



AGENDA

ORDINARY COUNCIL MEETING

25 OCTOBER 2021

MEMBERSHIP: Councillors J Diffey, V Etheridge, D Grant, A Jones, S Lawrence, G Mohr, K Parker and J Ryan.

The meeting is scheduled to commence at 5.30 pm.

PRAYER:

O God, Grant that by the knowledge of thy will, all we may resolve shall work together for good, we pray through Jesus Christ our Lord. Amen!

ACKNOWLEDGEMENT OF COUNTRY:

"I would like to acknowledge the Wiradjuri People who are the Traditional Custodians of the Land. I would also like to pay respect to the Elders both past and present of the Wiradjuri Nation and extend that respect to other Aboriginal peoples from other nations who are present".

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CCL21/231 LEAVE OF ABSENCE (ID21/1678)

CCL21/232 CONFLICTS OF INTEREST (ID21/1807)

CCL21/233 PUBLIC FORUM (ID21/1808)

CCL21/234 CONFIRMATION OF MINUTES (ID21/1809)

Confirmation of the minutes of the proceedings of the Ordinary Council meeting held on 27 September 2021 and the Extraordinary Council meeting held 28 September 2021.

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The Council had before it the Mayoral Minute regarding Mayoral Appointments for September/October 2021

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CCL21/237 REPORT OF THE DEVELOPMENT AND ENVIRONMENT COMMITTEE - MEETING 11 OCTOBER 2021 (ID21/1810) 67
The Council had before it the report of the Development and Environment Committee meeting held 11 October 2021.

CCL21/238 REPORT OF THE INFRASTRUCTURE AND LIVEABILITY COMMITTEE - MEETING 11 OCTOBER 2021 (ID21/1811) 70
The Council had before it the report of the Infrastructure and Liveability Committee meeting held 11 October 2021.

CCL21/239 REPORT OF THE CULTURE, ECONOMY AND CORPORATE COMMITTEE - MEETING 11 OCTOBER 2021 (ID21/1812) 76
The Council had before it the report of the Culture, Economy and Corporate Committee meeting held 11 October 2021.

REPORTS FROM STAFF:

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The Council had before it the report dated 19 October 2021 from the Governance Team Leader regarding Additional Meeting Dates 2021.

CCL21/241 CODE OF MEETING PRACTICE (ID21/1821) 82
The Council had before it the report dated 12 October 2021 from the Governance Team Leader regarding Code of Meeting Practice.

CCL21/242	DRAFT MEDIA PROTOCOLS POLICY (ID21/1801) The Council had before it the report dated 8 October 2021 from the Manager Corporate Image and Communications regarding Draft Media Protocols Policy.	128
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CCL21/245	END OF TERM REPORT (ID21/1519) The Council had before it the report dated 7 October 2021 from the Manager Growth Planning regarding End of Term Report.	180
CCL21/246	INTEGRATED PLANNING AND REPORTING OBLIGATIONS (ID21/1578) The Council had before it the report dated 7 October 2021 from the Manager Growth Planning regarding Integrated Planning and Reporting Obligations.	209
CCL21/247	PLANNING PROPOSAL - 300 NANIMA VILLAGE ROAD, WELLINGTON - RESULT OF PUBLIC EXHIBITION (ID21/1778) The Council had before it the report dated 8 October 2021 from the Manager Growth Planning regarding Planning Proposal - 300 Nanima Village Road, Wellington - Result of Public Exhibition.	214

- CCL21/248 PLANNING PROPOSAL - ADDITIONAL PERMITTED USE OF INFORMATION AND EDUCATION FACILITY (WIRADJURI TOURISM CENTRE) - ELIZABETH PARK - LOT 53 DP 259660, 2 CORONATION DRIVE DUBBO (ID21/1762)** 246
- The Council had before it the report dated 13 October 2021 from the Senior Growth Planner regarding Planning Proposal - Additional Permitted Use of Information and Education Facility (Wiradjuri Tourism Centre) - Elizabeth Park - Lot 53 DP 259660, 2 Coronation Drive Dubbo.
- CCL21/249 DESTINATION EVENTS FUND 2021/2022 (ID21/1642)** 290
- The Council had before it the report dated 22 September 2021 from the Manager Regional Events regarding Destination Events Fund 2021/2022.
- CCL21/250 DESTINATION DUBBO INTERNATIONAL READY - OLD DUBBO GAOL HERITAGE PLAZA - DESIGN (ID21/1802)** 295
- The Council had before it the report dated 8 October 2021 from the Tourism Product Development Manager regarding Destination Dubbo International Ready - Old Dubbo Gaol Heritage Plaza - Design.
- CCL21/251 DUBBO TRANSPORTATION STRATEGY 2020 (ID21/1768)** 303
- The Council had before it the report dated 5 October 2021 from the Manager Infrastructure Strategy and Design regarding Dubbo Transportation Strategy 2020.
- CCL21/252 LICENCE OVER SOUTH DUBBO FORMER GIRL GUIDES HALL (ID21/1803)** 765
- The Council had before it the report dated 10 October 2021 from the Director Liveability regarding Licence Over South Dubbo Former Girl Guides Hall.
- CCL21/253 TREE PRESERVATION ORDER REVIEW (ID21/1777)** 773
- The Council had before it the report dated 6 October 2021 from the Manager Recreation and Open Space regarding Tree Preservation Order Review.

- CCL21/254 DUBBO REGIONAL SPORTS COUNCIL - PLAYING FIELD IMPROVEMENT FUND (ID21/1569)** 783
The Council had before it the report dated 9 September 2021 from the Recreation Coordinator regarding Dubbo Regional Sports Council - Playing Field Improvement Fund.
- CCL21/255 QUESTION ON NOTICE - COUNCILLOR JOHN RYAN (ID21/1786)** 799
The Council had before it the report dated 7 October 2021 from the Councillor regarding Question on Notice - Councillor John Ryan.
- CCL21/256 COMMENTS AND MATTERS OF URGENCY (ID21/1813)**
- CCL21/257 COMMITTEE OF THE WHOLE (ID21/1680)**



Confirmation of Minutes

Confirmation of the minutes of the proceedings of the Ordinary Council meeting held on 27 September 2021 and the Extraordinary Council meeting held on 28 September 2021.

RECOMMENDATION

That the minutes of the proceedings of the Dubbo Regional Council at the Ordinary Council meeting held on 27 September 2021 comprising pages 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20 and 21 of the series, and the Extraordinary Council meeting held on 28 September 2021 comprising pages 22, 23, 24, and 25 of the series, be taken as read, confirmed as correct minutes and signed by the Mayor and the Chief Executive Officer.

Appendices:

- 1 [↓](#) Minutes - Ordinary Council Meeting - 27/09/2021
- 2 [↓](#) Minutes - Committee of the Whole - 27/09/2021
- 3 [↓](#) Minutes - Ordinary Council Meeting - 28/09/2021 - Special
- 4 [↓](#) Minutes - Committee of the Whole - 28/09/2021 - Special



REPORT

ORDINARY COUNCIL MEETING

27 SEPTEMBER 2021

PRESENT: Councillors J Diffey, V Etheridge, D Grant, A Jones, S Lawrence, G Mohr, K Parker and J Ryan.

ALSO IN ATTENDANCE:

The Chief Executive Officer, the Executive Manager Governance and Internal Control, the Governance Team Leader, the Administration Officer Governance, the Communications Partner, the Director Organisational Performance, The Manager Property and Land Development, the Director Culture and Economy, the Director Infrastructure, the Director Development and Environment and the Director Liveability.

Councillor S Lawrence assumed chairmanship of the meeting.

The proceedings of the meeting commenced at 5.31 pm with a prayer for Divine Guidance to the Council in its deliberations and activities. The acknowledgement of country was also read by Councillor A Jones. This meeting was held by video conference with live web streaming.

CCL21/202 LEAVE OF ABSENCE (ID21/1600)

No requests for leave of absence were received.

CCL21/203 CONFLICTS OF INTEREST (ID21/1665)

The following conflicts were declared:

- Councillor J Diffey declared a pecuniary interest in item CCL21/219. The reason for such interest is that Councillor Diffey's husband is employed by Tom and Kath Harvey.
- Councillor J Diffey declared a non-pecuniary but significant interest in item CW21/17. The reason for such interest is that Councillor Diffey is employed by NSW parliament as a senior electorate officer for the State Member Dugald Saunders.
- Councillor G Mohr declared a non-pecuniary but significant interest in item CCL21/215. The reason for such interest is that Councillor Mohr has been advised by his legal representative that due to his reporting significant issues in regards to the processes and handling of this report to ICAC, he should have no further input.
- Councillor G Mohr declared a non-pecuniary, less than significant interest in item CCL21/220. The reason for such interest is that his residence is located across the road from the proposed closure of Goonoo Street.

CCL21/204 PUBLIC FORUM (ID21/1601)

The Executive Manager Governance and Internal Control read submissions from the following persons:

- Ms Margaret McDonald – CCL21/209 – Tree Preservation Order
- Mr Richard Mutton – CW21/19 – Dubbo Public Library Draft Community Needs Assessment and Feasibility Study

CCL21/205 CONFIRMATION OF MINUTES (ID21/1602)

Confirmation of the minutes of the proceedings of the Ordinary Council meeting held 23 August 2021 and Extraordinary Council meeting held 6 September 2021.

Moved by Councillor A Jones and seconded by Councillor K Parker

MOTION

That the minutes of the proceedings of the Dubbo Regional Council at the Ordinary Council meeting held on 23 August 2021 comprising pages 6, 7, 8, 9, 10, 11 and 12 of the series, and the Extraordinary Council meeting held on 6 September 2021 comprising pages 13, 14 and 15 of the series, be taken as read, confirmed as correct minutes and signed by the Mayor and the Chief Executive Officer.

CARRIED

MAYORAL MINUTES:**CCL21/206 MAYORAL APPOINTMENTS FOR SEPTEMBER 2021 (ID21/1510)**

The Council had before it the Mayoral Minute regarding Mayoral Appointments for September 2021

Moved by Councillor S Lawrence and seconded by Councillor J Ryan

MOTION

That the information contained in the Mayoral Minute be noted.

CARRIED

CCL21/206A ACKNOWLEDGEMENT OF ASSISTANT COMMISSIONER GEOFF MCKECHNIE APM NSW POLICE, COMMANDER OF THE WESTERN REGION NSW POLICE FORCE AND HIS SERVICE TO THE DUBBO LOCAL GOVERNMENT AREA (ID21/1664)

The Council had before it the Mayoral Minute regarding Acknowledgement of Assistant Commissioner Geoff McKechnie APM NSW Police, Commander of the Western Region NSW Police Force and his Service to the Dubbo Local Government Area.

Moved by Councillor S Lawrence and seconded by Councillor A Jones

MOTION

1. That Council acknowledge the service of Assistant Commissioner Geoff McKechnie APM, Commander of the Western Region NSW Police Force.
2. That the Mayor write to Geoff to acknowledge his contribution to Policing and wish him well in his retirement.

CARRIED**MATTERS CONSIDERED BY COMMITTEES:****CCL21/207 REPORT OF THE DEVELOPMENT AND ENVIRONMENT COMMITTEE - MEETING
13 SEPTEMBER 2021 (ID21/1603)**

The Council had before it the report of the Development and Environment Committee meeting held 13 September 2021.

Moved by Councillor K Parker and seconded by Councillor V Etheridge

MOTION

That the report of the Development and Environment Committee meeting held on 13 September 2021, be noted.

CARRIED**CCL21/208 REPORT OF THE CULTURE, ECONOMY AND CORPORATE COMMITTEE -
MEETING 13 SEPTEMBER 2021 (ID21/1604)**

The Council had before it the report of the Culture, Economy and Corporate Committee meeting held 13 September 2021.

Moved by Councillor J Diffey and seconded by Councillor V Etheridge

MOTION

That the report of the Culture, Economy and Corporate Committee meeting held on 13 September 2021, be noted.

CARRIED**NOTICES OF MOTION:****CCL21/209 TREE PRESERVATION ORDER (ID21/1508)**

Council had before it a Notice of Motion dated 30 August 2021 from Councillor J Ryan regarding the Tree Preservation Order.

Moved by Councillor J Ryan and seconded by Councillor V Etheridge

MOTION

That the CEO provide a report to October 2021 Ordinary Council meeting on the options and indicative costs of the implementation of a Tree Preservation Order.

CARRIED

CCL21/210 VICTORIA PARK PLAYGROUND REDEVELOPMENT (ID21/1570)

Council had before it a Notice of Motion dated 6 September 2021 from Councillor J Diffey regarding the Victoria Park Playground Redevelopment.

Moved by Councillor J Diffey and seconded by Councillor J Ryan

MOTION

- 1. That prior to Council installing further infrastructure for a new Victoria Park playground, Council undertaker a two week period of community consultation that allows community to put forward to Council the elements of the existing Livvi's Playground that they value.**
- 2. That a report be provided to the October 2021 Ordinary meeting of Council that provides the results of community consultation and possible design modifications, including costs, that meet the values of the community.**

CARRIED

CCL21/211 COSTS OF RUNNING AQUATIC LEISURE FACILITIES (ID21/1605)

Council had before it a Notice of Motion dated 14 September 2021 from Councillor J Ryan regarding the Costs of Running Aquatic Leisure Facilities.

Moved by Councillor J Ryan and seconded by Councillor J Diffey

MOTION

- 1. That the CEO provide a report to Council in October 2021 detailing the operational costs of running the Aquatic Leisure facilities form the 2016/2017 season to the 2020/2021 season.**
- 2. That the report details the costs of the Dubbo facility independently of other facilities.**

Moved by Councillor D Grant and seconded by Councillor A Jones

AMENDMENT

- 1. That the CEO provide a report to Council in October 2021 detailing the operational costs of running the Aquatic Leisure facilities form the 2016/2017 season to the 2020/2021 season.**
- 2. That the report details the costs of the Dubbo, Wellington and Geurie facilities independently of each other.**

The amendment on being put to the meeting was carried.

CARRIED

The amendment then became the motion and on being put to the meeting was carried.

CARRIED

CCL21/212 2021 LOCAL GOVERNMENT ELECTION - REFERENDUM (ID21/1624)

Council had before it a Notice of Motion dated 16 September 2021 from Councillor V Etheridge regarding the 2021 Local Government Election – Referendum.

Moved by Councillor V Etheridge and seconded by Councillor J Ryan

MOTION

1. That Council determines a referendum question to be put to the community at the 2021 Local Government Elections that abolishes the ward system.
2. That the Chief Executive Officer be requested to take the necessary action to engage the NSW Electoral Commission to conduct a constitutional referendum on behalf of Council at the December 2021 Ordinary Local Government election addressing the above mentioned question.

Moved by Councillor S Lawrence and seconded by Councillor J Ryan

AMENDMENT

1. That the following question be put to the Dubbo Regional Council electors as a referendum:
 - Currently Dubbo Regional Council is divided into five wards that elect 10 councillors in total; do you favour abolishing this ward system in favour of a single area consisting of all voters that elects 11 councillors?
2. That the Chief Executive Officer be requested to take the necessary action to engage the NSW Electoral Commission to conduct a constitutional referendum on behalf of Council at the December 2021 Ordinary Local Government election addressing the above mentioned question.

The amendment on being put to the meeting was carried.

CARRIED

As one or more Councillors voted against the motion, in accordance with Clause 11.5 of Council's Code of Meeting Practice, the following votes were recorded:

FOR	AGAINST
Councillor Diffey	Councillor Grant
Councillor Etheridge	Councillor Jones
Councillor Lawrence	Councillor Mohr
Councillor Parker	
Councillor Ryan	
Total (5)	Total (3)

Moved by Councillor G Mohr and seconded by Councillor D Grant

FORESHADOWED AMENDMENT

That this item be deferred until it goes on public display for 28 days so that the public can have their say in whether they'd like this referendum and what they want in it.

The amendment on being put to the meeting was lost.

LOST

As one or more Councillors voted against the motion, in accordance with Clause 11.5 of Council's Code of Meeting Practice, the following votes were recorded:

FOR	AGAINST
Councillor Grant	Councillor Diffey
Councillor Mohr	Councillor Etheridge
Councillor Jones	Councillor Lawrence
	Councillor Parker
	Councillor Ryan
Total (3)	Total (5)

The original amendment then became the motion and on being put to the meeting was carried.

