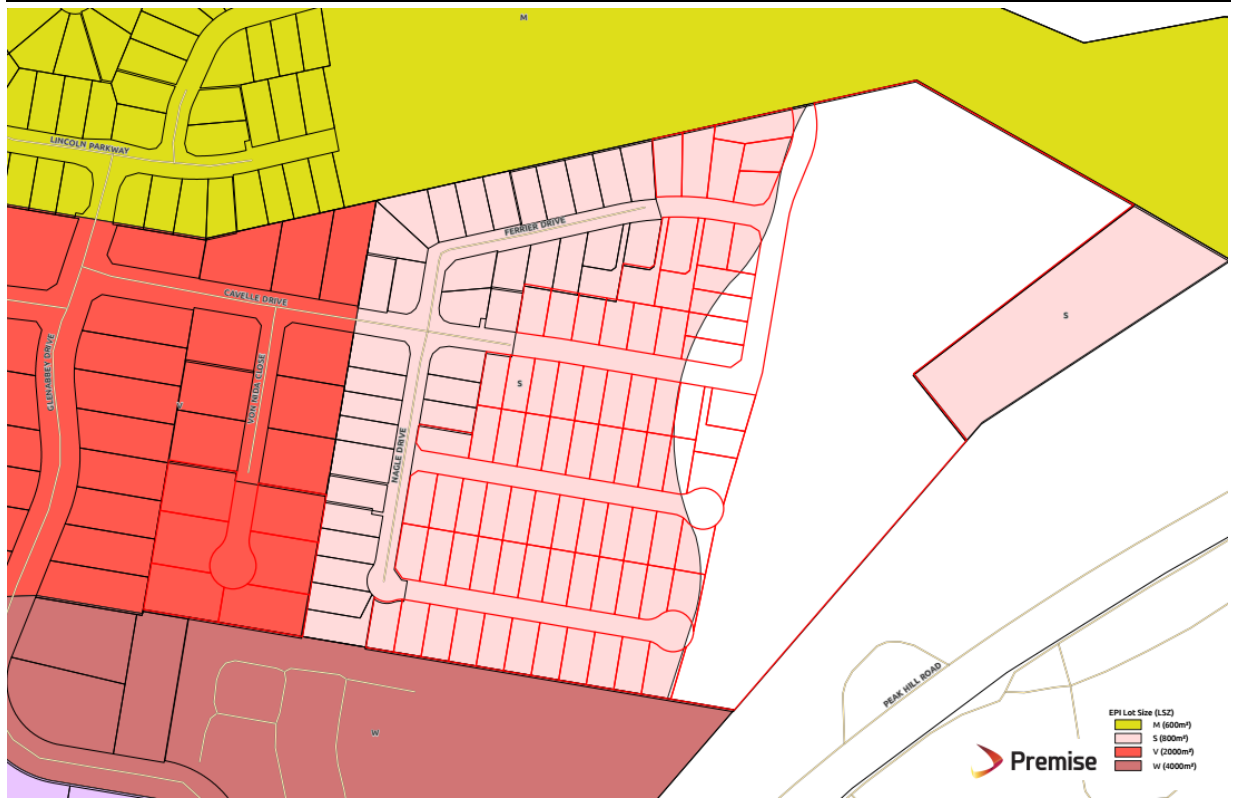


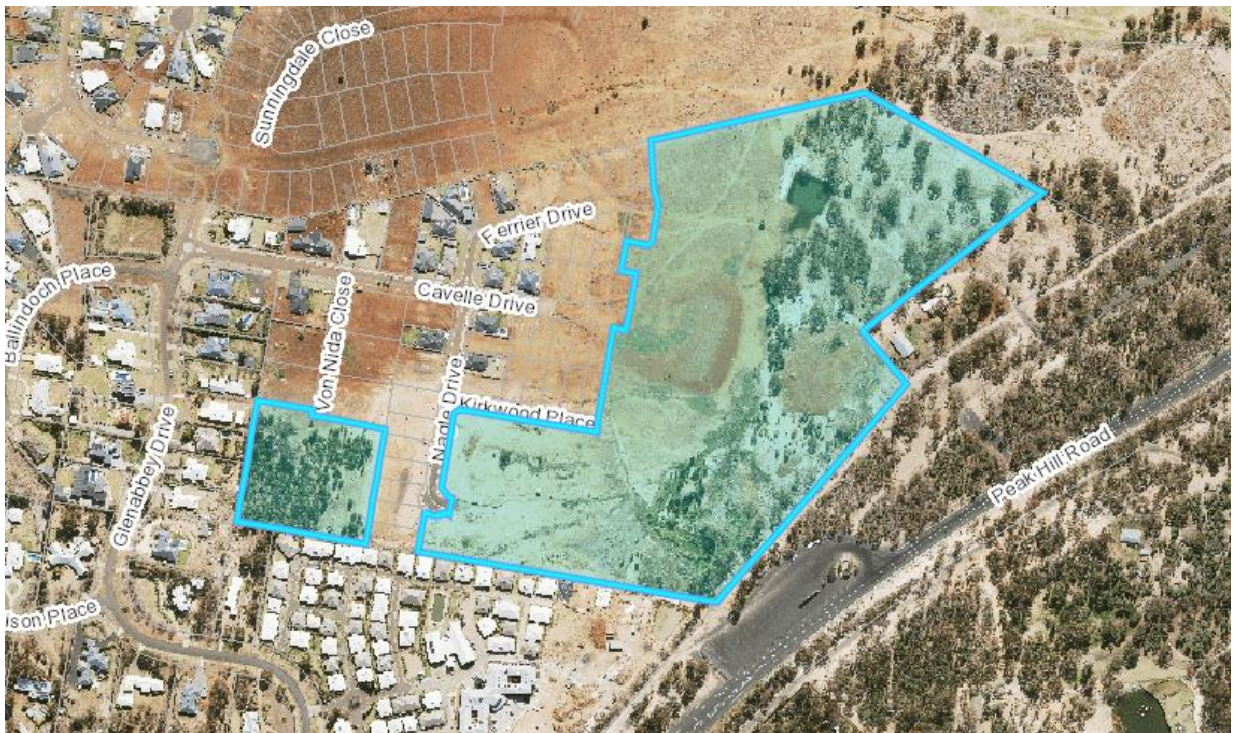
Figure 3. Existing and proposed minimum lot size

## 2. Site Characteristics

The site is approximately 3.3km south-west of the Dubbo Central Business District and approximately 1.3km west of the Macquarie River. It is approximately 15.34 hectares and is currently vacant. Residential development surrounds the site to the north, west and south, and a single dwelling is located on the adjacent lot to the east. A creek line traverses the site in a north-south direction. The site is indicated in **Figure 4**.

The site has the following characteristics:

- It is zoned R2 Low Density Residential and SP3 Tourist;
- It has a minimum lot size area of 800m<sup>2</sup>, 2000m<sup>2</sup> and no minimum lot size;
- It contains a biodiversity offset area and terrestrial biodiversity;
- It is subject to vulnerable groundwater controls; and
- It is not mapped as flood prone or bushfire prone.