CARRIED

As one or more Councillors voted against the motion, in accordance with Clause 11.5 of Council's Code of Meeting Practice, the following votes were recorded:

FOR	AGAINST
Councillor Diffey	Councillor Grant
Councillor Etheridge	Councillor Jones
Councillor Lawrence	Councillor Mohr
Councillor Parker	
Councillor Ryan	
Total (5)	Total (3)

REPORTS FROM STAFF:**CCL21/213 DRAFT COUNCIL POLICY - COUNCILLOR AND STAFF INTERACTION - RESULTS OF PUBLIC EXHIBITION (ID21/1509)**

The Council had before it the report dated 13 September 2021 from the Chief Executive Officer regarding Draft Council Policy - Councillor and Staff Interaction - Results of Public Exhibition.

Moved by Councillor J Diffey and seconded by Councillor J Ryan

MOTION

1. That the report of the Chief Executive Officer, dated 13 September 2021, be noted.
2. That the Council Policy Councillor and Staff interaction, as attached at Appendix 1, be adopted.
3. That the Office of Local Government be informed of Council's decision in accordance with Council's final compliance report submitted under the Performance Improvement Order.

CARRIED

CCL21/214 DISCLOSURE OF INTEREST RETURNS (ID21/1568)

The Council had before it the report dated 20 September 2021 from the Executive Manager Governance and Internal Control regarding Disclosure of Interest Returns.

Moved by Councillor A Jones and seconded by Councillor D Grant

MOTION

That the tabling of the Disclosure of Interest Returns, as detailed in the report of the Executive Manager Governance and Internal Control dated 20 September 2021, be noted and the Office of Local Government be advised accordingly.

CARRIED

CCL21/215 INDEPENDENT INVESTIGATION FINDINGS (ID21/1623)

The Council had before it the report dated 21 September 2021 from the Executive Manager Governance and Internal Control regarding Independent Investigation Findings.

Moved by Councillor D Grant and seconded by Councillor J Ryan

MOTION

1. That the information in the report of the Executive Manager Governance and Internal Control, dated 21 September 2021, be noted.
2. That the matter be returned to a further meeting of council when a response is received from the Office of Local Government.

CARRIED

Councillor G Mohr declared a non-pecuniary, but significant interest in the matter now before the Council and left the room and was out of sight during the Council's consideration of this matter. The reason for such interest is that Councillor G Mohr has been advised by his legal representative that due to his reporting significant issues in regards to the processes and handling of this report to ICAC, he should have no further input.

CCL21/216 LGNSW BOARD ELECTIONS AND ANNUAL CONFERENCE (ID21/1571)

The Council had before it the report dated 10 September 2021 from the Governance Team Leader regarding LGNSW Board Elections and Annual Conference.

Moved by Councillor J Diffey and seconded by Councillor D Grant

MOTION

1. That Council nominates four councillors as voting delegates for voting on Standing Orders and the Treasurer's Report at the 2021 LGNSW Annual Conference.
2. That Council nominates four councillors as voting delegates for the LGNSW Board election.

Moved by Councillor K Parker and seconded by Councillor V Etheridge

AMENDMENT

1. That Councillors J Diffey, V Etheridge, S Lawrence and K Parker be the nominated voting delegates, for voting on Standing Orders and the Treasurer's Report at the 2021 LGNSW Annual Conference to be held on 29 November 2021.
2. That Councillors J Diffey, V Etheridge, S Lawrence and K Parker be the nominated voting delegates, for the LGNSW Board elections.
3. That Council advise Local Government NSW (LGNSW) the details of its nominated voting delegates for both the LGNSW Annual Conference and the LGNSW Board election by 12 noon on 5 October 2021.

The amendment on being put to the meeting was carried.

CARRIED

The amendment then became the motion and on being put to the meeting was carried.

CARRIED

CCL21/217 RE-INSTATING THE COVID-19 RATES FINANCIAL ASSISTANCE POLICY (ID21/1580)

The Council had before it the report dated 3 September 2021 from the Chief Financial Officer regarding Re-Instating the COVID-19 Rates Financial Assistance Policy.

Moved by Councillor K Parker and seconded by Councillor G Mohr

MOTION

1. That the information contained within the report of the Chief Financial Officer, dated 3 September 2021, be noted.
2. That the amended COVID-19 Rates Financial Assistance Policy, as attached to the report of the Chief Financial Officer dated 3 September 2021 as Appendix 1, be adopted.
3. That no interest be applied to outstanding Rates and Charges to Ratepayers who make a successful application under the COVID-19 Rates Financial Assistance Policy for the period 1 December 2021 to 30 June 2022.

CARRIED

CCL21/218 EVENT ASSISTANCE PROGRAM - 2021/2022 - ROUND 1 COMMUNITY EVENTS FUND AND EMERGING EVENTS FUND (ID21/1563)

The Council had before it the report dated 8 September 2021 from the Manager Regional Events regarding Event Assistance Program - 2021/2022 - Round 1 Community Events Fund and Emerging Events Fund.

Moved by Councillor K Parker and seconded by Councillor J Ryan

MOTION

1. That the information within the report from the Manager Regional Events dated 14 September 2021, be noted.
2. That event funding applicants be advised on the outcome of their applications.
3. That funding be determined and conditional to each event supplying COVID-19 Safety Plans and meeting any conditions and restrictions in place under Public Health Orders.
4. That should any funded events not proceed the funds be returned to Council, and applicants requested to reapply for future events, with no further assessment weightings be applied to such applications after 2021.

CARRIED

CCL21/219 PROPOSED ROAD CLOSURE - CAMPANIA ROAD RAWSONVILLE (ID21/1579)

The Council had before it the report dated 10 September 2021 from the Road Services Engineer regarding Proposed Road Closure - Campania Road Rawsonville.

Moved by Councillor J Ryan and seconded by Councillor V Etheridge

MOTION

1. That Council consent to the closure of this section of road as indicated in Appendix 1.
2. That Council undertake the Roads Act Council Road Closure Process: Closing of Council Public Roads by Councils, Part 4 Division 3 of the Roads Act 1993.
3. That Council provide appropriate easements for the Essential Energy overhead asset.
4. That all documentation in relation to this matter be executed under power of Attorney.

CARRIED

Councillor J Diffey declared a non-pecuniary, less than significant interest in the matter now before the Council and left the room and was out of sight during the Council's consideration of this matter. The reason for such interest is that Councillor J Diffey's husband is employed by Tom and Kath Harvey.

CCL21/220 PROPOSED CLOSURE OF UNFORMED ROAD - SECTION OF GOONOO STREET WONGARBON (ID21/1581)

The Council had before it the report dated 13 September 2021 from the Road Services Engineer regarding Proposed Closure of Unformed Road - Section of Goonoo Street Wongarbron.

Moved by Councillor A Jones and seconded by Councillor V Etheridge

MOTION

1. That Council consent to the closure of this section of road as indicated in Appendix 1.
2. That Council undertake the Roads Act Council Road Closure Process: Closing of Council Public Roads by Councils - Part 4 Division 3 Roads Act 1993.
3. That a 100 mm water main easement be provided for Council maintenance.
4. That all documentation in relation to this matter be executed under power of attorney.

CARRIED

Councillor G Mohr declared a non-pecuniary, less than significant interest in the matter now before the Council and remain in the room during the Council's consideration of this matter. The reason for such interest is that Councillor G Mohr's residence is located across the road from the proposed closure of Goonoo Street.

CCL21/221 COMMENTS AND MATTERS OF URGENCY (ID21/1606)

There were no matters recorded under this clause.

At this junction it was moved by Councillor J Ryan and seconded by Councillor K Parker that the Council resolves into the Committee of the Whole Council, the time being 7.12 pm.

The meeting resumed at 7.16 pm.

CCL21/222 COMMITTEE OF THE WHOLE (ID21/1637)

The Executive Manager Governance and Internal Control read to the meeting the Report of the Committee of the Whole meeting held on 27 September 2021.

Moved by Councillor K Parker and seconded by Councillor J Ryan

MOTION

That the report of the meeting of the Committee of the Whole held on 27 September 2021, be adopted, save and except clause CW21/17 with such matter being dealt with separately.

CARRIED

CW21/17 TNSW LEASE AND ACQUISITION OF COUNCIL OWNED AND CONTROLLED LAND FOR RIVER STREET BRIDGE PROJECT (ID21/1612)

The Committee had before it the report dated 14 September 2021 from the Manager Property and Land Development regarding TNSW Lease and Acquisition of Council Owned and Controlled Land for River Street Bridge Project.

Moved by Councillor K Parker and seconded by Councillor D Grant

MOTION

1. That the report of the Manager Property and Land Development, dated 14 September, be noted.
2. That Council agree to TNSW's acquisition of the following Council-owned properties:
 - a. the whole of Lot 100 on DP261729;
 - b. part of Lot 1 on DP250606;
 - c. part of Lot 2 on DP250606;
 - d. part of Lot 2 on DP1114367;
 - e. part of Lot 4 on DP1114367; and
 - f. part of Lot 1 on DP1039425,on the basis that compensation, calculated in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*, will be paid by TNSW for such acquisitions.
3. That Council agree to TNSW's acquisition of Council-controlled Lot 2 on DP1039425, on the basis that compensation, calculated in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*, will be paid by TNSW for such acquisition.
4. That Council agree to lease to TNSW:
 - a. part of Lot 2 on DP958250; and
 - b. part of Lot 2 on DP250606,on the basis that TNSW will pay fair rent for the leased areas.
5. That the Chief Executive Officer be authorised to negotiate and finalise all matters relating to this report, including:
 - a. the area/s to be acquired by TNSW;

- b. the area/s to be leased by TNSW; and
 - c. the amount of compensation and rent to be paid to Council.
6. That all documentation in relation to this matter be executed by the Chief Executive Officer under Power of Attorney.
7. That the considerations in relation to this matter remain confidential to Council.

CARRIED

Councillor J Diffey declared a non-pecuniary, but significant interest in the matter now before the Council and left the room and was out of sight during the Council's consideration of this matter. The reason for such interest is that Councillor J Diffey is employed by NSW parliament as a senior electorate officer for the State Member Dugald Saunders.

The meeting closed at 7.21 pm.

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CHAIRMAN



REPORT

COMMITTEE OF THE WHOLE COUNCIL

27 SEPTEMBER 2021

PRESENT: Councillors J Diffey, V Etheridge, D Grant, A Jones, S Lawrence, G Mohr, K Parker and J Ryan.

ALSO IN ATTENDANCE:

The Chief Executive Officer, the Executive Manager Governance and Internal Control, the Governance Team Leader, the Administration Officer Governance, the Communications Partner, the Director Organisational Performance, the Manager Property and Land Development, the Director Culture and Economy, the Director Infrastructure, the Director Development and Environment and the Director Liveability.

Councillor S Lawrence assumed chairmanship of the meeting.

The proceedings of the meeting commenced at 7.12 pm.

CW21/17 TNSW LEASE AND ACQUISITION OF COUNCIL OWNED AND CONTROLLED LAND FOR RIVER STREET BRIDGE PROJECT (ID21/1612)

The Committee had before it the report dated 14 September 2021 from the Manager Property and Land Development regarding TNSW Lease and Acquisition of Council Owned and Controlled Land for River Street Bridge Project.

Moved by Councillor J Ryan and seconded by Councillor K Parker

MOTION

That members of the press and public be excluded from the meeting during consideration of this item, the reason being that the matter concerned commercial information of a confidential nature that would, if disclosed, confer a commercial advantage on a competitor of the Council (Section 10A(2)(d)(ii)).

CARRIED

Moved by Councillor K Parker and seconded by Councillor J Ryan

MOTION

- 1. That the report of the Manager Property and Land Development, dated 14 September, be noted.**

2. That Council agree to TNSW's acquisition of the following Council-owned properties:
 - a. the whole of Lot 100 on DP261729;
 - b. part of Lot 1 on DP250606;
 - c. part of Lot 2 on DP250606;
 - d. part of Lot 2 on DP1114367;
 - e. part of Lot 4 on DP1114367; and
 - f. part of Lot 1 on DP1039425,on the basis that compensation, calculated in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*, will be paid by TNSW for such acquisitions.
3. That Council agree to TNSW's acquisition of Council-controlled Lot 2 on DP1039425, on the basis that compensation, calculated in accordance with the *Land Acquisition (Just Terms Compensation) Act 1991*, will be paid by TNSW for such acquisition.
4. That Council agree to lease to TNSW:
 - a. part of Lot 2 on DP958250; and
 - b. part of Lot 2 on DP250606,on the basis that TNSW will pay fair rent for the leased areas.
5. That the Chief Executive Officer be authorised to negotiate and finalise all matters relating to this report, including:
 - a. the area/s to be acquired by TNSW;
 - b. the area/s to be leased by TNSW; and
 - c. the amount of compensation and rent to be paid to Council.
6. That all documentation in relation to this matter be executed by the Chief Executive Officer under Power of Attorney.
7. That the considerations in relation to this matter remain confidential to Council.

CARRIED

Councillor J Diffey declared a non-pecuniary, but significant interest in the matter now before the Committee and left the room and was out of sight during the Committee's consideration of this matter. The reason for such interest is that Councillor J Diffey is employed by NSW parliament as a senior electorate officer for the State Member Dugald Saunders.

CW21/18 COST RECOVERY AGREEMENT - MOFFATT ESTATE STAGE 3 (ID21/1593)

The Committee had before it the report dated 13 September 2021 from the Property Development Officer regarding Cost Recovery Agreement - Moffatt Estate Stage 3.

Moved by Councillor J Ryan and seconded by Councillor K Parker

MOTION

That members of the press and public be excluded from the meeting during consideration of this item, the reason being that the matter concerned the personal hardship of any resident or ratepayer (Section 10A(2)(b)).

CARRIED

Moved by Councillor A Jones and seconded by Councillor K Parker

MOTION

1. That the information contained in the report by the Property Development Officer, dated 13 September 2021, be noted.
2. That the cost recovery agreement outlined in this report be adopted.
3. That the Chief Executive Officer be delegated authority to finalise the cost recovery agreement.
4. That all documents in relation to this matter be executed under Power of Attorney.
5. That the information and considerations in regard to this matter remain confidential to the Council.

CARRIED

CW21/19 DUBBO PUBLIC LIBRARY DRAFT COMMUNITY NEEDS ASSESSMENT AND FEASIBILITY STUDY (ID21/1591)

The Committee had before it the report dated 13 September 2021 from the Manager Macquarie Regional Library regarding Dubbo Public Library Draft Community Needs Assessment and Feasibility Study.

Moved by Councillor J Ryan and seconded by Councillor K Parker

MOTION

That members of the press and public be excluded from the meeting during consideration of this item, the reason being that the matter concerned information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business (Section 10A(2)(c)).

CARRIED

Moved by Councillor K Parker and seconded by Councillor A Jones

MOTION

1. That a community and stakeholder engagement program related to Dubbo Public Library locality and planning be rolled out during February 2022.
2. That a final report related to Dubbo Public Library research and consultation be tabled at the April 2022 Ordinary Council meeting.

CARRIED

The meeting closed at 7.15 pm.

.....
CHAIRMAN



REPORT EXTRAORDINARY COUNCIL MEETING 28 SEPTEMBER 2021

PRESENT: Councillors J Diffey, V Etheridge, D Grant, A Jones, S Lawrence, G Mohr, K Parker and J Ryan.

ALSO IN ATTENDANCE:

The Executive Manager People, Culture and Safety, the Executive Manager Governance and Internal Control, the Administration Officer Governance and Mr C Morris (LG Management Solutions).

Councillor S Lawrence assumed chairmanship of the meeting.

The proceedings of the meeting commenced at 5.34 pm with a prayer for Divine Guidance to the Council in its deliberations and activities. The acknowledgement of country was also read by Councillor K Parker. This meeting was held by video conference with live web streaming.

CCL21/223 LEAVE OF ABSENCE (ID21/1582)

No requests for leave of absence were received.

CCL21/224 CONFLICT OF INTEREST (ID21/1667)

No declarations were made.

CCL21/225 PUBLIC FORUM (ID21/1583)

There were no speakers during Public Forum.

At this junction it was moved by Councillor A Jones and seconded by Councillor D Grant that the Council resolves into the Committee of the Whole Council, the time being 5.36 pm.