**Figure 4.** Aerial imagery of the subject land

## 3. Planning Assessment and Considerations

The Planning Proposal has been assessed against relevant Council strategies, policies and guidelines, the NSW Department of Planning and Environment's Local Environmental Plan Making Guidelines, State Environmental Planning Policies (SEPPs) and Ministerial Directions.

The assessment indicates the proposal has strategic merit and should be submitted to the NSW Department of Planning and Environment for a Gateway Determination.

(a) Strategic Merit Assessment

The Planning Proposal is consistent with the following strategic framework:

Strategy Title	Requirement	Consistency
<p>Central West and Orana Regional Plan 2036</p> <p>This Plan is the NSW Government's strategy for guiding land use planning decisions for the Central West and Orana Region.</p>	<p><u>Vision</u> The most diverse regional economy in NSW with a vibrant network of centres leveraging the opportunities of being at the heart of NSW.</p> <p><u>Direction 13</u> Protect and manage environmental assets.</p> <p><u>Direction 16</u> Respect and protect Aboriginal heritage assets.</p> <p><u>Direction 22</u> Manage growth and change in regional cities and strategic and local centres.</p> <p><u>Direction 25</u> Increase housing diversity and choice.</p>	<p>The Planning Proposal is consistent with the Plan.</p>
<p>Draft Central West and Orana Regional Plan 2041</p> <p>This Plan is the NSW Government's strategy for guiding land use planning decisions for the Central West and Orana Region. It was on public exhibition until 18 February 2022, and is anticipated to be released in late 2022.</p>	<p><u>Vision</u> A healthy, connected and resilient region, with a prosperous economy.</p> <p><u>Objective 1</u> Identify, protect and connect important environmental assets.</p> <p><u>Objective 7</u> Provide for well-located housing options to meet demand.</p> <p><u>Objective 8</u> Plan for diverse, affordable, resilient and inclusive housing.</p> <p><u>Objective 19</u> Strengthen Bathurst, Dubbo and Orange as innovative and progressive regional cities.</p>	<p>The Planning Proposal is consistent with the draft Plan.</p>
<p>Towards 2040 Community Strategic Plan</p> <p>This Plan guides the actions and initiatives of Council and the community for the next 20 years.</p>	<p><u>Vision</u> In 2040 we will be an innovative, resilient and sustainable region with opportunities to grow and a high quality of life.</p> <p><u>Objective 1.1</u> Housing meets the current and future needs of our community.</p> <p><u>Objective 1.2</u> An adequate supply of land is located close</p>	<p>The Planning Proposal is consistent with the Plan.</p>

Strategy Title	Requirement	Consistency
	<p>to community services and facilities.</p> <p><u>Strategy 5.2.3</u> Items, areas and places of First Nations cultural heritage significance are protected and conserved.</p> <p><u>Objective 6.3</u> Land use management sustains and improves the built and natural environment.</p>	
<p>Local Strategic Planning Statement (LSPS)</p> <p>This Plan sets Council’s land use planning priorities for the next 20 years to ensure development is appropriate for the local context.</p>	<p><u>Priority 9</u> Provide diversity and housing choice to cater for the needs of the community.</p> <p><u>Priority 12</u> Create sustainable and well-designed neighbourhoods.</p> <p><u>Priority 15</u> Protect areas of high environmental value and significance.</p> <p><u>Priority 17</u> Acknowledge and embrace Aboriginal culture.</p>	<p>The Planning Proposal is consistent with the LSPS.</p>
<p>Dubbo Residential Areas Development Strategy</p> <p>This Strategy guides the strategic direction and decisions on residential development and use of residential land.</p>	<p><u>West Precinct Direction</u> The future role of the Precinct will be dominated by its suburban residential function and secondary by its transport and light industry functions north/west of the Main Western Line, and its tourism servicing function along the Whylandra Street corridor.</p>	<p>The Planning Proposal is consistent with the Strategy.</p>
<p>Dubbo Regional Local Environmental Plan 2022</p> <p>This Plan guides planning decisions in the region through development controls and provisions.</p>	<p><u>Zone R2 Low Density Residential</u> Provide for the housing needs of the community within a low density residential environment.</p> <p><u>Zone SP3 Tourist</u> To facilitate tourist-orientated development along major transport corridors. Noting that the SP3 Zone is proposed to be removed.</p> <p><u>Minimum Subdivision Lot Size</u> To ensure lots are large enough to accommodate dwellings, setbacks, private open space and ancillary development.</p>	<p>The Planning Proposal is consistent with the Plan.</p>



**(b) State Environmental Planning Policies (SEPP)**

The Planning Proposal is consistent with the following SEPPs, which are planning instruments that address planning issues at a state-wide level.

<b>SEPP Title</b>	<b>Requirement</b>	<b>Consistency</b>
SEPP (Housing) 2021	Planning Proposals must enable and encourage the development of diverse housing.	The Planning Proposal is consistent with the SEPP as it would not contravene the relevant provisions. The Planning Proposal would allow additional housing opportunities for the region and allow development of R2 permissible land uses on the subject site. Where relevant, future residential development would be designed in accordance with the SEPP.
SEPP (Biodiversity and Conservation) 2021	Planning Proposals must protect biodiversity values of trees and other vegetation in non-rural areas.	The Planning Proposal is consistent with the SEPP as it would not contravene the relevant provisions. The Planning Proposal will not harm the biodiversity values of trees and other vegetation on the subject land. The area covered by the adjustment to zoning is currently clear of vegetation, and there will be no clearing as part of the proposal. Future development will need to address biodiversity in accordance with the Biodiversity Conservation Act 2016.
SEPP (Resilience and Hazards) 2021	Planning Proposals must not increase the risk of harm to human health and the environment through contamination.	The Planning Proposal is consistent with the SEPP as it would not contravene the relevant provisions. The site is not listed on Council's potentially contaminated land register. A Preliminary Contamination Report identifies minor potential for contaminants associated with the former agricultural use of the site. However, no further investigations are required, and this would not prevent the Planning Proposal from progressing.
SEPP (Exempt and Complying Development Codes) 2008	Planning Proposals must not contradict development standards that have a State-wide application.	The Planning Proposal is consistent with the SEPP as exempt and complying development would continue to apply to the site.

Numerous other SEPPs have been assessed as part of this Planning Proposal but were considered to not be relevant.

**(c) NSW EP&A Act – Section 9.1 Ministerial Directions**

The Planning Proposal is consistent with the following Ministerial Directions. Ministerial Directions address planning issues at a state-wide level and apply to planning proposals.

Direction	Requirement	Consistency
Direction 1.1 Implementation of Regional Plans	Planning Proposals must be consistent with a Regional Plan.	The Planning Proposal is consistent with the Central West and Orana Regional Plan 2036 and draft Central West and Orana Regional Plan 2041.
Direction 1.4 Site Specific Provisions	Planning Proposals must allow that land use to be carried out in the zone the land is situated.	The Planning Proposal would not change permissible and prohibited development within each land use zone, and there are no site-specific provisions.
Direction 3.1 Conservation Zones	Planning Proposals must include provisions that facilitate the protection and conservation of environmentally sensitive areas, and must not reduce the conservation standards that apply to the land.	The Planning Proposal is not located within a conservation zone. The Planning Proposal is not considered to result in any significant impact to biodiversity on the subject site, as no vegetation will be cleared.
Direction 3.2 Heritage Conservation	Planning Proposals must facilitate the protection and conservation of heritage items.	An Aboriginal Archaeology Assessment identified an open campsite with additional artefacts located within the site. An Aboriginal Heritage Impact Permit (AHIP) was issued by NSW Office of Environment and Heritage on 5 May 2022. Community consultation was undertaken prior to the salvage of artefacts. The artefacts are currently being managed in accordance with the conditions of the AHIP.
Direction 4.1 Flooding	Planning Proposals must be consistent with NSW Government and Council Flood Planning Policies and Guidelines.	The site is not identified as being within the flood planning area.

Direction	Requirement	Consistency
Direction 4.4 Remediation of Contaminated Land	A Planning Proposal must not increase the risk of harm to human health and the environment through contamination.	A Preliminary Contamination Report identifies minor potential for contaminants associated with the former agricultural use of the site. However, no further investigations are required, that would prevent the Planning Proposal from progressing.
Direction 5.1 Integrated Land Use and Transport	Planning Proposals must be consistent with NSW Government Transport Planning Policies and Guidelines.	The Planning Proposal is consistent with Improving Transport Choice as the additional lots will result in minimal increase of private car trips, whilst allowing for alternate travel options. The Right Place of Business and Services – Planning Policy does not apply to the development as it is minor in nature and will not generate many trips from employees, customers or visitors.
Direction 6.1 Residential Zones	Planning Proposals must encourage the provision of housing and make efficient use of existing infrastructure and services.	The Planning Proposal will facilitate the development of low-density housing options which have access to existing infrastructure and services.
Direction 6.2 Caravan Parks and Manufactured Home Estates	Planning Proposals must retain provisions that permit development for the purposes of a caravan park to be carried out on land.	The decrease in area of land zoned SP3 Tourist is minor, and is unlikely to have any impact on the ability for caravan parks and manufactured home estates to be developed.

Numerous other Directions have been assessed as part of this Planning Proposal but were not considered to be relevant.

**(d) Environmental Impacts**

The following comments have been provided on potential environmental impacts not previously addressed in this report:

*(i) Groundwater Vulnerability and Sustainability*

A groundwater and salinity study identified there would be:

- No impact on groundwater, including contamination and changed groundwater levels;

- Minimal cut and fill, which is not expected to interfere with existing subsurface water movement; and
- No significant impacts on groundwater quality, and no impacts on quality or quantity of the aquifer.

The Planning Proposal is not considered to result in any significant impact on groundwater systems or exacerbate salinity levels.

#### 4. Consultation and Planned Communications

If Council supports this Planning Proposal and receives a Gateway Determination from the NSW Department of Planning and Environment, it is likely the proposal would be publicly exhibited for 14 days in accordance with the Local Environmental Plan Making Guidelines.

Council will engage with adjoining land owners and the public as per the Gateway Determination. This will include a notice on Council's website and in Customer Experience Centres, the NSW Planning Portal, and letters to relevant community members.

A further report will be presented to Council to consider the results of public exhibition.

#### 5. Timeframes

The below estimated project timeline provides a mechanism to monitor and resource the various steps required to progress the Planning Proposal.

Key Date	Explanation
13 October 2022	Consideration by the Infrastructure, Planning and Environment Committee
27 October 2022	Consideration by Council
Early November 2022	Submit the Planning Proposal to the NSW Department of Planning and Environment for Gateway determination
Middle December 2022	Gateway Determination issued
January 2023	Post-gateway review
February 2023	Public exhibition period
March 2023	Consideration of submissions
April 2023	Consideration by Council
May 2023	Submit the Planning Proposal to the NSW Department of Planning and Environment for finalisation
June 2023	Gazettal of the Planning Proposal

#### 6. Resourcing Implications

Council received \$13,000 upon lodgement, and will receive a further \$2,500 if a Gateway Determination is received, as part of the application fees.

Total Financial Implications	Current year (\$)	Current year + 1 (\$)	Current year + 2 (\$)	Current year + 3 (\$)	Current year + 4 (\$)	Ongoing (\$)
a. Operating revenue	\$15,500	0	0	0	0	0
b. Operating expenses	0	0	0	0	0	0
c. Operating budget impact (a – b)	\$15,500	0	0	0	0	0
d. Capital expenditure	0	0	0	0	0	0
e. Total net impact (c – d)	\$15,500	0	0	0	0	0
Does the proposal require ongoing funding?	No					
What is the source of this funding?	Lodgement and assessment fees					

**Table 1.** Ongoing Financial Implications

## 7. Options Considered

Council has the following options:

### 1. Support the Planning Proposal

This would allow Council to submit the Planning Proposal to the NSW Department of Planning and Environment for a Gateway Determination. The Gateway Determination allows for the review of the strategic and site-specific merits of a proposal, and determines whether it should proceed.

This is the preferred option.

### 2. Not support the Planning Proposal

The proponent would be able to submit a Rezoning Review to the NSW Department of Planning and Environment, which allows an independent planning panel to evaluate and recommend to the Minister of Planning whether the proposal should progress to Gateway Determination.

## APPENDICES:

[1](#) Planning Proposal

[2](#) Six key stages of amending an LEP



**Premise**

MR MICHAEL AND MRS JENNIFER ROBERTSON

**Amendment to the Dubbo Regional LEP  
2022 – Cavelle Drive, Dubbo**

PLANNING PROPOSAL

Report No: 122334\_PP

Rev: 001

30 June 2022

MR MICHAEL AND MRS JENNIFER ROBERTSON  
 AMENDMENT TO THE DUBBO REGIONAL LEP 2022 – CAVELLE DRIVE, DUBBO  
 PLANNING PROPOSAL



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## 1. BACKGROUND

### 1.1 Introduction

Premise Australia Pty has been commissioned by Mr Michael and Mrs Jennifer Robertson to prepare a planning proposal to amend the *Dubbo Regional Local Environmental Plan 2022* (LEP) in respect of land at Lot 700 DP 1274329, Cavelle Drive, Dubbo.

The Planning Proposal seeks to undertake a rezoning of land from SP3 Tourist to R2 Low Density Residential on the subject site. In addition, the Planning Proposal also seeks to provide a minimum lot size of 800m<sup>2</sup>. The intent of the rezoning is to facilitate the expansion of the existing residential subdivision, known as Huntingdale Estate.

Rezoning of the site will enable the orderly growth of the rapidly expanding residential area which will provide for a mix of low-density housing options in West Dubbo.