The meeting resumed at 6.24 pm.

CCL21/226 COMMITTEE OF THE WHOLE (ID21/1638)

The Executive Manager Governance and Internal Control read to the meeting the Report of the Committee of the Whole meeting held on 28 September 2021.

Moved by Councillor A Jones and seconded by Councillor V Etheridge

MOTION

**That the report of the meeting of the Committee of the Whole, held on 28 September 2021,
be adopted.**

CARRIED

The meeting closed at 6.27 pm.

.....
CHAIRMAN



REPORT EXTRAORDINARY COMMITTEE OF THE WHOLE MEETING 28 SEPTEMBER 2021

PRESENT: Councillors J Diffey, V Etheridge, D Grant, A Jones, S Lawrence, G Mohr, K Parker and J Ryan.

ALSO IN ATTENDANCE:

The Executive Manager People, Culture and Safety, the Executive Manager Governance and Internal Control and Mr C Morris (LG Management Solutions).

Mayor S Lawrence assumed chairmanship of the meeting.

The proceedings of the meeting commenced at 5.37 pm.

CW21/20 APPOINTMENT OF CHIEF EXECUTIVE OFFICER (ID21/1586)

The Committee had before it the report dated 21 September 2021 from the Executive Manager People, Culture and Safety regarding Appointment of Chief Executive Officer.

Moved by Councillor A Jones and seconded by Councillor D Grant

MOTION

That members of the press and public be excluded from the meeting during consideration of this item, the reason being that the matter concerned personnel matters concerning particular individuals (other than Councillors) (Section 10A(2)(a)).

CARRIED

Moved by Councillor V Etheridge and seconded by Councillor K Parker

MOTION

- 1. That Council note that the Chief Executive Officer recruitment process has been undertaken having given consideration to the Guidelines for the Appointment and Oversight of General Managers issued by the Office of Local Government July 2011.**
- 2. That, in accordance with the Guidelines for the Appointment and Oversight of**

General Managers issued by the Office of Local Government, Council authorises the Mayor to:

- a. **Offer the preferred candidate, as determined by Council, the position of Chief Executive Officer of Dubbo Regional Council.**
- b. **Offer the second preferred candidate, as determined by Council, the position of Chief Executive Officer of Dubbo Regional Council in the event that negotiations with the preferred candidate prove unsuccessful.**
3. **That pursuant to clause 400 of the Local Government (General) Regulation 2005, the Council resolves that the seal of the Council be affixed to the Contract of Employment should terms be agreed in accordance with recommendation two (above). The contract is the Office of Local Government Standard Contract for the Employment of General Managers.**

CARRIED

The meeting closed at 6.24 pm.

.....
CHAIRMAN



MAYORAL MINUTE: Thank You to the Australian Defence Force and WNSWLHD CEO Scott McLachlan

AUTHOR: Mayor
REPORT DATE: 7 October 2021
TRIM REFERENCE: ID21/1785

To the Council
Ladies and Gentlemen

Office of the Mayor
Civic Administration Building
Church Street, Dubbo

The response to vaccination in the Dubbo Regional Council (DRC) Local Government Area (LGA) has been incredible, and we have some of the best vaccination rates in the country.

At the time of writing, more than 93% of people in our LGA have received their first dose, and more than 73% are fully vaccinated.

The high vaccination rates have been achieved with great collaboration between community groups. However, it would not have been possible without the assistance of the Australian Defence Force (ADF).

The ADF has so far administered more than 46,000 COVID-19 vaccinations to regional and remote communities, including the Western NSW Local Health District, since August.

More than 100 ADF personnel have worked out of makeshift tents at Pioneer Park and the Dubbo Regional Theatre and Convention Centre (DRTCC) when the weather wasn't favourable.

Since these pop-up clinics have been in the Dubbo Region, our vaccination rates have surged. We have such a high Indigenous population, and many of these vulnerable communities have previously found it difficult to access the COVID-19 vaccine.

Without the ADF, it would have been near impossible to get our rates up to where they are now.

In addition to administering vaccines, 50 ADF personnel assisted NSW Police Force with compliance and welfare checks across the region. The troops were also mobilised to make care package deliveries to vulnerable communities with the Dubbo Region LGA, and even further afield in places like Wilcannia and Bourke.

I want to thank the ADF for their work in bringing COVID-19 vaccines to the Dubbo Region, and acknowledge all of their personnel who have spent time in our region delivering these life-saving jabs.

In addition to the hard work of the ADF, a key leader in response to the pandemic is Western NSW Local Health District (WNSWLHD) Chief Executive Officer Scott McLachlan. Mr McLachlan has provided a calm and reassuring voice for our community throughout this pandemic.

He has provided an update at more than 45 daily press conferences, and has offered kind and heartfelt condolences to family members who have lost someone with COVID-19.

Earlier this month, we learned that Mr McLachlan will be leaving the WNSWLHD in November to take up a new role as the CEO at the Central Coast Local Health District.

Not only has Mr McLachlan been at the forefront of the COVID-19 response, but he has also led the LHD through the redevelopment of the Dubbo Base Hospital, one of the largest hospitals in regional NSW.

I would like to wish Mr McLachlan all the best in his new role, and thank him for his tireless efforts in leading our community through the COVID-19 pandemic.

RECOMMENDATION

1. **That Council acknowledges and thanks the ADF for their significant contribution to the Dubbo Region.**
2. **That Council write to the ADF, acknowledging the work of their personnel on the ground, who helped with the vaccination rollout.**
3. **That Council acknowledges and thanks WNSWLHD Chief Executive Officer Scott McLachlan for his commitment and dedication to the Western Region, and the Dubbo LGA, particularly throughout the COVID-19 pandemic.**

Councillor S Lawrence
Mayor



MAYORAL MINUTE: Mayoral Appointments for September/October 2021

AUTHOR: Mayor
REPORT DATE: 13 October 2021
TRIM REFERENCE: ID21/1825

To the Council
Ladies and Gentlemen

Office of the Mayor
Civic Administration Building
Church Street, Dubbo

For the information of Councillors I provide details of my Mayoral Appointments and attendances as follows:

Tuesday, 21 September 2021

- Media Interview – 2DU.
- Attended Dubbo Regional Livestock Market Advisory Panel meeting via video conference.

Wednesday, 22 September 2021

- Attended along with Council's CEO, Murray Wood a meeting with Captain Warwick Young.

Thursday, 23 September 2021

- Media Interview – Prime 7.
- Media Interview – ABC.
- Attended a meeting with Jodie Matthews from Linkup NSW via video conference.
- Attended along with Councillor John Ryan, Councillor Jane Diffey and Council's CEO, Murray Wood, Director Culture and Economy, Natasha Comber a meeting with Wayne Gilbert regarding Bodangora Air Strip.

Monday, 27 September 2021

- Media Interview – 2BS.
- Media Interview – Prime 7.
- Attended Ordinary Council Briefing and meeting.

Tuesday, 28 September 2021

- Media Interview – 2DU.
- Media Interview - DCFM
- Attended along with Councillor Anne Jones, Councillor Jane Diffey and Christian Morris from LGNSW final interviews for Chief Executive Officer position.
- Attended Extraordinary Council Meeting.

Thursday, 30 September 2021

- Attended as a guest speaker at the Transition to secure meaningful work online via video conference.
- Attended along with Council's CEO, Murray Wood a meeting with Nicole Lautepa from Youth Off the Streets.

Tuesday, 5 October 2021

- Media Interview – 2DU.
- Media Interview – ABC Sydney

Wednesday, 6 October 2021

- Media Interview – Triple M Radio

Thursday 7 October 2021

- Attended SEG Meeting via video conference

Friday, 8 October 2021

- Media Interview – 2BS

Monday, 11 October 2021

- Attended Development and Environment Committee, Infrastructure and Liveability Committee and Culture Economy and Corporate Committee Briefing and Meetings.

Tuesday, 12 October 2021

- Media Interview – 2DU.

Wednesday, 13 October 2021

- Media Interview – DCFM.
- Media Interview – Channel 10.
- Attended meeting with Council's CEO, Murray Wood.

Thursday, 14 October 2021

- Attended Parliament Inquiry – COVID-19 Public Hearing via video conference.
- Attended Central-West Orana REZ Regional Reference Group #4.

Friday, 15 October 2021

- Attended LGNSW Board meeting via video conference.

Monday, 18 October 2021

- Attended a meeting with Macquarie Conservatorium representatives.
- Attended a Transport for NSW meeting via video conference.

RECOMMENDATION

That the information contained in the Mayoral Minute be noted.

Councillor S Lawrence
Mayor



MAYORAL MINUTE: Independent Investigation Findings

AUTHOR: Mayor
REPORT DATE: 23 October 2021
TRIM REFERENCE: ID21/1898

To the Council
Ladies and Gentlemen

Office of the Mayor
Civic Administration Building
Church Street, Dubbo

Councillors and council staff are bound by a strict code of conduct issued under state law.

Through this code, councillors, elected officials, are able to be held to account for misconduct.

During this term of council our code of conduct processes were subverted. Serious allegations of breach of the code were not treated as such. Complaints were improperly dismissed.

Unsurprisingly, word spread in the community that this was occurring. Our code and our council were brought into disrepute. All this occurred on our watch. Yet we were unaware because the confidentiality provisions of the code meant we as councillors did not and should not have known.

When we did become aware, at least in part, the majority of councillors did two things; we issued a public call for complaints and we condemned some of the types of misconduct we feared had occurred. This was a courageous act of political communication and one of which those responsible should be proud. I certainly am. Secondly we moved for an independent inquiry and report into code of conduct handling.

Tonight I ask councillors to publicly release that report.

This report is damning and disgraceful. Our code of conduct procedures became a cover up mechanism. Relatively junior staff were enlisted by their employer to investigate allegations that should by law have been referred to an external independent assessor. This is only one of the miscarriages of process. Another was the use of powers to dismiss complaints without independent investigation; powers that did not exist.

The community will want to know what sort of allegations were mishandled and why. Bluntly, they will want to know who got the benefit of the cover up.

Sadly this report will not answer those questions. It will only provide further detail on exactly how the cover ups were perpetrated. Confidentiality provisions have required us to redact identifying details and details of complaints. This is a highly unsatisfactory state of affairs.

Only a public independent inquiry with the Independent Commission Against Corruption (ICAC) will do justice to the issues that have plagued this council. I again call for that. I also call for the Office of Local Government (OLG) to deal with the underlying issues that led to this independent inquiry being needed. The CEO of OLG has multiple powers and resources. They need to be used promptly so this community gets resolution and accountability.

I should mention also some detail on how this report has come to be proposed for release. At Council's Ordinary meeting held 26 July 2021, Council resolved with regards to the Independent Investigation report:

- "4. That Council notes its desire to publicly release the full independent investigator report and notes the strong public interest in the community understanding the rationale for the recommendations and the findings made.*
- 5. That Council request further specialist legal advice be obtained in regard to making available to the public the Independent investigation report ensuring Council meets its procedural fairness and legislative obligations.*
- 6. That a workshop of councillors be held once the specialist legal advice is obtained.*
- 7. That a report to be brought to the September meeting of council addressing the question of whether the report can be made public."*

Council, at its Meeting held 27 September 2021, considered a report from staff that noted Council had sought further specialist legal advice in relation to the release of the Pinnacle report. Specifically, advice was sought from two separate legal practitioners, being one of Council's panel solicitors and one of Council's Insurers' panel solicitors. This was not a peer review scenario, rather two entirely separate advices which returned very similar guidance on a number of concerns. Initially the advice was to withhold the Pinnacle Integrity investigation report. However, both practitioners noted the concerns were reduced if the report was redacted.

During a workshop with Councillors, and legal and insurance representatives, Councillors agreed to put a redacted version of the report to the Office of Local Government seeking its approval to release the redacted report and to ensure that Councillors met their obligations under the Code, associated Procedures and legalisation.

On the 22 October 2021 the Chief Executive Officer received correspondence from Office of Local Government (**Appendix 1**). The Office of Local Government noted that as the report was considering a specific aspect of its own performance, it was a matter for Council as to the release of the report. Council is reminded in the correspondence of its obligations under Part 9 of the Code of Conduct.

Given Council has carefully considered professional advice regarding its legal obligations and consulted the regulatory agency for local government, it is now appropriate to release the redacted Independent Investigator report (**Appendix 2**).

I hope the community carefully considers this report. The community cares about its council and this report is one source of relevant information that will inform the community about how they best can ensure this never happens again.

RECOMMENDATION

1. That it be noted the Independent Investigation conducted an inquiry into Council's management of Code of Conduct complaints and did not:
 - Investigate new code of conduct complaints; or
 - Reopen previously considered matters for investigation.
2. That the correspondence from the Office of Local Government be noted.
3. That, as noted at the 26 July 2021 Ordinary Council meeting, the Chief Executive Officer is obliged to refer any findings of alleged misconduct relating to former Councillors and former staff to the Office of Local Government and other relevant agencies, (which might include the NSW Police and the Independent Commission against Corruption) for their consideration.
4. That it be noted Council staff are actioning the recommendations of the Independent Investigation.
5. That an appropriately redacted copy of the Pinnacle Integrity report be published on the council website.

Councillor S Lawrence
Mayor

Appendices:

- 1 [↓](#) Response from Office of Local Government - Release of Pinnacle Report
- 2 [↓](#) Pinnacle Report 2021 - Redacted



5 O'Keefe Avenue NOWRA NSW 2541
Locked Bag 3015 NOWRA NSW 2541

Our Reference: A791246
Your Reference:
Contact: Investigations
Phone: 02 4428 4100

Mr Murray Wood
Chief Executive Officer
Dubbo Regional Council

By email: Murray.Wood@dubbo.nsw.gov.au

22 October 2021

PRIVATE AND CONFIDENTIAL

Dear Mr Wood

I am writing in regard to correspondence from Dubbo Regional Council's (DRC) Executive Manager, Governance and Internal Control, Ms Abbey Rouse, dated 17 September 2021. Ms Rouse has advised that DRC seeks the Office of Local Government's (OLG) endorsement to publicly release a redacted version of a report prepared by Pinnacle Integrity (the Report). The Report relates to whether code of conduct complaints received by DRC during this term of council have been managed in accordance with the *Procedures for the Administration of Dubbo Regional Council's Code of Conduct* (the Procedures).

The purpose of this letter is to advise that it is not appropriate for OLG to endorse or make any comment on the merits of DRC's proposal to release the Report to the public. Instead, OLG would provide DRC with the following advice.

OLG notes that the Report is a report to DRC about a specific aspect of its own performance. It is therefore a matter for DRC, and DRC alone, to consider whether to release a redacted version of the Report to the public, and to manage any risks that may be associated with doing so. Furthermore, DRC should consider whether the information proposed to be released alleges or makes findings of wrongdoing by an identifiable council official, and whether the disclosure of such information would be contrary to the obligations under Part 9 of DRC's Code of Conduct.

I understand that DRC's may be considering whether to release the redacted Report at its upcoming ordinary meeting in October. I would appreciate it if a copy of this letter is provided to the governing body for its consideration.

Should you have any questions about the matters raised in this letter, please feel welcome to contact OLG on (02) 4428 4100.

Yours sincerely

Kimberly Everett
Acting Director, Sector Performance and Intervention

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**Independent Inquiry
conducted by Pinnacle Integrity for
Dubbo Regional Council**

6 July 2021

Confidential

This document and the information within it are provided in confidence for the exclusive use of the Dubbo Regional Council and Pinnacle Integrity. It is not intended to be and should not be used by any other person or entity. No other person or entity is entitled to rely, in any way or for any purpose, on the information contained in this report. Pinnacle Integrity does not accept or assume responsibility to anyone other than Dubbo Regional Council for this report, or any reliance placed on this report by any other party. This report and the information contained in it may not be disclosed to any third party or used for any other purpose without the express written permission of Dubbo Regional Council.



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1. Executive Summary

Pinnacle integrity was engaged to conduct an inquiry into Dubbo Regional Council's handling of Code of Conduct complaints, determine whether Council had applied appropriate procedures and complied with legal and regulatory obligations, report on any systemic issues identified, and make recommendations, if necessary, as to reforms of Council's relevant procedures and policies.