It is requested that Dubbo Regional Council endorse the subject Planning Proposal and facilitate the Amendment to the Dubbo Regional Local Environmental Plan 2022 (LEP).

### 1.2 Scope of the report

This Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act, 1979 and the NSW Department of Planning's advisory documents '*A Guide to Preparing Local Environmental Plans*' and '*A Guide to Preparing Planning Proposals*'. The latter document requires the Planning Proposal to be provided in five (5) parts, those being:

- Part 1 – A statement of the objectives or intended outcomes of the proposed LEP;
- Part 2 – An explanation of the provisions that are to be included in the proposed LEP;
- Part 3 – The justification for those objectives, outcomes, and provisions and the process for their implementation;
- Part 4 – Mapping; and
- Part 5 – Details of the community consultation that is to be undertaken on the Planning Proposal.

The subject site has been considered in the overall development plan for Huntingdale Estate and the extension of the existing R2 zoning boundary is considered to be of relative minor significance. The subject Planning Proposal is considered to meet the definition of a basic proposal as follows:

*"Basic – Minor LEP amendment for administrative, housekeeping, and minor matters of significance."*

### 1.3 Structure of the report

This planning proposal is provided in the following structure;

- **Section 2** provides a statement of the objectives or intended outcomes of the proposed LEP;
- **Section 3** provides an explanation of the provisions that are included in the proposed LEP;
- **Section 4** provides justification regarding the need for the Planning Proposal; outlines its relationship to State Environmental Planning Policies; Ministerial Directions; local and regional strategic planning strategies; and overviews the environmental, economic, and social impacts of the proposal;
- **Section 5** details the required LEP mapping amendments;

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- **Section 6** details how community consultation is to be undertaken with respect to the Planning Proposal.

## 2. OBJECTIVES OR INTENDED OUTCOMES

The objective of this Planning Proposal is to facilitate the expansion of the adjoining low density residential development currently located to the west of the subject site, also known as Huntingdale Estate, by seeking an Amendment to the Dubbo Regional Local Environmental Plan 2022.

## 3. EXPLANATION OR PROVISIONS

The subject site is identified as Lot 700 DP 1274329, Cavelle Drive, Dubbo. The site is located west of an existing creek line running south to north during rain events. Residential development surrounds the site to the north (Grangewood Estate), west (Huntingdale Estate), south (Kintyre Retirement Village) and east with a private residency situated on Lot 2 DP 1054104.

The site is located in proximity to the Dubbo Golf Course to the north and the Newell Highway to the east. The site is approximately 3km southwest of the Dubbo Central Business District.

The locality of the subject site is depicted in Figure 1.

The subject site is zoned as R2 Local Density Residential and SP3 Tourist as shown in Figure 2.

The Dubbo Regional Local Environmental Plan 2022 prohibits development for the purposes of residential accommodation within the SP3 zone.

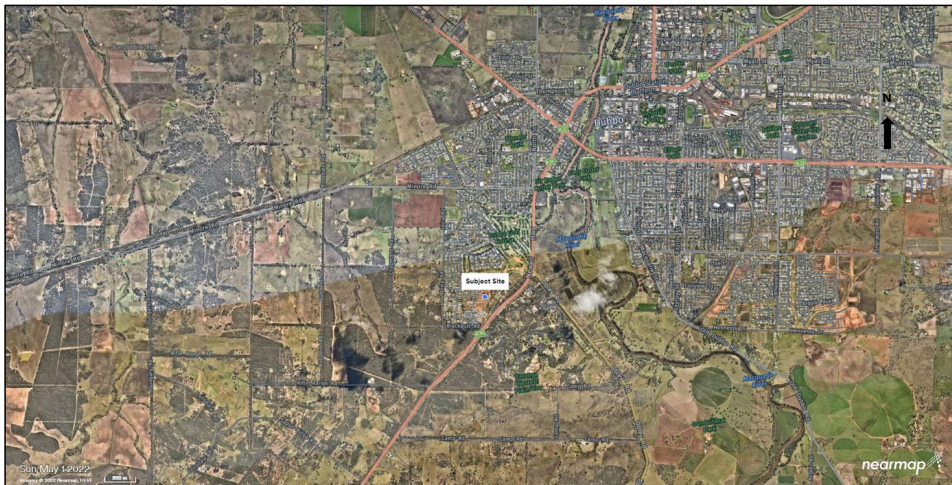


Figure 1. Location of Subject Site (source: Nearmap)

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### 3.1 Proposed Amendment to the Dubbo Local Environmental Plan 2022.

The Planning Proposal seeks to rezone the portion of the SP3 zone west of the creek line to R2 and introduce an 800m<sup>2</sup> minimum lot size provision. The impacted LEP maps include Land Zoning Map – Sheet LZN\_002A and Lot Size Map – Sheet LSZ\_002A.

The proposed Amendment will allow for low density residential housing options on the site and facilitate the expansion of the adjoining residential estate to the west.

The existing and proposed land zoning is depicted in **Figure 2** and **Figure 3**.

The existing and proposed minimum lot sizing is depicted in **Figure 4** and **Figure 5**.



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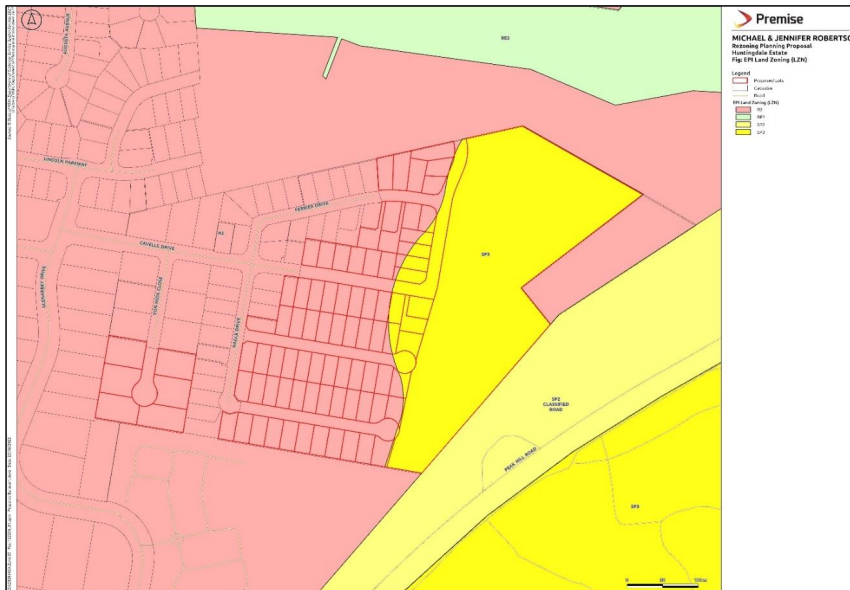