The inquiry included an examination of 18 Code of Conduct complaints and how they were dealt with, and interviews of 26 current and former Councillors, Council Staff, and members of the community. A brief summary of the analysis of the 18 Code of Conduct complaints has been provided as an addendum to this report, including an opinion as to whether each complaint has been properly dealt with under the *Procedures*.

The inquiry identified systemic issues regarding the management of Code of Conduct complaints. This, in the main, involved a failure to consistently apply the *Procedures for the Administration of The Model Code of Conduct for Local Councils in NSW* [REDACTED]

The inquiry recommends that Council:

1. adopts a checklist for the initial triage of Code of Conduct complaints;
2. ensures Code of Conduct complaint determinations are only made by authorised persons;
3. limits the role of the Internal Ombudsman to that permitted by the *Procedures*;
4. ensures that Preliminary Assessments and investigations are not carried out by any person directly employed by Council;
5. undertakes additional training of Council staff as to the recording, triage, preliminary assessment, investigation and resolution stages of handling Code of Conduct complaints;
6. provides a structured process through which Council staff can make a Code of Conduct complaint, including anonymously;
7. reinforces the obligation of Councillor's and Council staff to not engage in inappropriate interactions in relation to Council business (including complaint handling); and
8. where inappropriate interactions are reported, deal with those matters as alleged serious breaches of Council's Code of Conduct.

2. Background

Dubbo Regional Council was formed from the amalgamation of Dubbo Council and Wellington Council. There are 10 Councillors. The last Council elections occurred in 2017. New elections are to be held in September 2021. The administration of Council is undertaken by a Chief Executive Officer (*alt. "General Manager" as defined in the Local Government Act and Procedures*)^{1 2 3}

The Dubbo Regional Council Code of Conduct aligns with the Model Code of Conduct for Local Councils in NSW ('Code of Conduct') in accordance with section 440 of the *Local Government Act*. Council has also adopted the Procedures for the Administration of the Dubbo Regional Council Code of Conduct ('Procedures') which align with the Model Code Procedures provided for at section 440AA of the *Local Government Act* and the Regulation.

Council directly employs an 'Internal Ombudsman' whose Key Accountabilities/Duties includes *"Impartially and objectively manage and conduct high level and in-depth investigations, in accordance with best practice and the principles of procedural fairness."*

On the 15 June, at an Extraordinary Council Meeting, Dubbo Regional Council resolved to engage Pinnacle Integrity to:

"...audit past code of conduct complaints over the term of council to ascertain that the processes adopted complied with the relevant code of conduct processes; and

"...interview all councillors, all directors and other staff and community members as they see fit, and prepare a report...addressing whether council is and has been over the term of council compliant with its legal and regulatory obligations and to report on any systemic issues arising from the investigations such as might require possible reforms to council policies."

3. Methodology

The following information was considered as part of the inquiry:

- 18 Code of Conduct complaints received and dealt with by Council between 2017 and 2021;
- Dubbo Regional Council Internal Ombudsman Position Description;
- Dubbo Regional Council Organisational Chart;
- Dubbo Regional Council Code of Conduct;

¹ Local Government Act 1993 Sect. 334

² Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW – 2020 pp.7

³ The terms 'General Manager', Chief Executive, and CEO are used interchangeably throughout this report and have the same meaning.

- Dubbo Regional Council Procedures for the Administration of the Dubbo Regional Council Code of Conduct;
- Dubbo Regional Council Complaints Management Policy;
- Dubbo Regional Council Internal Ombudsman Policy.
- Dubbo Regional Council Policy for the provision of Information to, and interaction between, Councillors and Staff.
- Dubbo Regional Council Unreasonable Complainant Conduct Policy.

When examining the 18 Code of Conduct complaints, a Complaints Checklist was developed and utilised by Pinnacle Integrity.

Interview process

Between Monday 28 June and Friday 2 July 2021, 26 current and former Councillors, Council Staff and members of the community were interviewed by either audio/visual link or telephone. Interviews were semi-structured, assisted by an introduction as to the purpose of the inquiry and 6 prepared questions to guide discussions.

All participants were invited to comment on complaint handling procedures adopted by Council from their own experience, and discussions were wide ranging.

The 6 questions used to guide the interviews are provided at **Annexure A**.

The questions were materially consistent for each participant. Where greater clarification was required, further questions were asked of participants to gain an in-depth understanding of the issues arising during interview.

Participants were highly receptive to the process and welcomed the opportunity to provide feedback relating to their experiences. The inquiry considered that the responses provided were detailed, forthright and candid. The responses of participants have been collated and examined to identify trends and points of concordance. Whilst many responses have not been referenced in this report, key and consistent themes were identified throughout the interviews which provided insight into, and evidence of, workplace practices. It is on that basis that conclusions contained in this report are drawn.

It should be noted that participant responses did reveal a high level of consistency which support the validity of the main conclusions drawn from this inquiry. Observations contained within this report are based on a synthesis of views, experiences, and opinions of participants, together with the 'background' material supplied.

Several participants provided specific examples of issues, behaviours or concerns. Many of those responses are unique to the participant experience and, where relevant, those experiences have

been considered in this inquiry. However, some of the experiences shared with this inquiry fell outside the scope of this inquiry and, accordingly, have not been referenced in the report.

4. Limitations of inquiry

The purpose of this inquiry is limited to the Terms of Reference as resolved by Council on 15 June 2021.

[REDACTED]

[REDACTED]

This inquiry ought not, and cannot, circumvent the legislative and procedural obligations required of Council in the administration of complaints related to alleged breaches of the Code of Conduct (as it relates to Councillors and the General Manager/CEO). To do so could jeopardise the integrity of Council and may well result in intervention by the Office of Local Government.

[REDACTED]

[REDACTED]

[REDACTED]

Having said that, this does not restrict referral of matters, where appropriate, to State regulatory bodies with jurisdictional oversight of government organisations/agencies (including Local Government). Pinnacle Integrity has made such recommendations, where there are matters that ought properly to be subject of such a referral.

5. Disclaimer

The contents of this report including any findings, opinion and recommendations have been provided based on available evidence and information reasonably known and provided to this inquiry at the time of writing. Any opinion is qualified based on the limitation of information available and/or provided to investigators. Any recommendations should be assessed by management and the governing body of Council, as to their appropriateness in the context of the organisation's strategic, operational, and commercial impact prior to implementation. This report is not intended to be relied upon as legal advice. Where legal action is contemplated or intended, as a consequence of information or opinions contained in this report, Pinnacle Integrity recommends seeking qualified legal advice.

6. Overview of inquiry

As mentioned, the purpose of this inquiry was not to reinvestigate Code of Conduct complaints. The inquiry has no power to do so. Rather, this inquiry is confined to questions of whether the *Procedures* have been complied with and, where not, make recommendations for improvement to policy or processes.

5.1 The complaint 'triage' stage (Part 5 of the *Procedures*).

The *Procedures* outline a number of considerations during the initial triage of a complaint. These are set out in Part 5 of the *Procedures* which provides guidance as to how Code of Conduct complaints are to be managed.

This includes, but is not limited to,

- considering such matters as to whether the complaint, assuming it to be true, would amount to a Code of Conduct complaint;
- who can deal with the complaint (which depends upon who, within Council, the complaint refers to);
- whether the complaint is one that requires immediate referral to the Office of Local Government (OLG);
- whether the complaint is frivolous or vexatious;
- whether the complaint is one which might be dealt with by alternative means; or
- whether the complaint needs to be referred to a Conduct Reviewer for Preliminary Assessment.

The *Procedures* require all complaints about Councillors and the General Manager that are not declined or informally resolved at the outset, to be referred to an independent Conduct Reviewer for Preliminary Assessment and, where appropriate, investigation. Part 5 provides for the initial

triaging of a complaint. If a matter is a Code of Conduct complaint, then it may be dealt with under Part 5. If a decision is made to resolve the complaint by alternative means, this decision must be made *on the face of the complaint* (at the outset), assisted by any holdings Council may have. Inquiries which would form part of a Preliminary Assessment and/or investigation cannot be undertaken at this stage to determine if the complaint can be dealt with under Part 5. To do so frustrates the intent of the *Procedures*, where such inquiries, in accordance with Part 6, ought to be carried out by an independent and impartial person against whom a claim of actual or perceived bias is less likely to be made.

There should be no 'blurring of the lines' between the 'triage' stage at Part 5 and the conduct of a Preliminary Assessment in accordance with Part 6 of the *Procedures*, or an investigation in accordance with Part 7. [REDACTED]

An examination of a selection of Code of Conduct complaints received and handled by Council between 2017 and 2021 revealed inconsistent approaches. [REDACTED]

Many of the complaint examined were finalised at the triage (Part 5) stage. That is, they did not proceed to Preliminary Assessment or investigation. There were matters for which [REDACTED]

[REDACTED] Council failed to refer matters to an independent Conduct Reviewer in circumstances where they were legally and procedurally required to do so.

[REDACTED]

There also appears a failure by those handling complaints to consider antecedents. [REDACTED]

[REDACTED]

A complaint should be first triaged by asking the question, *"If this complaint is true, does it amount to a Code of Conduct complaint?"* At the triage stage, it is inappropriate to make inquiries to establish the validity of the complaint to determine how it should be dealt with, apart from an examination of Council's records or other material that may be relevant to the complaint. To go past this triage stage infringes into the areas of Preliminary Assessment and/or Investigation, which can only occur after the complaint has been referred by the Complaints Coordinator to a Conduct Reviewer. The allocation of the complaint to a Conduct Reviewer is necessary to ensure the independence of the Preliminary Assessment and/or investigation stages.

[REDACTED]

[REDACTED] If a complaint is referred to a Conduct Reviewer, the CEO plays no part in how the Conduct Reviewer deals with the matter. A recommendation as to how the complaint is to be dealt with is made independently and impartially, based upon the available evidence.

[REDACTED]

The inquiry also found that potentially irrelevant matters were being considered at the triage stage.

[REDACTED]

[REDACTED]

[REDACTED]

There is a risk in taking irrelevant material into consideration at the triage stage that complaints, which should proceed to the Preliminary Assessment stage of the complaint handling process, are finalised prematurely. Only the criteria referred to in Part 5 of the *Procedures* should be considered at the triage stage. To assist in this, the Dubbo Regional Council should provide the Internal Ombudsman/CEO with a checklist.

Recommendation 1:

That Dubbo Regional Council adopts a checklist for the initial triage of Code of Conduct complaints – (A suggested checklist has been provided at Annexure B).

5.2 Code of Conduct complaints should only be dealt with by authorised persons

The Internal Ombudsman is also the Complaints Coordinator for Dubbo Regional Council.

Clause 3.21 of the *Procedures* sets out that the role of a Complaints Coordinator is to:

- (a) coordinate the management of complaints made under the Council's Code of Conduct;
- (b) liaise with and provide administrative support to a conduct reviewer;
- (c) liaise with the Office (OLG); and
- (d) arrange the annual reporting of Code of Conduct complaint statistics.

That is, the role of the Complaints Coordinator is administrative only.

The Dubbo Regional Council Internal Ombudsman Fact Sheet sets out that the role of the Internal Ombudsman includes investigating:

- any failure to comply with Council's Code of Conduct, policies or procedures.

To conduct either a Preliminary Assessment or an investigation of a Code of Conduct complaint, a person must be included in Council's Panel of Conduct Reviewers. Therefore, to do this, the Internal Ombudsman must also be included in Council's Panel .

Clause 3.6(d) of the *Procedures* sets out that a person is not eligible to be a Conduct Reviewer (and therefore not able to undertake Preliminary Assessments and/or investigations of Code of Conduct matters) if they are an employee of Council.

An Internal Ombudsman, despite clause 3.6(d), may be appointed to the panel of Council's Conduct Reviewer's, with the consent of the OLG. That person may also act in the position of Complaints Coordinator. If appointed to the panel of Conduct Reviewers with the consent of the OLG, the Internal Ombudsman may undertake Preliminary Assessments and investigations.

The inquiry has been informed that the Internal Ombudsman has not been appointed to Council's Panel of Conduct Reviewers, and therefore has no authority to act as a Conduct Reviewer.

The inquiry has also been informed there is no instrument of delegation from the CEO to the Internal Ombudsman in respect of the duties of the CEO in accordance with the *Procedures*.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

A Preliminary Assessment can only be conducted by a Conduct Reviewer. [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

- | [REDACTED]
[REDACTED]
[REDACTED]
- | [REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

The complaints examined did not provide evidence of a system or procedure to identify whether any actual or perceived conflicts of interest existed. The failure to identify and mitigate conflicts of interest undermines the integrity in the administration of the *Procedures*.

Clause 6.4(d) of the *Procedures* outlines that a member of a panel of legal service providers appointed by the Council must not accept the referral of a Code of Conduct complaint. When reviewing past Code of Conduct matters, it was evident that Council had referred Code of Conduct complaints to legal firms by for the purpose of conducting a Preliminary Assessment.

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



There was evidence within the files examined, that an external Conduct Reviewer had determined that there had been a breach of the Code of Conduct at the Preliminary Assessment stage of the complaint handling process. This is inappropriate. The only determination available is whether the matter should be investigated or dealt with by alternative means, referred to the OLG, or that no action be taken.

Clause 6.19 of the *Procedures* sets out that the resolution of a complaint by alternative means is not to be taken as a determination that there has been a breach of Council's Code of Conduct. No finding of a breach of the Code of Conduct can be made until procedural fairness has been provided to the respondent.

Recommendation 2:

That Dubbo Regional Council ensures Code of Conduct complaints are dealt with only by authorised persons.

Recommendation 3:

That Dubbo Regional Council limits the role of the Internal Ombudsman to that permitted by the *Procedures*.

5.3 Preliminary Assessments and Investigations should not be carried out by a person directly employed by Council.

The tenor of the *Procedures* is that Preliminary Assessments and investigations are undertaken by a person or persons independent of Council. That is the intent of establishing panels of Conduct Reviewers by Councils. This is, in part, to demonstrate to those impacted by a complaint, and the broader community, that Preliminary Assessments and investigations are carried out in an impartial manner, and to maintain the integrity of investigations and Council. An Internal Ombudsman may be appointed to Council's panel of Conduct Reviewers if approval is first obtained from the OLG. An Internal Ombudsman, like all Conduct Reviewers, must not agree to undertake a Preliminary Assessment or Investigation if an actual or perceived conflict of interest exists. Given circumstances where an Internal Ombudsman is employed by Council, this gives rise to an ongoing and irrevocable conflict of interest, that would be almost impossible to mitigate. Consideration ought to be given as to whether, going forward, an Internal Ombudsman directly employed by Council best serves the procedural and legislative interests of Council.

[REDACTED]

[REDACTED]

[REDACTED]

- | [REDACTED]
- | [REDACTED]
- | [REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

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[REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]

[REDACTED]

Council employees should not undertake the role of a Conduct Reviewer. Doing so may give rise to actual and perceived conflicts of interest. For example, a perceived conflict of interest may arise when a Council employee, such as an Internal Ombudsman, inappropriately acts as a Conduct Reviewer or investigator of a complaint against a work colleague. The conflict of interest in such circumstances may arise due to a perceived lack of impartiality in the management of the complaint. In such circumstances it is imperative, for trust to be engendered in Council's complaint handling process, that the conflict of interest is acknowledged, recorded and mitigated.

A way in which such an actual or perceived conflict of interest may be mitigated, indeed eliminated, is for Council to abide by the *Procedures* and not permit Council staff to inappropriately undertake the role of Conduct Reviewer. At the present time, no person directly employed by Dubbo Regional Council has approval to act as a Conduct Reviewer.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Recommendation 4

That Dubbo Regional Council ensures that Preliminary Assessments and investigations are not carried out by any person directly employed by Council.

5.4 Awareness of the methodology of handling Code of Conduct Complaints

The interviews conducted as part of this inquiry indicated a significant lack of detailed knowledge as to how Code of Conduct complaints are handled by Council. This lack of knowledge was particularly evident in the majority of Council staff who were interviewed. Corresponding to this lack of knowledge was a perception that complaints were not dealt with in an impartial and transparent manner.

When asked whether they were aware of the processes adopted by Council in relation to dealing with Code of Conduct complaints, the answers which represented the majority of responses were:

- "Pretty familiar"
- "Not particularly"
- "Vaguely"
- "I feel I have a good handle on it"
- "I've never had any involvement"
- "Yes, but not in fine detail"
- "I don't have a thorough knowledge"

Several interview participants said that they had undergone Code of Conduct training, but further discussions with them revealed that they did not understand the *processes* involved in Code of Conduct complaint handling.