Figure 2. Existing Land Use Zoning

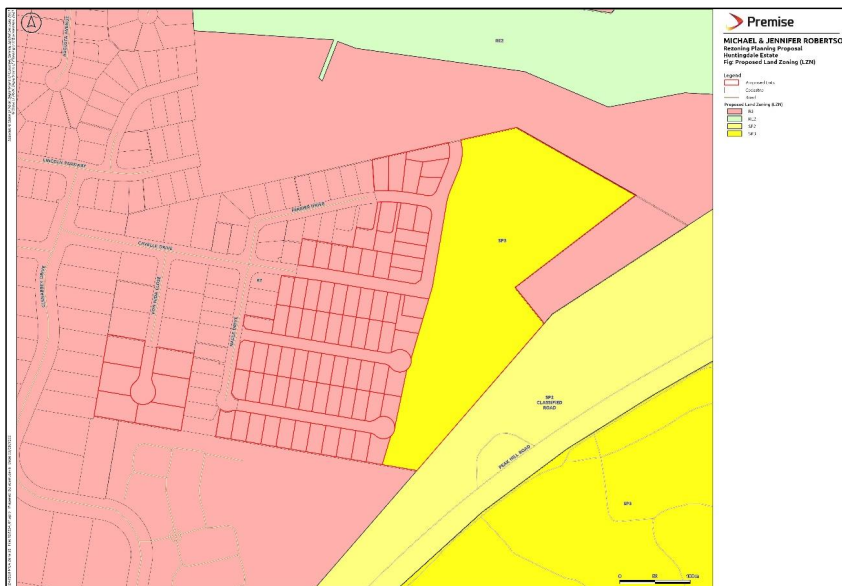


Figure 3. Proposed Land Use Zoning

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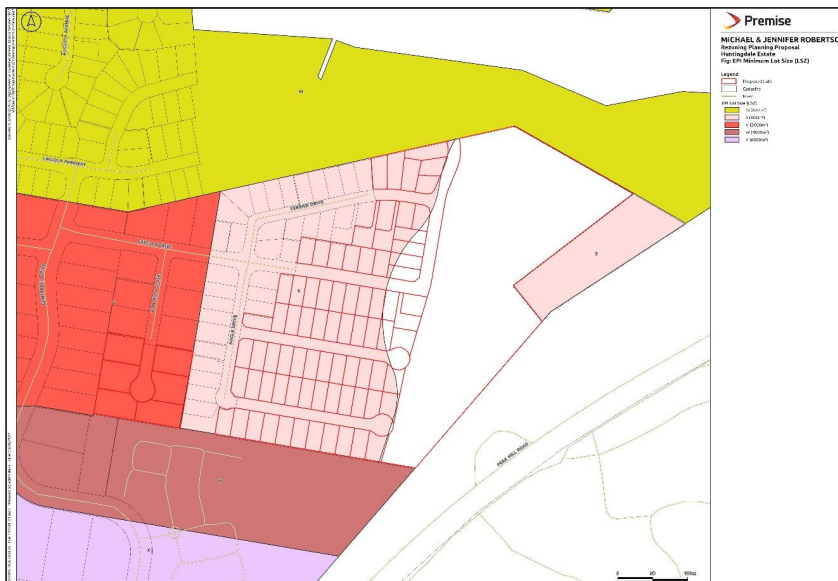


Figure 4. Existing Minimum Lot Size

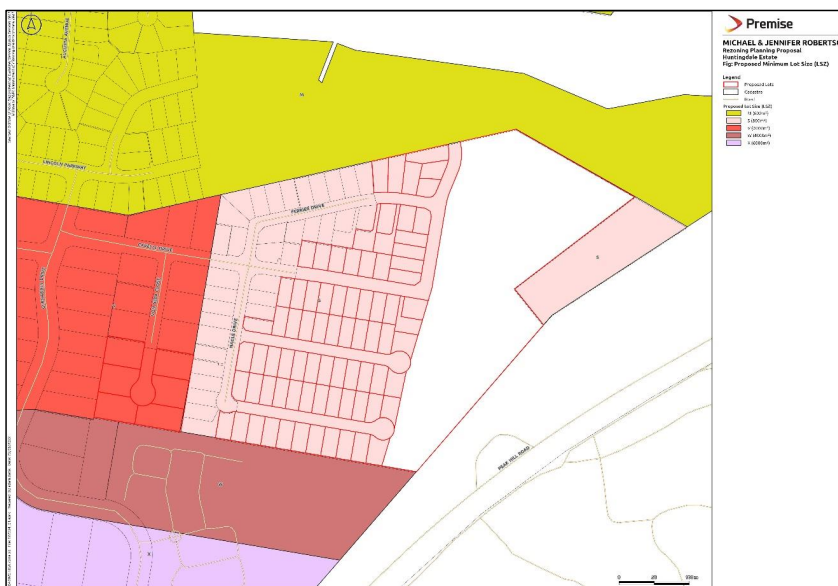


Figure 5. Proposed Minimum Lot Size

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## 4. JUSTIFICATION

### 4.1 Introduction

The overarching principles that guide the preparation of planning proposals are:

- The level of justification should be proportionate to the impact the Planning Proposal would have;
- It is not necessary to address a question if it is not considered relevant to the planning proposal; and
- The level of justification should be sufficient to allow a Gateway determination to be made with confidence that the LEP can be finalised within the timeframe proposed.

The following justification addresses each relevant question applicable to the Planning Proposal to ensure confidence can be given to the Gateway determination.

### 4.2 Need for the planning proposal

***Is the planning proposal a result of any strategic study or report?***

The Planning Proposal has been prepared to facilitate the expansion of the residential development located to the west of the subject site. Although the Planning Proposal is not a direct result of any strategic study or report, the intended effect is consistent with the Dubbo Residential Areas Development Strategy.

***Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?***

It is considered that rezoning the land and establishing a minimum lot size under the LEP is the best means of achieving the objectives or intended outcomes of the Proposal. The proposed Amendment will facilitate expansion of the residential development opportunities on the subject site.

### 4.3 Relationship to strategic planning framework

***Is the planning proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?***

The *Central West and Orana Region Plan 2036* is the NSW Government's strategy for guiding land use planning decisions for the Central West and Orana Region. At its heart is a core vision for the region supported by the following foundational goals:

- Goal 1 - The most diverse regional economy in NSW;
- Goal 2 – A stronger healthier environment and diverse heritage;
- Goal 3 – Quality freight transport and infrastructure networks; and
- Goal 4 – Dynamic vibrant and healthy communities.

In particular, the Planning Proposal is consistent with Direction 25 as follows:

***Direction 25 Increase housing diversity and choice***

The intent of the Planning Proposal is to facilitate new residential development in West Dubbo and the continued expansion of the adjoining residential housing development, Huntingdale Estate.

The proposed rezoning will accommodate an additional 14 new allotments completing the subdivision west of the creek line.

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The Central West and Orana Regional Plan 2036 is currently under review with the *Draft Central West and Orana Regional Plan 2041* completing exhibition on 18 February 2022.

The draft Plan provides a total of 22 objectives divided across the following parts:

- Part 1: A sustainable and resilient place
- Part 2: People, housing and communities
- Part 3: Prosperity, productivity and innovation
- Part 4: Location specific responses

In particular, the Planning Proposal is consistent with objective 7 as follows:

*Objective 7: Provide for well-located housing options to meet demand.*

The Planning Proposal accommodate the regions population growth and provide key housing opportunities in West Dubbo, further centralising the City's Central Business District.

The Planning Proposal is considered to be consistent with the provisions of both the Central West and Orana Regional Plan 2036 and the draft Central West and Orana Regional Plan 2041.

***Is the planning proposal consistent with Council's local strategy or other local strategic plan?***

a) Towards 2040 Community Strategic Plan

This Plan is the highest level strategy that will guide and influence the direction of Council, the community and other levels of Government over the coming years.

The vision of the Plan is as follows:

- *"Our thinking, practices and solutions will make things better for all generations and be innovative*
- *Our community will respond to challenges and become stronger and resilient*
- *Our natural and built environment will be sustainable*
- *Our housing, economic educational, social, equity, cultural, entertainment and recreational facilities will have opportunities to grow*
- *Our community will have a high quality of life"*

The Planning Proposal is considered to support the following objectives;

*"1.1 Housing meets the current and future needs of our community; and*

*1.2 An adequate supply of land is located close to community services and facilities.*

The Planning Proposal seeks to facilitate additional low density housing options within Dubbo's urban footprint and is considered to be generally consistent with the vision and objectives of the Plan.

b) Dubbo Regional Local Environmental Planning Statement

The Local Strategic Planning Statement (LSPS) for the Dubbo Regional Local Government Area was adopted by Council on 22 June 2022. The LSPS plans for economic, social and environmental land use needs of the community over the next 20 years.

The LSPS is underpinned by 20 Planning Priorities for the Dubbo Region. The Planning Proposal is considered to give effect to and maintain consistency with the following:



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*“Planning Priority 9: Provide diversity and housing choice to cater for the needs of the community”*

The Planning Proposal seeks to facilitate the orderly development of low-density housing within the existing serviced extent of the city. The Planning Proposal is considered to be consistent with the LSPS.

c) Dubbo Urban Areas Development Strategy

The Dubbo Urban Areas Development Strategy forms the basis of the land use zonings and planning controls provided in the Dubbo Local Environmental Plan 2011.

The Dubbo Urban Areas Development Strategy consists of a number of components as provided below:

- A) Residential Areas Development Strategy;
- B) Commercial Areas Development Strategy;
- C) Industrial Areas Development Strategy;
- D) Institutional Areas Development Strategy;
- E) Recreational Areas Development Strategy; and
- F) Future Directions and Structure Plans.

The Strategy was reviewed by Council in 2007, as part of the review of the Dubbo Urban Areas Development Strategy was the preparation of the Discussion Paper. The Strategy was also reviewed by Council with the Dubbo Local Environmental Plan in 2011.

Residential Areas Development Strategy

The Dubbo Residential Areas Development Strategy informs future rezoning of land across Dubbo for residential land uses. The subject land is located within Dubbo’s CD Central Subdistrict (West Precinct).

The Direction of the Precinct is as follows:

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

The Planning Proposal will provide additional residential development opportunities in Dubbo’s west, further centralising the Dubbo’s CBD. The proposed R2 rezoning will further support the residential function of the CD Central Subdistrict and is considered to be consistent with the Residential Areas Development Strategy.

***Is the planning proposal consistent with applicable State Environmental Planning Policies?***

The Planning Proposal is considered to be broadly consistent with all relevant State Environmental Planning Policies (SEPPs).

The Planning Proposal gives consideration to the following State Environmental Planning Policies as follows:

State Environmental Planning Policy (SEPP)	Comment
<b>SEPP (Biodiversity and Conservation) 2021</b>	
	N/A
<b>SEPP (Building Sustainability Index: BASIX) 2004</b>	
The aim of this Policy is to ensure consistency in the implementation of the BASIX scheme throughout the State by adhering to the list of	The BASIX requirements will be addressed further as part of the development approvals process.

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BASIX commitments required to facilitate sustainable development.	
<b>SEPP (Exempt and Complying Development Codes) 2008</b>	
The aim of this Policy is to provide streamlined assessment processes for development that complies with specified development standards.	The Planning Proposal seeks to rezone land for the purposes of low-density residential housing. The Planning Proposal does not intend on contravening the provisions of the SEPP and is therefore considered to be consistent with the State Policy.
<b>SEPP (Housing) 2021</b>	
The aim of this Policy is to provide a State-wide approach to manage and support, affordable and well-designed residential development across NSW.	The Planning Proposal will provide additional housing opportunities to the Region and allow development of R2 permissible land uses on the subject site. The Planning Proposal is considered to be consistent with the SEPP.
<b>SEPP (Industry and Employment) 2021</b>	
	N/A
<b>SEPP No 65 – Design Quality of Residential Apartment Development</b>	
	N/A
<b>SEPP (Planning Systems) 2021</b>	
	N/A
<b>SEPP (Precincts-Regional) 2021</b>	
	N/A
<b>SEPP (Resilience and Hazards) 2021</b>	
The object of Chapter 4 is to provide for a Statewide planning approach to the remediation of contaminated land.	A preliminary report was prepared in support of the development application for Huntingdale Estate which considered the subject land in its investigations. The report concluded that no contamination was found. The Planning Proposal is considered to be consistent with the SEPP. A copy of the report is provided as <b>Appendix G</b> .
<b>SEPP (Resources and Energy) 2021</b>	
	N/A
<b>SEPP (Transport and Infrastructure) 2021</b>	
	N/A

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**Is the planning proposal consistent with applicable Ministerial Directions (s9.1 directions)?**

The following table provides consistency of the applicable Section 9.1 Ministerial Directions for consideration in the Planning Proposal:

Direction	Requirement	Consistency
<b>3.1 Conservation Zones</b>	This Direction applies when a planning proposal is prepared	<p>The Planning Proposal is not located within a conservation zone.</p> <p>Although the subject site is generally clear of vegetation, further consideration of the biodiversity value of the site will be determined as part of the development approvals process through the preparation of a BDAR where required.</p> <p>Preliminary information relating to the flora and fauna species on the site are provided in the attached Biodiversity Report (<b>Appendix D</b>).</p> <p>The Planning Proposal is not considered to result in any significant impact to biodiversity on the subject site.</p>
<b>3.2 Heritage Conservation</b>	This Direction applies when a planning proposal is prepared.	<p>It is noted that an Aboriginal site PS-OS-01 comprising of an open campsite is located in the northern portion of the subject site. An Aboriginal Heritage Impact Permit to relocate the associated artefacts has been obtained and is provided as (<b>Appendix E</b>).</p>
<b>4.4 Remediation of Contaminated Land</b>	This Direction applies when a planning proposal is prepared.	<p>A preliminary contamination investigation has been undertaken for the subject site which concluded that no contamination was found. A copy of the investigation report is provided as <b>Appendix G</b>.</p>