It is suggested that a thorough understanding of the processes which will be adopted by Council in handling Code of Conduct complaints may assist in engendering trust that Code of Conduct complaints will be impartially and ethically dealt with.

A thorough understanding of the processes adopted by Council might also encourage staff to report breaches of the Code of Conduct.

Recommendation 5

That Dubbo Regional Council undertakes additional training of Council staff as to the recording, triage, preliminary assessment, investigation and resolution stages of handling Code of Conduct complaints.

5.5 Council staff making Code of Conduct complaints

Systemic issues arising from interviews conducted with current and former staff as part of this inquiry included, but were not limited to:

- a belief that, on occasions, Councillors conducted themselves very poorly by:
 - attempting to become involved in, or find out about, operational matters (including the handling of complaints); and
 - leaking confidential information regarding complaints; and
- a belief that if they, as a staff member, made a Code of Conduct complaint, it would not remain confidential and that they may be subject to some form of reprisal.

For the integrity of the Code of Conduct, it is imperative that Council staff feel they can make a Code of Conduct complaint without fear of reprisal. This must include the ability for them to make a complaint anonymously.

Dubbo Regional Council already has an on-line facility for a Code of Conduct complaint to be lodged.

However, the on-line system first requires that a person provide their name and postal or email address. The Dubbo Regional Council should create an 'in-house' facility for Council staff to lodge a Code of Conduct complaint which provides the option for the complainant (reporter) to remain anonymous.

Council should ensure that their procedure for 'capturing' all Code of Conduct complaints is failsafe. They should ensure that all issues identified to Council are assessed as to whether they amount to a Code of Conduct complaint. For example, Council may receive a complaint relating to alleged inappropriate conduct in the determination of a 'GIPA' application. Although not submitted to Council specifically as a Code of Conduct complaint, it should be assessed to determine if the alleged conduct amounts to an alleged breach of the Code of Conduct. Similarly, Council might receive a claim for compensation for bullying and harassment. Such a claim should also be assessed as to whether or not the conduct alleged in the compensation claim amounts to an alleged breach of the Code of Conduct.

Recommendation 6

That Dubbo Regional Council provides a structured process through which Council staff can make a Code of Conduct complaint, including anonymously

5.6 The need for separation of responsibilities and accountabilities between Councillor's and Council staff

A common thread throughout the interviews conducted as part of this inquiry was the view expressed by Council staff that Councillors continually 'overstepped the line' by making inquiries about, or attempting to become directly involved in, Council's administrative business. This included Code of Conduct complaints management.

[REDACTED]

[REDACTED]

[REDACTED] If the CEO is unable to deal with the complaint *at the outset* in accordance with Part 5 of the *Procedures* (on the face of the complaint, together with any relevant Council holdings), he *must* provide the complaint to the Complaints Coordinator for allocation to an independent Conduct Reviewer in order a Preliminary Assessment may be undertaken.

[REDACTED]

[REDACTED] The CEO has no authority, under the *Procedures*, to investigate a complaint himself and then deal with that complaint.

During interviews for the purpose of this inquiry, Council staff reported that a Councillor might make a Code of Conduct complaint on behalf of a constituent. The Councillor would then continue to press for how the matter should be handled, or continue to make inquiries as to how the matter was being handled. Lodging a complaint on behalf of a constituent does not mean a Councillor becomes the complainant. The constituent on whose behalf the complaint has been made, and who is the 'source' of the matter, remains the complainant. Council staff said that, on a number of occasions during the term of the current Council, they had difficulty in explaining this concept to Councillors.

Council staff reported that the situation was exacerbated when a Councillor was the complainant.

[REDACTED]

Dubbo Regional Council's Policy for the provision of information to, and interaction between, Councillors and Staff, provides that Councillors are not to contact staff below the level of the Executive Leadership Team (which includes the Chief Executive Officer, Directors, Executive Manager of People, Culture and Safety, and the Executive Manager of Governance and Internal Control). Council staff have indicated that this provision is regularly breached.

Inappropriate actions

The Policy describes inappropriate interactions which include, but are not limited to:

- Councillors approaching staff and staff organisations to discuss individual staff matters and not broader industrial policy issues;
- Councillors being overbearing or threatening to Council staff; and
- Councillors directing or pressuring Council staff in the performance of their work, or recommendations they should make.

Recommendation 7

That Dubbo Regional Council reinforces the obligation of Councillor's and Council staff to not engage in inappropriate interactions in relation to Council business (including complaint handling).

Recommendation 8

Where inappropriate interactions are reported, deal with those matters as alleged serious breaches of Council's Code of Conduct.

7. Conclusion

This inquiry has sought to answer the following questions:

1. *Have Code of Conduct Complaints been appropriately managed in accordance with the Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW and Dubbo Regional Council's internal policies and procedures?*

There is evidence that a number of Code of Conduct complaints have not been appropriately managed in accordance with Procedures. The following issues have been identified.

- A failure by Council to properly assess (triage) complaints in accordance with Part 5 of the *Procedures*.
- Council staff inappropriately and without authority, undertaking actions which amount to Preliminary Assessments and/or investigations of certain complaints.
- Such actions are provided for at Part 6 and Part 7 of the *Procedures* and can only be undertaken by an independent Conduct Reviewer.
- Council staff making determinations as to the resolution of complaints when not authorised to do so.
- [REDACTED]

[REDACTED]

Further issues identified included the following.

- Council staff expressed a lack of knowledge as to how Code of Conduct complaints are dealt with through the reporting, triage, Preliminary Assessment, investigation & resolution stages, and they may benefit from more training on this subject.
- Council staff could benefit from a simple way of reporting a Code of Conduct breach, including making such a complaint anonymously.
- Council staff reported inappropriate interactions by Councillors with Council staff as common.

2. Is there evidence of the misuse of Code of Conduct complaints and, if so, what might be done to remedy this?

Misuse of Code of Conduct complaints may include, but not be limited to, using the *Procedures* as an attempt to bring discredit upon a person, rather than the proper motivation to bring a possible breach of the Code of Conduct to the attention of Council. Code of Conduct complaints should never be utilised as a 'vendetta' against any person, nor should Council be put in the position where such a claim might be made against it.

Earlier this year, Dubbo Regional Council made a public call for people to come forward if they had any concerns about Council-related conduct. Complaints can highlight a problem which Council can then remedy, therefore they can be a valuable management tool. However, there are several issues which should be considered before a 'call for complaints' is made. The questions which should be answered include, but are not limited to;

- (a) What is the true reason for calling for complaints? Is the reason altruistic?
- (b) What expectations is the organisation creating with complainants?
- (c) What obligations are being created for the organisation?
- (d) Can the organisation meet those obligations, e.g. does the organisation have the ability to handle the complaints within statutory timeframes and meet complainant satisfaction?
- (e) Calling for Code of Conduct complaints against Councillors or staff members (if that was part of the intention of Council), risks providing an avenue for persons to lodge a complaint for an improper purpose. That is not the intention of either the Code of Conduct or the *Procedures*. In fact, it is specifically prohibited by Part 9 of the Code of Conduct.

Further, calling for complaints may, albeit unintentionally, be seen to be an allegation that breaches of the Code of Conduct have occurred. This is also prohibited at Part 9 of the Code of Conduct.

It is suggested, for the abovementioned reasons, that neither the Code of Conduct nor the *Procedures* appears to support the solicitation of complaints.

A far better way to utilise complaints to assist management is to:

- (a) Ensure all complaints are captured.
- (b) Ensure the reasons for the lodgement of each complaint is recorded.
- (c) Regularly analyse complaints for trends.

3. Are their recommendations for changes or amendments to Council policies and/or procedures for handling Code of Conduct complaints?

Although Council's Complaints Management Policy and Internal Ombudsman Policy do not appear to contain incorrect information, Council may wish to consider revisiting both policies to ensure they

completely correlate with each other and with the *Procedures*. The policies should include clear guidelines that:

- The Internal Ombudsman, when managing Code of Conduct complaints concerning Councillors, may only undertake the role of Complaints Coordinator.
- Council staff, including the Internal Ombudsman, CEO and Mayor may only undertake those roles identified for them in the *Procedures*.

8. Matters Arising

Seeking to change behaviours

It was raised throughout the inquiry by participants that if complaints are always dealt with 'the same way', and this does not change behaviour, then there is a need to do something different. An example of this is, where complaints are continually finalised at the triage stage, and this does not result in a change of inappropriate behaviour by a respondent, then perhaps Preliminary Assessments and investigations should be utilised more frequently in order a broader range of sanctions might be considered.

The need to increase confidence, internally and externally

Several participants said that Dubbo Regional Council had lost its sense of service to the community. They felt that by developing a service culture, more attention would be given to customer needs which would, in turn, increase public confidence in, and satisfaction with, Dubbo Regional Council. It was suggested that this, in turn, might contribute to reducing the number of complaints.

Need to be more transparent

Many of those interviewed suggested that Council needed to be more transparent in the way Council handled Code of Conduct complaints. Several persons suggested that complainants be provided with a 'map' (diagram) of the complaint process. Others suggested that deidentified outcomes could be published in order for members of the public to have more confidence that complaints are properly finalised.

The need to consider the independence of the role of the Internal Ombudsman

As has been highlighted in this report, the Internal Ombudsman's role appears to have encroached into the area of a Conduct Reviewer and the responsibilities of the CEO. The Internal Ombudsman is an employee of Council and, as such, taking such an intrusive role into the resolution of Code of Conduct matters not only risks breaching the *Procedures*, but also brings with it the risk of claims of actual and perceived conflicts of interest.

As indicated in this report, it is recommended that Council's Internal Ombudsman only undertakes the duties permitted by the *Procedures* in relation to Code of Conduct complaints. That is, the administrative procedures of a Complaints Coordinator only.

An additional approach Council might consider is that, when a matter is referred to the Internal Ombudsman/Complaints Coordinator, and a conflict of issue arises, the matter may be redirected to be dealt with independently by an Internal Ombudsman/Complaints Coordinator of another Council. Council might consider entering into a memorandum of understanding with one or more Council's for that purpose.

Alternatively, Council might revisit the necessity to employ a Conduct Reviewer as an additional role of the Complaints Coordinator.

9. Annexures**Annexure A****List of questions utilised during the semi-structured interview process**

- 1. Are you aware of the processes adopted by Council in regard to dealing with Code of Conduct complaints?**
- 2. Do you believe that complaints received by Council, in the current term of Council, have been appropriately assessed and handled in accordance with Council's Complaint's Management Policy and the Procedures for the Administration of the Dubbo Regional Council Code of Conduct?**
- 3. Are there any matters in particular you might wish to bring to our attention that you believe may not have been appropriately assessed and/or handled by Council?**
- 4. Do you believe there are any systemic or other issues affecting the proper handling of Code of Conduct complaints by Dubbo Regional Council?**
- 5. Do you have any suggestions for process improvements or any better practice recommendations in relation to the handling of Code of Conduct complaints by Council?**
- 6. Is there anything else you would like to say which may be of assistance to our inquiry?**

Annexure B
Dubbo Regional Council
Complaint triage checklist

Complaint no:

Date received:

Relative to:

Complainant:

Consideration	Yes/No	Comment
Delegation		
Do I have the appropriate authority/delegation to deal with this complaint?		
Is there a risk that a person who may become a respondent, deal with this complaint?		
Whether a 'code of conduct' matter		
Does the complaint amount to an allegation of a breach of the code of conduct?		Note: At this stage assume the complaint is true – for triage purposes only.
Antecedents		
Is the record of complaints against this person available?		Note: A record of similar complaints may indicate that past actions of Council to resolve those complaints have not been effective. This may be a consideration for the triage of the current complaint.
Consideration of complaints handled by general manager/mayor.		
Has the General Manager (CEO) or Mayor addressed the complaint assessment criteria outlined at clause 6.31 of the <i>Procedures</i> considered?		
Declining a complaint at the outset		

Has the assessment guideline for declining a complaint, as set out at clause 5.3 of the <i>Procedures</i> been addressed?		
Complaints concerning staff members (other than the General Manager/CEO)		
Does the complaint allege a breach of pecuniary interest (as per Part 4 of the Code of Conduct)?		Note: If so, the complaint must be referred to the OLG in accordance with clause 5.5 of the <i>procedures</i>.
Is this a matter where the CEO has determined to take no action in relation to the complaint? clause 5.7 of the <i>Procedures</i> ?		Note: If so, the complainant must be provided reasons in writing in accordance with clause 5.7
Has consideration of the relevant industrial agreements or employment contracts been considered when dealing with this complaint? (clause 5.8)		Note: This is compulsory for complaints against staff. Provision must be made for procedural fairness, including the right of an employee to be represented by their union.
What sanctions might be considered if this matter is investigated and found to be true. Are those sanctions proportionate and can they be determined in accordance with industrial agreements or employment contracts? (clause 5.9)		
Complaints about delegates of council, council advisors, committee members		
Does the complaint allege a breach of pecuniary interest (as per Part 4 of the Code of Conduct)?		Note: If so, the matter must be referred to the OLG in accordance with clause 5.11.
Has the general manager determined to take no action in relation to the complaint? (clause 5.12)		Note: If so, the complainant must be advised of the reasons in writing in accordance with clause 5.13.
Does the general manager seek to resolve the complaint by alternative means? (clause 5.14)		Note: If so, the complainant must be advised in writing of the steps taken to resolve the complaint in accordance with clause 5.15.
Is there a possibility that, if the complaint is proven to be true, a determination might be made to impose a sanction? (clause 5.16)		
If so, how will the person be provided proper procedural		

fairness prior to the sanction being implemented? (clause 5.17)		
Complaints about administrators		
Does the complaint relate to an administrator?		
If so, was the complaint referred to the OLG? (clause 5.18)		Note: It is compulsory for all complaints about administrators to be referred to the OLG.
If the complaint was notified to the OLG, was the complainant advised in writing? (clause 5.19)		
Complaints about Councillors		
Does the complaint relate to one that is the subject of special complaints management arrangements with the OLG? (clause 5.20(d))		
Does the complaint allege a code of conduct complaint of the type referred to at clause 5.20 of the <i>Procedures</i> ?		
If so, was the complaint notified to the OLG? (clause 5.20)		
If so, was the complainant advised in writing? (clause 5.1)		
Did the general manager determine to take no action in relation to the complaint? (clause 5.22)		
If so, was that determination reasonable and the reasons recorded?		
If so, was the complainant given reasons for their decision within 21 days of the receipt of the complaint? (clause 5.23)		
Did the general manager determine that the complaint should be dealt with by alternative means? (clause 5.24)		

If so, and the matter is resolved to the general manager's satisfaction, was the complainant advised in writing within 21 days of receipt of the complaint of the steps taken to deal with the matter? (clause 5.25)		
Was the complaint, if not dealt with in accordance with clause 5.20, finalised in accordance with clauses 5.23, or resolved in accordance with clause 5.24, referred to the complaints coordinator? (clause 5.26)		
Code of conduct complaints about the General Manager		
Was the complaint of a type referred in clause 5.27 of the <i>Procedures</i> ?		
If so, was the complaint referred to the OLG?		
If so, was the complainant notified of this action in writing? (clause 5.28)		
Did the mayor decide to take no further action, apart from the referral in accordance with clause 5.27? (clause 5.29)		
If 'yes', were the reasons properly recorded?		
If 'yes', was the complainant notified in writing of the reasons? (clause 5.30)		
Was the complaint resolved by alternative means? (clause 5.31)		
If so, was the complainant advised in writing of this action? (clause 5.32)		
Was the complaint, if not dealt with under clause 5.27, 5.30 or 5.31, referred to the complaints coordinator? (clause 5.33)		
Code of conduct complaints about both the CEO and the Mayor		

Was the complaint either: referred to another person (delegate/another member of staff of the Council/a person external to the organisation), or referred to the complaints coordinator in accordance with clause 5.26 or clause 5.33? (clause 5.34)		
Referral of code of conduct complaint to an external agency		
Was the complaint referred to an external agency? (clause 5.35)		
If so, were the reasons properly recorded?		
Were there reasonable grounds to suspect that the alleged conduct may have concerned corrupt conduct as described in section 8 of the ICAC Act (and not excluded by section 9)?		
If so, was the complaint referred to the ICAC? (clause 5.36)		
If the complaint was referred to an external agency, was the complainant informed or, if not, were the reasons for not informing the complainant proper and recorded? (clause 5.37)		
Was council advised by the referral agency that further work needed to be undertaken by Council in respect of the complaint? (clause 5.38)		
If so, was that work undertaken?		
Disclosure of identity of complainants		
Was the identity of the complainant disclosed?		
If so, was that disclosure in accordance with clause 5.39 or 5.40 of the <i>Procedures</i> ?		
Did a councillor (complainant) request, at the time of making the complaint, that their identity not		

be disclosed? (clause 5.41 & 5.42)		
If so, was that request considered? (clause 5.43)		
If the identity of the councillor was disclosed, was the intention to disclose notified to the councillor? (clause 5.44)		
Code of conduct complaints made as public interest disclosures		
Does the code of conduct complaint amount to a Public Interest Disclosure? (see Ombudsman Fact Sheet No. 2)		
If 'yes', and the complainant is a Councillor, before the matter is dealt with under the <i>Procedures</i> , was permission obtained from the complainant to disclose their identity? (clause 5.46)		
If the complainant Councillor has declined permission for their identity to be disclosed, was the matter referred to the OLG? (clause 5.47 and section 26 of the PID Act).		
Other policies/procedures		
Was there any other policy/procedure of Council which impacted upon the handling of this complaint?		
If so, was that policy/procedure properly addressed?		



**DUBBO REGIONAL
COUNCIL**

**Report of the Development and
Environment Committee - meeting 11
October 2021**

**AUTHOR: Administration Officer - Governance and
Internal Control**
REPORT DATE: 11 October 2021

The Council had before it the report of the Development and Environment Committee meeting held 11 October 2021.

RECOMMENDATION

That the report of the Development and Environment Committee meeting held on 11 October 2021, be noted.



**REPORT
DEVELOPMENT AND ENVIRONMENT
COMMITTEE
11 OCTOBER 2021**

PRESENT: Councillors J Diffey, V Etheridge, A Jones, S Lawrence, K Parker and J Ryan.

ALSO IN ATTENDANCE:

The Chief Executive Officer, the Governance Team Leader, the Administration Officer Governance, the Communications Partner, the Director Organisational Performance (M Howlett), the Director Culture and Economy, the Director Infrastructure, the Director Development and Environment and the Director Liveability.

Councillor K Parker assumed chairmanship of the meeting.

The proceedings of the meeting commenced at 5.30 pm.

DEC21/25 LEAVE OF ABSENCE (ID21/1724)

Requests for leave of absence were received from Councillors D Grant and G Mohr who were absent from the meeting due to personal reasons.

Moved by Councillor J Diffey and seconded by Councillor V Etheridge

MOTION

That such requests for Leave of Absence be accepted and Councillors D Grant and G Mohr be granted leave of absence from this meeting.

CARRIED

DEC21/26 CONFLICTS OF INTEREST (ID21/1797)

No declarations were made.

DEC21/27 BUILDING SUMMARY - SEPTEMBER 2021 (ID21/1588)

The Committee had before it the report dated 30 September 2021 from the Director Development and Environment regarding Building Summary - September 2021.

Moved by Councillor S Lawrence and seconded by Councillor A Jones

MOTION

That the information contained within the report of the Director Development and Environment, dated 30 September 2021, be noted.

CARRIED

The meeting closed at 5.32 pm.

.....
CHAIRMAN



**DUBBO REGIONAL
COUNCIL**

Report of the Infrastructure and Liveability Committee - meeting 11 October 2021

**AUTHOR: Administration Officer - Governance and
Internal Control**
REPORT DATE: 11 October 2021

The Council had before it the report of the Infrastructure and Liveability Committee meeting held 11 October 2021.

RECOMMENDATION

That the report of the Infrastructure and Liveability Committee meeting held on 11 October 2021, be noted.



**REPORT
INFRASTRUCTURE AND LIVEABILITY
COMMITTEE
11 OCTOBER 2021**

PRESENT: Councillors J Diffey, V Etheridge, A Jones, S Lawrence, K Parker and J Ryan.

ALSO IN ATTENDANCE:

The Chief Executive Officer, the Governance Team Leader, the Administration Officer Governance, the Communications Partner, the Director Organisational Performance (M Howlett), the Director Culture and Economy, the Director Infrastructure, the Director Development and Environment and the Director Liveability.

Councillor J Diffey assumed chairmanship of the meeting.

The proceedings of the meeting commenced at 5.33 pm

ILC21/23 LEAVE OF ABSENCE (ID21/1759)

Requests for leave of absence were received from Councillors D Grant and G Mohr who were absent from this meeting due to personal reasons.

Moved by Councillor A Jones and seconded by Councillor V Etheridge

MOTION

That such requests for Leave of Absence be accepted and Councillors D Grant and G Mohr be granted leave of absence from this meeting

CARRIED

ILC21/24 CONFLICTS OF INTEREST (ID21/1798)

There were no declarations made.

**ILC21/25 AUTONOMOUS VEHICLE TRIAL DUBBO – DESIGNATED CAR PARKING SPACE
MACQUARIE STREET DUBBO (ID21/1772)**

The Committee had before it the report dated 6 October 2021 from the Senior Traffic Engineer regarding Autonomous Vehicle Trial Dubbo – Designated Car Parking Space Macquarie Street Dubbo.

Moved by Councillor K Parker and seconded by Councillor S Lawrence

MOTION

That Council approval be granted for the implementation of a designated No Parking Zone on the western side of Macquarie Street at the northern end of the parallel parking zone for the purposes of facilitating the proposed Autonomous Vehicle Trial in Dubbo in accordance with Council Plan TM 7471.

CARRIED

ILC21/26 2022 WELLINGTON VINTAGE FAIR STREET PARADE (ID21/1773)

The Committee had before it the report dated 6 October 2021 from the Senior Traffic Engineer regarding 2022 Wellington Vintage Fair Street Parade.

Moved by Councillor A Jones and seconded by Councillor J Ryan

MOTION

That Council approval be granted to the Rotary Club of Wellington Vintage Fair Committee to undertake the 2022 Wellington Vintage Fair Street Parade on Saturday 5 March 2022, and implement temporary road closures of the Mitchell Highway between Maughan and Lee Streets from 10.00 am to approximately 11.00 am and Percy Street between Maxwell and Maughan Streets from 9.00 am to 11.30 am on Saturday, 5 March 2022, subject to Transport for NSW (TfNSW) approval and conditions of Dubbo Regional Council and NSW Police as considered necessary:

- a. **The Parade will be marshalled on the western side of Percy Street between Maxwell and Maughan Streets at 9.00 am. The Parade will commence at 10.00 am and enter Nanima Crescent, then north through the Wellington CBD adjacent to Cameron Park, to the Warne Street roundabout and return to Percy Street. The event is to be undertaken under Police escort, in accordance with the requirements of NSW Police and approval documentation forwarded to Council for notation. Event set-up time to commence at 9.00 am with pack-down finish time at 11.30 am.**
- b. **The submission of a Traffic Management Plan and Traffic Control Plan to Council and NSW Police Service prior to the event date. All traffic control measures contained in the Plan are to be in accordance with the Australian Standard (AS 1742.3:2019) and TfNSW's 'Guide to Traffic Control at Worksites and approved by an accredited person. Council Traffic Control Plan TM 7241 will be implemented.**
- c. **The organiser is to provide Council's relevant appointed officer with a copy of the**

Public Liability Insurance Policy for the amount of at least \$20 million. Such policy is to note that Council, TfNSW and the NSW Police are indemnified against any possible action as a result of the Parade.

- d. Dubbo Regional Council staff and marshals are to be provided at the nominated road closure points, and shall be specifically authorised for the event. Traffic controllers as required will have current TfNSW certification.
- e. The applicant is responsible for all traffic control required for the event in accordance with the approved Traffic Control Plan.
- f. The applicant is to provide Council with a formal letter of acceptance of the conditions prior to final approval.
- g. The applicant is to ensure that the roadway is clear of any residue that might be deposited by participants along the Parade route.
- h. The applicant is to gain approval from TfNSW for the closure and detour of the Mitchell Highway and a Road Occupancy Licence with evidence provided to Council of such conditions as warranted.
- i. All costs associated with implementing the event are to be met by the event organiser.
- j. If a Public Health Order is in place at the time of the scheduled event that prevents such activity, this approval will become void.
- k. If a Public Health Order is in place at the time of the scheduled event that places restrictions on this activity, then Council will require a detailed COVID-19 Safety plan and additional conditions may be placed on the event as suitable to the applicable restriction.

CARRIED

ILC21/27 INTERSECTION MYALL STREET AND MARY MACKILLOP AVENUE - PROPOSED TRAFFIC MANAGEMENT (ID21/1774)

The Committee had before it the report dated 6 October 2021 from the Senior Traffic Engineer regarding Intersection Myall Street and Mary MacKillop Avenue - Proposed Traffic Management.

Moved by Councillor K Parker and seconded by Councillor V Etheridge

MOTION

It is recommended that Council approval be granted for the implementation of the proposed traffic management for the intersection of Myall Street, Mary Mackillop Avenue and McGuinn Drive as detailed in the Meinhardt – Bonacci Consultant’s Civil Plan – Project No. 20 12063, Drawing No C070 Rev C.

CARRIED

**ILC21/28 MACQUARIE REGIONAL LIBRARY QUARTERLY REPORT TO MEMBER COUNCILS
- APRIL TO JUNE 2021 (ID21/1670)**

The Committee had before it the report dated 28 September 2021 from the Manager Macquarie Regional Library regarding Macquarie Regional Library Quarterly Report to Member Councils - April to June 2021.

Moved by Councillor A Jones and seconded by Councillor V Etheridge

MOTION

That the attached report for Macquarie Regional Library quarterly performance April to June 2021 be noted.

CARRIED

**ILC21/29 DUBBO REGIONAL COUNCIL INITIAL CATEGORISATION OF CROWN LAND –
SUPPLEMENTARY REPORT (ID21/1683)**

The Committee had before it the report dated 29 September 2021 from the Manager Recreation and Open Spaces regarding Dubbo Regional Council Initial Categorisation of Crown Land – Supplementary Report.

Moved by Councillor S Lawrence and seconded by Councillor V Etheridge

MOTION

1. **That due to its proximity to the Macquarie River, reserve 64928 be categorised as part Natural Area – Watercourse and part Natural Area - Bushland.**
2. **That due to its proximity to other bushland areas, reserve 90949 be categorised as Natural Area – Bushland and that the reserve be managed consistent with its purpose of public recreation.**
3. **That further discussions with Crown Lands be undertaken to resolve the matter around reserve 98077 being an active quarry, which is inconsistent with the reserve purpose of public recreation.**
4. **That reserve 120074, excluding Lot 7011 DP 1019746, be categorised as Natural Area Bushland.**

CARRIED

**ILC21/30 BROCKLEHURST TRUCK STOP - RESIGNATION AS CROWN LAND MANAGER
(ID21/1592)**

The Committee had before it the report dated 13 September 2021 from the Manager Recreation and Open Spaces regarding Brocklehurst Truck Stop - Resignation as Crown Land Manager.

Moved by Councillor J Ryan and seconded by Councillor V Etheridge

MOTION

That Dubbo Regional Council formally resign as Crown Land Manager for Reserve 120089.

CARRIED

The meeting closed at 5.39 pm.

.....
CHAIRMAN



DUBBO REGIONAL
COUNCIL

**Report of the Culture, Economy and
Corporate Committee - meeting 11
October 2021**

**AUTHOR: Administration Officer - Governance and
Internal Control**
REPORT DATE: 11 October 2021

The Council had before it the report of the Culture, Economy and Corporate Committee meeting held 11 October 2021.

RECOMMENDATION

That the report of the Culture, Economy and Corporate Committee meeting held on 11 October 2021, be noted.



REPORT
CULTURE, ECONOMY AND CORPORATE
COMMITTEE
11 OCTOBER 2021

PRESENT: Councillors J Diffey, V Etheridge, A Jones, S Lawrence, K Parker and J Ryan.

ALSO IN ATTENDANCE:

The Chief Executive Officer, the Governance Team Leader, the Administration Officer Governance, the Communications Partner, the Director Organisational Performance (M Howlett), the Director Culture and Economy, the Director Infrastructure, the Director Development and Environment and the Director Liveability.

Councillor J Diffey assumed chairmanship of the meeting.

The proceedings of the meeting commenced at 5.39 pm.

CEC21/31 LEAVE OF ABSENCE (ID21/1760)

Requests for leave of absence were received from Councillors D Grant and G Mohr who were absent from the meeting due to personal reasons.

Moved by Councillor A Jones and seconded by Councillor J Ryan

MOTION

That such requests for Leave of Absence be accepted and Councillors D Grant and G Mohr be granted leave of absence from this meeting

CARRIED

CEC21/32 CONFLICTS OF INTEREST (ID21/1799)

The following declarations were made:

- Councillor K Parker – CEC21/36

CEC21/33 DRTCC - COVID-19 RECOVERY OFFER EXTENSION (ID21/1636)

The Committee had before it the report dated 22 September 2021 from the Manager Dubbo Regional Theatre and Convention Centre regarding DRTCC - COVID-19 Recovery Offer Extension.

Moved by Councillor A Jones and seconded by Councillor S Lawrence

MOTION

1. That the information contained within the report of the Manager Dubbo Regional Theatre and Convention Centre, date 22 September 2021, be noted.
2. That the COVID-19 Recovery Offer be extended to clients from 1 October 2021 to 31 December 2021, depending on the capacity restrictions of Public Health Orders due to COVID-19.
3. That the COVID-19 Recovery Offer consist of a percentage discount for the Dubbo Regional Theatre and Convention Centre, including Wellington Civic Centre, for professional/commercial, performing arts businesses, community/not-for-profit and schools/registered charity, noting that this does not include public holidays. All other fees and charges remain the same.
4. That any changes to the percentage discount in relation to changes in the Public Health Order will be approved by the Director Culture and Economy.
5. That Council cease the COVID-19 Recovery Offer should full capacity of venues be allowed within four weeks of an event.
6. That full venue hire fees apply as per the Revenue Policy as of 1 January 2022.

CARRIED

CEC21/34 POWER OF ATTORNEY FOR THE CHIEF EXECUTIVE OFFICER (ID21/1757)

The Committee had before it the report dated 30 September 2021 from the Executive Manager Governance and Internal Control regarding Power of Attorney for the Chief Executive Officer.

Moved by Councillor J Ryan and seconded by Councillor K Parker

MOTION

1. That the report of the Executive Manager Governance and Internal Control, dated 30 September 2021, be noted.
2. That Council extend the Power of Attorney granted to Mr Murray Alexander Wood, in effect since 11 June 2021, in accordance with the draft General Power of Attorney attached to the report as Appendix 1.
3. That the General Power of Attorney be executed under the Common Seal of the Council.
4. That Council review the delegation of Power of Attorney to the Chief Executive Officer

within three months of the newly instated Council.

5. That the Chief Executive Officer report to Council every three months on all documents signed under the prescribed Power of Attorney.

CARRIED

CEC21/35 DELEGATION OF AUTHORITY TO THE CHIEF EXECUTIVE OFFICER (ID21/1758)

The Committee had before it the report dated 30 September 2021 from the Executive Manager Governance and Internal Control regarding Delegation of Authority to the Chief Executive Officer.

Moved by Councillor V Etheridge and seconded by Councillor A Jones

MOTION

1. That the Delegation of Authority to the interim Chief Executive Officer be as contained in the document attached to the report of the Executive Manager Governance and Internal Control, dated 30 September 2021 as Appendix 1.
2. That, as per Section 380 of the Local Government Act, a review of delegations be undertaken within 12 months of the declaration of results of the 2021 Local Government Elections.

CARRIED

**CEC21/36 INVESTMENTS UNDER SECTION 625 OF THE LOCAL GOVERNMENT ACT -
SEPTEMBER 2021 (ID21/1627)**

The Committee had before it the report dated 1 October 2021 from the Chief Financial Officer regarding Investments Under Section 625 of the Local Government Act - September 2021.

Moved by Councillor A Jones and seconded by Councillor S Lawrence

MOTION

That the information contained within the report of the Chief Financial Officer, dated 1 October 2021 be noted.