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<p><b>5.1 Integrated Land Use and Transport</b></p>	<p>This Direction applies when a planning proposal will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential or tourist purposes.</p>	<p>The Planning Proposal seeks to facilitate an additional 14 new allotments which will extend east from the existing Huntingdale Estate. The additional allotments are not considered to result in significant additional traffic generation from the development is therefore considered to be of minor significance.</p>
<p><b>6.1 Residential Zones</b></p>	<p>This Direction applies when preparing a planning proposal that will affect land within an existing or proposed residential zone.</p>	<p>The Planning Proposal seeks to rezone land from SP3 to R2 with a minimum lot size of 800m<sup>2</sup>. The Proposal will facilitate the development of low-density housing options which have direct existing access to infrastructure and services.</p> <p>The site is generally clear of woody vegetation and will enable the expansion of the existing Huntingdale Estate. The Planning Proposal is considered to be consistent with the Direction.</p>
<p><b>6.2 Caravan Parks and Manufactured Home Estates</b></p>	<p>This Direction applies when a planning proposal is prepared.</p>	<p>The subject site and the general character of the surrounding area of the subject site is consistent with a suburban residential estate. Consideration of expansion of the existing residential offer in the area is not considered to be at a detriment to opportunities for caravan parks or manufactured home estates.</p> <p>The Planning Proposal is therefore considered to result in the orderly/ appropriate development type for the subject land.</p>

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## 4.4 Environmental, social and economic impacts

***Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, would be adversely affected as a result of the proposal?***

### 4.4.1 BIODIVERSITY

A Biodiversity Report was completed by OzArk in January 2015 which included an investigation of the subject site. The findings from the assessment are as follows:

*“The field survey did not identify any threatened fauna species as being present at the time of the survey.*

*The field survey resulted in the identification of two vegetation communities within the project site.*

*These vegetation communities were identified as:*

- *5.5 hectares of inland Grey Box tall grassy woodland on alluvial loam and clay soils in the NSW South Western Slopes and Riverina Bioregions;*
- *0.56 hectares of White Box – Black Cypress Pine – Tumbledown Gum – Mugga Ironbark shrubby woodland in hills of the NSW central western slopes.*
  - *0.408 hectares of this local viable population meets the NSW Scientific Committee description as White Box, Yellow Ox Blakely’s Red Gum Endangered Ecological Community.*
  - *0.2 hectares of unspecified White Cypress Pine dominated area. Council indicated they would consider this area as part of the NSW EEC mentioned above.*

*The remainder of the Project Site was heavily disturbed for residential or agricultural purposes.”*

At the time of this assessment, it was concluded that due to the type and scale of habitat to be removed, no threatened species or EECs would be significantly affected by the Proposal. In addition, a Species Impact Statement would be required to manage affects to White Box Yellow Box Blakely’s Red Gum Woodland Endangered Ecological Community for the project.

A copy of OzArk’s report is provided as **Appendix D**.

As depicted in recent imagery (**Figure 5**), the proposed rezoning area bounded by the yellow line, is not seen to contain substantial woody vegetation.

In accordance with the Section 1.7 of the Environmental Planning and Assessment Act 1979, Part 7 of the Biodiversity Conservation Act 2016 must be considered as part of the development approvals process.

Further consideration of these potential impacts to biodiversity can be addressed by submission of a Biodiversity Development Assessment Report (BDAR) where required.

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Figure 5. Aerial Imagery and Proposed Rezoning Boundary

#### Existing Development Consents

1. D2014-113-2 – 28 Lot Subdivision (Stage 1):

There is an existing development consent for Stage 1 for the 28 lot residential subdivision in respect of Huntingdale Estate which contains a condition which relates to the retention and stabilisation of vegetation in the drainage reserve on the subject site as follows:

*“(12) All existing trees and understory vegetation within the residue land including the watercourse located to the east of the proposed residential area shall be retained unless removal is necessary to construct services. It is noted that the developer proposes to undertake significant bank stabilisation and tree planting activities in the drainage corridor as a component of the development of the balance of the site. Such works and plantings shall be carried out in accordance with any future development consents and the recommendations of the updated Groundwater and Salinity Study carried out by Envirowest Consulting”*

2. D2015-202 – 86 Lot Subdivision (Stage 2):

There is an existing development consent for Stage 2 for the 86 lot residential subdivision in respect of Huntingdale Estate which contains conditions which relate to the protection and embellishment of the vegetated areas on the subject site.

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The conditions are:

(11) *All existing trees and understory vegetation within the residue land including the watercourse located to the east of the proposed residential area shall be retained unless removal is necessary to construct services. It is noted that the developer proposes to undertake significant bank stabilisation and tree planting activities in the drainage corridor as a component of the development of the balance of the site. Such works and plantings shall be carried out in accordance with any future development consents and the recommendations of the updated Groundwater and Salinity Study carried out by Envirowest Consulting"*

(26) *Proposed Lot 118 (open space corridor) shall be revegetated and embellished to offset the loss of vegetation in the south-western corner as per Table 6-1 Expected impacts as a result of the proposal, and 8.4 The Proposed Offset (p 69-71, copy attached) contained within the Biodiversity Report dated January 2015 prepared by OzArk EHM.*

*All landscaping shall be provided in accordance with the requirements of Council's Parks and Landcare Division and Council's Strategic Open Space Master Plan. The landscape/embellishment plan also provide a detailed maintenance regime for all the landscaping to be embellished and maintained to the standard of a 'Local Medium' classified park in accordance with the Dubbo City Council's Plan of Management for Community Land as adopted by Council in 2011/12. Landscaping including street trees shall be provided on the land prior to the issue of the Subdivision Certificate.*

*All drainage reserves and road reserves shall be dedicated to and at no cost to Council, at the appropriate Subdivision stage.*

*All public reserves shall be dedicated to and at no cost to Council, at the appropriate Subdivision stage and be maintained by the developer for a period of not less than 10 years from the dedication of the land to Council."*

A copy of each Development Consent is provided for Council's reference as **Appendix H**. It is noted that the abovementioned conditions relate specifically to the proposed drainage line to the east of the proposed rezoning line as depicted in **Figure 5** and **Figure 6**.

It is noted that a separate application has recently been lodged with DPIE and Council for the construction of the trunk drainage works within the creek line.

The Planning Proposal in not anticipated to conflict with Council's requirements in relation to D2014-113-2 and D2015-202.