CARRIED

Councillor K Parker declared a pecuniary, significant interest in the matter now before the Committee and left the room and was out of sight during the Committee's consideration of this matter. The reason for such interest is that Councillor K Parker is an employee of the Bank of Queensland and Council has funds invested with the Bank of Queensland.

The meeting closed at 5.43 pm.

.....
CHAIRMAN



REPORT: Additional Meeting Dates 2021

AUTHOR: Governance Team Leader
REPORT DATE: 19 October 2021
TRIM REFERENCE: ID21/1880

EXECUTIVE SUMMARY

Two additional Ordinary Council meetings are proposed for this term of Council to allow Council to perform necessary functions, including the review of Audited Financial documents, which otherwise would not be available in time for the currently scheduled meeting dates.

It is therefore proposed that two additional Ordinary Council meetings be scheduled for Thursday, 28 October 2021 at 12.00 noon; and Monday, 15 November 2021 at 5.30 pm.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme: 4 Community Leadership
CSP Objective: 4.2 Our civic leaders represent the community
Delivery Program Strategy: 4.2.1 The community acknowledges that Dubbo Regional Council is a representative and responsive Council

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

That additional Ordinary meetings of Council be held on the following dates:

- **Thursday, 28 October 2021 at 12.00 pm; and**
- **Monday, 15 November 2021 at 5.30 pm.**

Susan Wade
Governance Team Leader



REPORT: Code of Meeting Practice

AUTHOR: Governance Team Leader
REPORT DATE: 12 October 2021
TRIM REFERENCE: ID21/1821

EXECUTIVE SUMMARY

In accordance with the Local Government Act 1993 (the Act), Council adopted the Code of Meeting Practice on 22 July 2019. The Code of Meeting Practice was developed as per the Office of Local Government's (OLG) Model Code of Conduct for Local Councils in NSW, in accordance with the Local Government (General) Regulation 2005 (the Regulation) and the Act.

Minor amendments have been made to this document so that formatting is in line with Council's policy template and to add a standing item on the agenda for Council and Standing Committee meetings for the declaration of Conflicts of Interest, as is best practise. Such amendments are considered minor and as such, in accordance with section 362(2) of the Act, the document does not need to be placed on public exhibition.

In line with section 360(3) of the Act, this Code of Meeting Practice will be reviewed by Council during the first 12 months of the new term, and a draft document will be placed on public exhibition inviting feedback.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme: 4 Community Leadership
CSP Objective: 4.4 Statutory requirements are met and services are provided to the organisation in a cost-effective and timely manner
Delivery Program Strategy: 4.4.1 The organisation meets all statutory requirements

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

Council's Code of Meeting practice will be updated to reflect minor changes made, as attached at Appendix 1. These changes are considered minor and therefore will not need to be exhibited for feedback from the public.

RECOMMENDATION

- 1. That the Code of Meeting Practice, as attached at Appendix 1, be adopted, noting that amendments are not substantial and therefore public exhibition is not required in accordance with section 362(2) of the Local Government Act 1993.**
- 2. That the Code of meeting Practice be reviewed within the first 12 months of the new council term, as per section 360(3) of the Local Government Act 1993.**

Susan Wade
Governance Team Leader

Appendices:

- [1](#) Draft Council Policy - Code of Meeting Practice - October 2021



**DUBBO
REGIONAL
COUNCIL**

COUNCIL POLICY

Code of Meeting Practice

Date October 2021

Council Resolution Date 25 October 2021

Clause Number

Responsible Position Executive Manager Governance and Internal Control

Branch Governance and Internal Control

Division Executive Services

Version 3

TRIM Reference Number

Review Period Within 12 months of new Term of Council or when the Model Code of Meeting Practice is updated by the Office of Local Government NSW.

Review Date April 2022

Consultation Not applicable this version

Document Revision History	
Description	Date
Amended and adopted by Council following merger between former Dubbo City and Wellington Councils	July 2016
Amended to include provision for web streaming of Council and Standing Committee meetings	October 2017
Amended to reflect position title change from General Manager to Chief Executive Officer	May 2018
Adopted by Council following workshop and Public Exhibition	July 2019
Submitted to Council for adoption following minor changes (see notes)	October 2021
Notes	
This version will not undergo Public Exhibition as only minor changes have been made including the inclusion of a standing item for Conflicts of Interest and changed formatting to be in line with Council's Policy template.	

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1. INTRODUCTION

PURPOSE

A Council and a Committee of the Council of which all the members are Councillors must conduct its meetings in accordance with the Code of Meeting Practice adopted by the Council.

BACKGROUND AND RELATED LEGISLATION

The Model Code of Meeting Practice for Local Councils in NSW (the Model Code) is made under section 360 of the Local Government Act 1993 (the Act) and **the Local Government (General) Regulation 2021** (the Regulation).

Council must adopt a Code of Meeting Practice that incorporates the mandatory provisions of the Model Code of Meeting, but may also include non-mandatory and other supplementary provisions of the Model Code providing that it does not contain provisions that are inconsistent with the mandatory provisions of the Model Meeting Code.

This Code of Meeting Practice has been publically exhibited in accordance with the Act and adopted by the Council.

SCOPE

This Code applies to all meetings of Council and Committees of Council of which all the members are Councillors (Committees of Council). These Committees include the Committee of the Whole; **the Development and Environment Committee, the Infrastructure and Liveability Committee; and the Culture, Economy and Corporate Committee.** Council Committees whose members include persons other than Councillors may adopt their own rules for meetings unless the Council determines otherwise.

DEFINITIONS

To assist in interpretation, the following definitions apply:

Term	Definition
The Act	<i>The Local Government Act 1993.</i>
Act of disorder	An act of disorder is defined in clause 15.11 of this code.
Amendment	In relation to an original motion, means a motion moving and amendment to that motion.
Audio recorder	Any device capable of recording speech.
Business day	Any day except Saturday or Sunday or any other day the whole or part of which is observed a public holiday throughout NSW.
Chairperson	In relation to a meeting of the council, the person presiding at the meeting as provided by section 369 of the Act and clauses 6.1 and 6.2 of this code; and in relation to a meeting of a committee, the person presiding at the meeting as provided by clause 20.11 of this code.

This code	Council's adopted Code of Meeting Practice.
Committee of the Council	A committee established by the council in accordance with clause 20.2 of this code (being a committee consisting only of councillors) or the council when it has resolved itself into committee of the whole under clause 12.1.
Council official	Has the same meaning it has in <i>the Model Code of Conduct for Local Councils of NSW</i> .
Day	Calendar day.
Division	A request by two councillors under clause 11.7 of this code requiring the recording of the names of the councillors who voted both for and against a motion.
Foreshadowed amendment	A proposed amendment foreshadowed by a councillor under clause 10.18 of this code during debate on the first amendment.
Foreshadowed motion	A motion foreshadowed by a councillor under clause 10.17 of this code during debate on an original motion.
MCOMP	NSW Government Model Code of Meeting Practice for Local Councils in NSW – 2018.
Open voting	Voting on the voices of by a show of hands or by a visible electronic voting system or similar means.
Planning decision	A decision made in the exercise of a function of a Council under the Environmental Planning and Assessment Act 1979 including any decision relating to a development application, an environmental planning instrument, a development control plan or a development contribution plan under that Act, but not including the making of an order under Division 9.3 of Part 9 of that Act.
Performance Improvement Order	An order issued under Section 438A of the Act.
Quorum	The minimum number of councillors or committee members necessary to conduct a meeting.
The Regulation	<i>The Local Government (General) Regulation 2005</i> .
Webcast	A video or audio broadcast of a meeting transmitted across the internet either concurrently with the meeting or at a later time.
Year	The period beginning 1 July and ending the following 30 June.

RESPONSIBILITIES

A Council and a Committee of the Council of which all the members are Councillors must conduct its meetings in accordance with the Code of Meeting Practice adopted by the Council.

POLICY

See next page for Dubbo Regional Council's Code of Meeting Practice.

2. MEETING PRINCIPLES

(MCOMP Mandatory Provision 2.1)

2.1 Council and committee meetings should be:

Transparent: Decisions are made in a way that is open and accountable.

Informed: Decisions are made based on relevant, quality information.

Inclusive: Decisions respect the diverse needs and interests of the local community.

Principled: Decisions are informed by the principles prescribed under Chapter 3 of the Act.

Trusted: The community has confidence that councillors and staff act ethically and make decisions in the interests of the whole community.

Respectful: Councillors, staff and meeting attendees treat each other with respect.

Effective: Meetings are well organised, effectively run and skilfully chaired.

Orderly: Councillors, staff and meeting attendees behave in a way that contributes to the orderly conduct of the meeting.

3. BEFORE THE MEETING

Timing of Ordinary Council Meetings

(MCOMP Mandatory Provisions 3.1 - 3.2)

3.1 The Council shall, by resolution, set the frequency, time, date and place of its ordinary meetings. Ordinary meetings will usually be held at 5.30pm on the fourth Monday of each month (excluding January). Ordinary Council meetings will be held in Dubbo unless otherwise specified.

The time, date and place of Ordinary meetings will be determined during the Ordinary meeting of Council held each September for the ensuing year, unless it is a Local Government election year in which case the Ordinary meeting dates will be determined in October for the ensuing year.

Note: Under section 365 of the Act, councils are required to meet at least ten (10) times each year, each time in a different month unless the Minister for Local Government has approved a reduction in the number of times that a council is required to meet each year under section 365A.

Extraordinary Meetings

(MCOMP Mandatory Provision 3.3)

3.2 If the Mayor receives a request in writing, signed by at least two (2) Councillors, the Mayor must call an extraordinary meeting of the Council to be held as soon as practicable, but in any event, no more than fourteen (14) days after receipt of the request. The Mayor can be one of the two Councillors requesting the meeting.

Note: Clause 3.2 reflects section 366 of the Act.

Notice to the Public of Council Meetings

(MCOMP Mandatory Provisions 3.4-3.6)

3.3 The Council must give notice to the public of the time, date and place of each of its meetings, including extraordinary meetings and of each meeting of Committees of the Council.

Note: Clause 3.3 reflects section 9(1) of the Act.

3.4 For the purposes of clause 3.3, notice of a meeting of the Council and of a Committee of council is to be published before the meeting takes place. The notice must be published on the Council's website, and in such other manner that the Council is satisfied is likely to bring notice of the meeting to the attention of as many people as possible.

3.5 For the purposes of clause 3.3, notice of more than one (1) meeting may be given in the same notice.

Notice to Councillors of Ordinary Council Meetings

(MCOMP Mandatory Provisions 3.7 - 3.8)

3.6 The Chief Executive Officer must send to each Councillor, at least three (3) days before each meeting of the Council, a notice specifying the time, date and place at which the meeting is to be held, and the business proposed to be considered at the meeting.

Note: Clause 3.6 reflects section 367(1) of the Act.

3.7 The notice and the agenda for, and the business papers relating to, the meeting may be given to Councillors in electronic form, but only if all Councillors have facilities to access the notice, agenda and business papers in that form.

Note: Clause 3.7 reflects section 367(3) of the Act.

Notice to Councillors of Extraordinary Meetings

(MCOMP Mandatory Provision 3.9)

3.8 Notice of less than three (3) days may be given to Councillors of an Extraordinary meeting of the Council in cases of emergency.

Note: Clause 3.8 reflects section 367(2) of the Act.

Giving Notice of Business to be Considered at Council Meetings

*(MCOMP Mandatory Provisions 3.10-3.11
MCOMP Non-mandatory Provisions 3.12-3.13)*

3.9 A Councillor may give notice of any business they wish to be considered by the Council at its next ordinary meeting by way of a notice of motion. To be included on the agenda of the meeting, the notice of motion must be in writing and must be submitted at least five business days before the meeting is to be held.

3.10 A Councillor may, in writing to the Chief Executive Officer, request the withdrawal of a notice of motion submitted by them prior to its inclusion on the agenda and business paper for the meeting at which it is to be considered. If a Councillor who has submitted a notice of motion under this clause wishes to withdraw it after the agenda and business paper for the meeting at which it is to be considered have been sent to Councillors, the Councillor may request the withdrawal of the motion when it is before the Council.

3.11 A notice of motion lodged with Council must request the Chief Executive Officer to prepare a report on the subject of the notice of motion for a future meeting of Council that addresses the legal, strategic, financial or policy implications of the proposed motion.

Questions With Notice

(MCOMP Mandatory Provisions 3.14-3.16)

3.12 A Councillor may, by way of a notice submitted under clause 3.8, ask a question for response by the Chief Executive Officer about the performance or operations of the Council.

3.13 A Councillor is not permitted to ask a question with notice under clause 3.12 that comprises a complaint against the Chief Executive Officer or a member of staff of the Council, or a question that implies wrongdoing by the Chief Executive Officer or a member of staff of the Council.

3.14 The Chief Executive Officer or their nominee may respond to a question with notice submitted under clause 3.12 by way of a report included in the business papers for the relevant meeting of the Council or orally at the meeting.

Agenda and Business Papers for Ordinary Meetings

(MCOMP Mandatory Provision 3.17-3.22)

3.15 The Chief Executive Officer must cause the agenda for a meeting of the Council or a Committee of the Council to be prepared as soon as practicable before the meeting.

3.17 The Chief Executive Officer must ensure that the agenda for an Ordinary meeting of the Council states:

(a) all matters to be dealt with arising out of the proceedings of previous meetings of the Council, and

(b) if the Mayor is the chairperson – any matter or topic that the chairperson proposes, at the time when the agenda is prepared, to put to the meeting, and

(c) all matters, including matters that are the subject of staff reports and reports of Committees, to be considered at the meeting, and

(d) any business of which due notice has been given under clause 3.9.

3.18 Nothing in clause 3.17 limits the powers of the Mayor to put a Mayoral Minute to a meeting under clause 9.6.

3.19 The Chief Executive Officer must not include in the agenda for a meeting of the Council any business of which due notice has been given if, in the opinion of the Chief Executive Officer, the business is, or the implementation of the business would be, unlawful. The Chief Executive Officer must report, without giving details of the item of business, any such exclusion to the next meeting of the Council.

3.20 Where the agenda includes the receipt of information or discussion of other matters that, in the opinion of the Chief Executive Officer, is likely to take place when the meeting is closed to the public, the Chief Executive Officer must ensure that the agenda of the meeting:

(a) identifies the relevant item of business and indicates that it is of such a nature (without disclosing details of the information to be considered when the meeting is closed to the public), and

(b) states the grounds under section 10A(2) of the Act relevant to the item of business.

Note: Clause 3.20 reflects section 9(2A) (a) of the Act.

3.21 The Chief Executive Officer must ensure that the details of any item of business which, in the opinion of the Chief Executive Officer, is likely to be considered when the meeting is closed to the public, are included in a business paper provided to Councillors for the meeting concerned. Such details must not be included in the business papers made available to the public, and must not be disclosed by a Councillor or by any other person to another person who is not authorised to have that information.

Availability of the Agenda and Business Papers to the Public

(MCOMP Mandatory Provision 3.23-3.26)

3.22 Copies of the agenda and the associated business papers, such as correspondence and reports for meetings of the Council and Committees of Council, are to be published on the Council's website, and must be made available to the public for inspection, or for taking away by any person free of charge at the offices of the Council, at the relevant meeting and at such other venues determined by the Council.

Note: Clause 3.22 reflects section 9(2) and (4) of the Act.

3.23 Clause 3.22 does not apply to the business papers for items of business that the Chief Executive Officer has identified under clause 3.19 as being likely to be considered when the meeting is closed to the public.

Note: Clause 3.23 reflects section 9(2A) (b) of the Act.

3.24 For the purposes of clause 3.21, copies of agendas and business papers must be published on the council's website and made available to the public at a time that is as close as possible to the time they are available to Councillors.

Note: Clause 3.24 reflects section 9(3) of the Act.

3.25 A copy of an agenda, or of an associated business paper made available under clause 3.22, may in addition be given or made available in electronic form.

Note: Clause 3.25 reflects section 9(5) of the Act.

**Agenda and Business Papers for
Extraordinary Meetings**

(MCOMP Mandatory Provisions 3.27-3.31)

3.26 The Chief Executive Officer must ensure that the agenda for an Extraordinary meeting of the Council deals only with the matters stated in the notice of the meeting.