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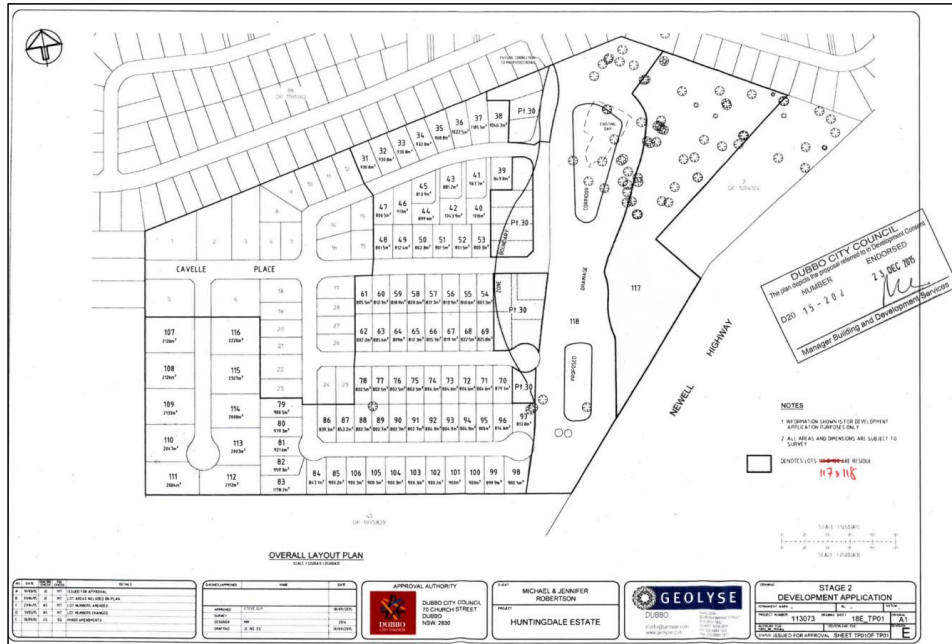


Figure 6. Location of Drainage Line

**Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?**

**4.4.2 ABORIGINAL ARCHAEOLOGY**

The original Aboriginal Archaeology Assessment was prepared in December 2013 which included the boundaries of the subject site. A copy of the report is provided as **Appendix E**.

In relation to the subject area, the assessment recorded an open campsite PS-OS-01 with additional artefacts located within proximity to the site.

In relation to artefact PS-OS-01, an Aboriginal Heritage Impact Permit (AHIP) was issued by NSW Office of Environment & Heritage for Huntingdale Estate on the 5<sup>th</sup> of May 2022 and a copy is attached for Council’s records (**Appendix E**).

OzArk Environment & Heritage Pty Ltd have been engaged by the proponent to assist in meeting the conditions of the AHIP. Community consultation was undertaken and the salvage of artefacts was subsequently undertaken by OzArk on 30 May 2022. The artefacts recovered during the collection phase are currently being managed in temporary storage at the OzArk Environment and Heritage Office in accordance with the conditions of the AHIP.

OzArk submitted the Aboriginal Site Impact Record Forms (ASIRF’s) to AHIMS on the 31<sup>st</sup> of May 2022 and a copy of the approved ASIRF’s will be provided to Council once received.



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#### 4.4.3 GROUNDWATER VULNERABILITY AND SALINITY

The original groundwater and salinity study was prepared by Envirowest on 29 November 2013 which included the boundaries of the subject site. A copy of the report is provided as **Appendix F**.

A brief summary of the report's conclusion is as follows:

*"...No impact on groundwater including contamination and changed groundwater levels is expected from the development..."*

*...The proposed development will require minimal cut and fill which is not expected to interfere with existing subsurface water movement.*

*No significant impacts on groundwater quality were identified in the development. The development will not impact on quality or quantity."*

The Planning Proposal is not considered to result in any significant impact on groundwater systems or exacerbate salinity levels.

#### 4.4.4 CONTAMINATION

The original preliminary contamination investigation was prepared by Envirowest on 13 November 2013 which included the boundaries of the subject site. A copy of the report is provided as **Appendix G**.

A brief summary of the report's conclusion is as follows:

*"The site west of the drainage line is suitable for residential land-use. The area to the east of the drainage line and including the drainage line is suitable for recreational land-use following decommissioning of the effluent application area."*

The Planning Proposal is not anticipated to be subject to significant contamination impacts.

#### ***Has the planning proposal adequately addressed any social and economic effects?***

The Planning Proposal will facilitate the construction of additional housing stock within the Dubbo residential housing market. The economic benefits generated by the development will create additional employment within the development and construction industries.

The Planning Proposal is not anticipated to result in any detrimental social impacts to the surrounding areas and will facilitate quality residential development consistent with the adjoining Huntingdale Estate.

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#### 4.5 State and commonwealth interests

It is not considered that the amendments proposed via this Planning Proposal would conflict with any State or Commonwealth interests. The formal views of State and commonwealth public authorities would be ascertained following the Gateway Determination.

### 5. MAPPING

The Planning Proposal is anticipated to result an Amendment to the following LEP maps:

- Land Zoning Map – Sheet LZN\_002A
- Lot Size Map – Sheet LSZ\_002A

It is anticipated that the Department of Planning, Industry and Environment will finalise any mapping Amendments as part of the legislative drafting process.

The proposed mapping is attached as **Appendix A** and **Appendix B**.

### 6. COMMUNITY CONSULTATION

#### 6.1 Type of community consultation required

Community Consultation will be undertaken in accordance with and subject to the Department of Planning, Industry and Environment's Gateway Determination.

Due to the minor nature of the Planning Proposal, it is anticipated that the Planning Proposal will be placed on public exhibition for a period of not less than 14 days as facilitated by Dubbo Regional Council.

Council will also undertake consultation with State Public Agencies as required by the Gateway Determination.



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## 7. PROJECT TIMELINE

The Planning Proposal is considered to be classified as 'Basic' under the Department of Planning's Guidelines.

The benchmark timeframes for a Basic Proposal from the date of lodgement are as follows:

Stage	Maximum Benchmark Timeframes (working days)			
	Basic	Standard	Complex	Principal
<b>Stage 1 - Pre-lodgement</b>	30 days	50 days	60 days	20-30 days
<b>Stage 2 - Planning Proposal</b>	80 days	95 days	120 days	40 days
<b>Stage 3 - Gateway determination</b>	25 days	25 days	45 days	45 days
<b>Stage 4 - Post-Gateway</b>	20 days	50 days	70 days	160 days
<b>Stage 5 - Public Exhibition &amp; Assessment</b>	70 days	95 days	115 days	95 days
<b>Stage 6 - Finalisation</b>	25 days	55 days	70 days	80 days
<b>Sub-total (Department target)</b>	140 working days	225 working days	300 working days	380 working days
<b>Total (end to end)</b>	220 days	320 days	420 days	420 days

Note: Department target of 380 working days is measured from Stage 3 – Stage 6 (inclusive).

Figure 7. Benchmark Processing Timeframes (Source – NSW Department of Planning, Industry and Environment)



# **APPENDIX A**

## **PROPOSED LAND USE ZONING MAP**

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# APPENDIX B

## PROPOSED LOT SIZE MAP

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# APPENDIX C

## AERIAL IMAGERY OF SUBJECT SITE



# **APPENDIX D**

## **BIODIVERSITY REPORT**

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# APPENDIX E

## ABORIGINAL ARCHAEOLOGY ASSESSMENT AND AHIP

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# APPENDIX F

## GROUNDWATER AND SALINITY REPORT

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# APPENDIX G

## PRELIMINARY CONTAMINATION INVESTIGATION

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# APPENDIX H

## DEVELOPMENT CONSENTS

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