3.27 Despite clause 3.26, business may be considered at an Extraordinary meeting of the Council, even though due notice of the business has not been given, if:

(a) a motion is passed to have the business considered at the meeting, and

(b) the business to be considered is ruled by the chairperson to be of great urgency on the grounds that it requires a decision by the Council before the next scheduled Ordinary meeting of the Council.

3.28 A motion moved under clause 3.27(a) can be moved without notice but only after the business notified in the agenda for the extraordinary meeting has been dealt with.

3.29 Despite clauses 10.20-10.30, only the mover of a motion moved under clause 3.27(a) can speak to the motion before it is put.

3.30 A motion of dissent cannot be moved against a ruling of the chairperson under clause 3.27(b) on whether a matter is of great urgency.

Pre-meeting Briefing Sessions

(MCOMP Non-mandatory Provision 3.32-3.36)

3.31 Prior to each Ordinary meeting of the Council, the Chief Executive Officer may arrange a pre-meeting briefing session to brief Councillors on business to be considered at the meeting. Pre-meeting briefing sessions may also be held for Extraordinary meetings of the Council and meetings of Committees of the Council.

3.32 Pre-meeting briefing sessions are to be held in the absence of the public.

3.33 The Chief Executive Officer or a member of staff nominated by the Chief Executive Officer is to preside at pre-meeting briefing sessions.

3.34 Councillors must not use pre-meeting briefing sessions to debate or make preliminary decisions on items of business they are being briefed on, and any debate and decision-making must be left to the formal Council or Committee meeting at which the item of business is to be considered.

3.35 Councillors (including the Mayor) must declare and manage any conflicts of interest they may have in relation to any item of business that is the subject of a briefing at a pre-meeting briefing session, in the same way that they are required to do so at a Council or Committee meeting. The Council is to maintain a written record of all conflict of interest declarations made at pre-meeting briefing sessions and how the conflict of interest was managed by the Councillor who made the declaration.

3.36 A record of minutes will be taken in pre-meeting briefings including the items discussed, attendees at the meetings, timings and conflicts of interest as detailed in clause 3.35.

4. PUBLIC FORUMS

(Non-mandatory Provision 4.1-4.23)

4.1 The Council will hold a public forum during each Ordinary and Extraordinary meeting of the Council for the purpose of hearing oral submissions from members of the public.

4.2 Public Forum is limited to a maximum period of thirty (30) minutes and shall be held following "Apologies" on the Council agenda. Should there remain time following speakers who have previously nominated, the Mayor will enquire of the Public Gallery, if there are any other speakers.

Should the number of nominated speakers exceed the thirty (30) minute time frame, a decision by Council may extend the time frame for Public Forum by a maximum of ten (10) minutes.

4.3 Members of the public wishing to discuss items of business listed on the business paper will be given preference over those wishing to discuss matters that are not included on the agenda to be considered at the meeting.

4.4 To speak at a public forum, a person must first make an application to the Council in the approved form. Applications to speak at the public forum must be received at least 3 hours prior to the commencement of the public forum is to be held, and must identify the item of business on the agenda of the council meeting the person wishes to speak on, and whether they wish to speak 'for' or 'against' the item, where applicable.

4.5 A person may apply to speak on more than one item however the total time that person speaks for must not exceed five (5) minutes.

4.6 Legal representatives acting on behalf of others are not to be permitted to speak at a public forum unless they

identify their status as a legal representative when applying to speak at the public forum.

4.7 The Chief Executive Officer or their delegate may refuse an application to speak at a public forum. The Chief Executive Officer or their delegate must give reasons in writing for a decision to refuse an application and advise the chairperson prior to the respective public forum session.

4.8 No more than two (2) speakers are to be permitted to speak 'for' or 'against' each item of business on the agenda for the Council meeting.

4.9 If more than the permitted number of speakers apply to speak 'for' or 'against' any item of business, the Chief Executive Officer or their delegate may request the speakers to nominate from among themselves the persons who are to address the Council on the item of business. If the speakers are not able to agree on whom to nominate to address the Council, the first two (2) speakers to register interest to speak on that item shall be permitted to speak to the item.

4.10 If more than the permitted number of speakers apply to speak 'for' or 'against' any item of business, the Chief Executive Officer or their delegate may, in consultation with the Mayor or the chairperson as the case may be, increase the number of speakers permitted to speak on an item of business, where they are satisfied that it is necessary to do so to allow the Council to hear a fuller range of views on the relevant item of business. Additional speakers shall speak once all registered speakers have spoken and will only be permitted provided that the maximum time for public forum of 30 minutes is not exceeded.

4.11 Approved speakers at the public forum are to register with the Council any written, visual or audio material to be

presented in support of their address to the Council at the public forum, and to identify any equipment needs no less than one (1) business day before the public forum. The Chief Executive Officer or their delegate may refuse to allow such material to be presented should the request be unreasonable and the equipment not being readily available.

4.12 The Chief Executive Officer or their delegate is to determine the order of speakers at the public forum. This will usually be determined by the order in which the requests are received.

4.13 Each speaker will be allowed five (5) minutes to address the Council. This time is to be strictly enforced by the chairperson.

4.14 Speakers at public forums must not digress from the item on the agenda of the Council meeting they have applied to address the Council on. If a speaker digresses to irrelevant matters, the chairperson is to direct the speaker not to do so. If a speaker fails to observe a direction from the chairperson, the speaker will not be further heard and be requested to return to their seat.

4.15 A Councillor (including the chairperson) may, through the chairperson, ask questions of a speaker following their address at a public forum. Questions put to a speaker must be direct, succinct and without argument.

4.16 Speakers at public forums **cannot** ask questions of the Council, Councillors or Council staff.

4.17 The Chief Executive Officer or their nominee may, with the concurrence of the chairperson, address the Council for up to two (2) minutes in response to an address to the Council at a public forum after the address and any subsequent questions and answers have been finalised.

4.18 Where an address made at a public forum raises matters that require further consideration by Council staff, the Chief Executive Officer may recommend to the chairperson that the Council defer consideration of the matter pending the preparation of a further report on the matters.

4.19 When addressing the Council, speakers at public forums must comply with this code and all other relevant Council codes, policies and procedures. Speakers must refrain from engaging in disorderly conduct, publicly alleging breaches of the Council's Code of Conduct or making other potentially defamatory statements.

4.20 If the chairperson considers that a speaker at a public forum has engaged in conduct of the type referred to in clause 4.19, the chairperson may request the person to refrain from the inappropriate behaviour and to withdraw and unreservedly apologise for any inappropriate comments. Where the speaker fails to comply with the chairperson's request, the chairperson may immediately require the person to stop speaking.

4.21 Clause 4.20 does not limit the ability of the chairperson to deal with disorderly conduct by speakers at public forums in accordance with the provisions of Part 15 of this code.

4.22 Where a speaker engages in conduct of the type referred to in clause 4.19, the Chief Executive Officer or their delegate may refuse further applications from that person to speak at public forums for a period of six (6) months. Should this speaker repeat this conduct following this suspension at a further public forum session, the Chief Executive Officer or their delegate may refuse further applications from that person to speak at public forums for a period of

twelve (12) months. Should this speaker repeat this conduct following this second suspension at a further public forum session, the Chief Executive Officer or their delegate may refuse further applications from that person to speak at public forums indefinitely.

4.23 Councillors (including the Mayor) must declare and manage any conflicts of interest they may have in relation to any item of business that is the subject of an address at a public forum, in the same way that they are required to do so during the remainder of a Council or Committee meeting. The Council is to maintain a written record of all conflict of interest declarations made at public forums and how the conflict of interest was managed by the Councillor who made the declaration.

4.24 Where an address relates to an issue of general interest (ie a matter not listed on the agenda), it cannot be debated by Council except where in accordance with Section 241 of the Local Government (General) Regulation 2005:

(a) motion is passed to have the business transacted at the meeting; and

(b) the business proposed to be brought forward is ruled by the Chairperson to be of great urgency.

4.25 Speakers must conduct themselves with respect to Council and observe the rules of order and meeting procedure as contained in Council's Code of Meeting Practice. As part of Public Forum, the Mayor shall ensure the conduct of public forum is such that presenters:

- confine their presentation to a statement of facts

- not insult or make personal reflections or impute improper motives to any Councillor or member of staff

- not say or do anything that is inconsistent with maintaining order at the meeting or is likely to bring Council into contempt

- allow other speakers to put their views without interruption.

4.26 Any potential tenderer (being a person or entity, including their agent, employee or representative, that has requested documents or information regarding a tender or quotation) must not be permitted to address a meeting of Council (including any Committee or Working Party of Council) regarding the relevant tender or quotation without the prior written consent of the Chief Executive Officer.

In deciding whether to grant such consent, the Chief Executive Officer may take into consideration: any relevant legislative requirements, tendering guidelines issued by the Office of Local Government from time to time, terms of the relevant tender or quotation documents, Council's Code of Conduct, and the rules of procedural fairness.

(It is noted that Council has a statutory obligation to ensure that any requests for tender or quotation documents, or information or clarification regarding the tender or quotation, from any potential tenderer must be directed to the responsible officer identified in the tender or quotation documents.)

4.27 It is Council's practice that members of the public who have an interest in matters before Council's standing committees (ie Planning, Development and Environment Committee; Infrastructure, Community and Recreation Committee or Economic Development, Business and Corporate) are advised that they may attend and address those committees. This practice is more informal and there is often interaction/ questions/ discussions

between those persons and the Councillors and staff. This informality has been at the discretion of the Chairperson, noting that only those matters listed on the Committee's agenda will be discussed, matters of "general interest" are not to be raised by the public.

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5. COMING TOGETHER

Attendance by Councillors at Meetings

(Mandatory Provisions 5.1 – 5.8)

5.1 All Councillors must make reasonable efforts to attend meetings of the Council and of Committees of the Council of which they are members.

Note: A Councillor may not attend a meeting as a Councillor (other than the first meeting of the Council after the Councillor is elected or a meeting at which the Councillor takes an oath or makes an affirmation of office) until they have taken an oath or made an affirmation of office in the form prescribed under section 233A of the Act.

5.2 A Councillor cannot participate in a meeting of the Council or of a Committee of the Council unless personally present at the meeting.

5.3 Where a Councillor is unable to attend one or more Ordinary meetings of the Council, the Councillor should formally request that the Council grant them leave of absence from those meetings. This clause does not prevent a Councillor from making an apology if they are unable to attend a meeting. However, the acceptance of such an apology does not constitute the granting of a leave of absence for the purposes of this code and the Act.

Note: The making an apology by a Councillor is to be done so in writing to the Chief Executive Officer at least one (1) hour prior to the commencement of a meeting who will notify the Mayor, or chairperson prior to the commencement of a meeting. An apology will not be recorded for an absent Councillor who has not provided formal notification.

5.4 A Councillor's request for leave of absence from Council meetings should, if practicable, identify (by date) the

meetings from which the Councillor intends to be absent and the grounds upon which the leave of absence is being sought.

5.6 The Council must act reasonably when considering whether to grant a Councillor's request for a leave of absence.

5.7 A Councillor's civic office will become vacant if the Councillor is absent from three (3) consecutive ordinary meetings of the Council without prior leave of the Council, or leave granted by the Council at any of the meetings concerned, unless the holder is absent because they have been suspended from office under the Act, or because the Council has been suspended under the Act, or as a consequence of a compliance order under section 438HA.

Note: Clause 5.7 reflects section 234(1)(d) of the Act.

5.8 A Councillor who intends to attend a meeting of the Council despite having been granted a leave of absence should, if practicable, give the Chief Executive Officer at least two (2) days' notice of their intention to attend.

The Quorum for a Meeting

(Mandatory Provisions 5.9 – 5.13)

Non-mandatory Provisions 5.14-5.16)

5.9 The quorum for a meeting of the Council is a majority of the Councillors of the Council who hold office at that time and are not suspended from office.

Note: Clause 5.9 reflects section 368(1) of the Act.

5.10 Clause 5.9 does not apply if the quorum is required to be determined in accordance with directions of the Minister in a performance improvement order issued in respect of the Council.

Note: Clause 5.10 reflects section 368(2) of the Act.

5.11 A meeting of the Council must be adjourned if a quorum is not present:

(a) at the commencement of the meeting where the number of apologies received for the meeting indicates that there will not be a quorum for the meeting, or

(b) within half an hour after the time designated for the holding of the meeting, or

(c) at any time during the meeting.

5.12 In either case, the meeting must be adjourned to a time, date and place fixed:

(a) by the chairperson, or

(b) in the chairperson's absence, by the majority of the councillors present, or

(c) failing that, by the Chief Executive Officer.

5.13 The Chief Executive Officer must record in the Council's minutes the circumstances relating to the absence of a quorum (including the reasons for the absence of a quorum) at or arising during a meeting of the Council, together with the names of the Councillors present.

5.14 Where, prior to the commencement of a meeting, it becomes apparent that a quorum may not be present at the meeting, or that the safety and welfare of Councillors, Council staff and members of the public may be put at risk by attending the meeting because of a natural disaster (such as, but not limited to flood or bushfire), the Mayor may, in consultation with the Chief Executive Officer and, as far as is practicable, with each Councillor, cancel the meeting. Where a meeting is cancelled, notice of the cancellation must be published on the Council's website and in such other manner that the Council is satisfied is likely to bring notice of the cancellation to

the attention of as many people as possible.

5.15 Where a meeting is cancelled under clause 5.14, the business to be considered at the meeting may instead be considered, where practicable, at the next ordinary meeting of the Council or at an extraordinary meeting called under clause 3.2.

Entitlement of the Public to Attend Council Meetings

(Mandatory Provisions 5.16 – 5.18)

5.16 Everyone is entitled to attend a meeting of the Council and Committees of the Council. The Council must ensure that all meetings of the Council and Committees of the Council are open to the public.

Note: Clause 5.16 reflects section 10(1) of the Act. Committees of the Council in this context refers to standing committees where all Councillors are members.

5.17 Clause 5.16 does not apply to parts of meetings that have been closed to the public under section 10A of the Act.

5.18 A person (whether a Councillor or another person) is not entitled to be present at a meeting of the Council or a Committee of the Council if expelled from the meeting:

(a) by a resolution of the meeting,

or

(b) by the person presiding at the meeting if the Council has, by resolution, authorised the person presiding to exercise the power of expulsion.

Note: Clause 5.18 reflects section 10(2) of the Act.

Webcasting of Meetings

(Mandatory Provisions 5.19 – 5.22)

5.19 All meetings of the Council and Committees of the Council are to be webcast on the Council's website.

These meetings shall be webcast as an audio-visual live stream with a copy of the stream being retained on Council's website for a minimum period of 6 months.

It is noted that due to technical difficulties, it may not be possible to produce an audio-visual live stream and in these cases an audio recording will be made available on Council's website within 48 hours of the meeting being held.

5.20 Clause 5.19 does not apply to parts of a meeting that have been closed to the public under section 10A of the Act.

5.21 At the start of each meeting the chairperson is to make a statement informing those in attendance that the meeting is being webcast and that those in attendance should refrain from making any defamatory statements.

5.22 A recording of each meeting of the Council and Committee of the Council is to be retained on the council's website for a minimum period of 6 months. Recordings of meetings may be disposed of in accordance with the State Records Act 1998.

Attendance of the Chief Executive Officer and Other Staff at Meetings

(Mandatory Provisions 5.23 – 5.26)

5.23 The Chief Executive Officer is entitled to attend, but not to vote at, a meeting of the Council or a meeting of a Committee of the Council of which all of the members are Councillors.

Note: Clause 5.23 reflects section 376(1) of the Act.

5.24 The Chief Executive Officer is entitled to attend a meeting of any other Committee of the Council and may, if a member of the Committee, exercise a vote.

Note: Clause 5.24 reflects section 376(2) of the Act.

5.25 The Chief Executive Officer may be excluded from a meeting of the Council or a Committee while the Council or Committee deals with a matter relating to the standard of performance of the Chief Executive Officer or the terms of employment of the Chief Executive Officer.

Note: Clause 5.25 reflects section 376(3) of the Act.

5.26 The attendance of other Council staff at a meeting, (other than as members of the public) shall be with the approval of the Chief Executive Officer.

6. THE CHAIRPERSON

The Chairperson at Meetings

(Mandatory Provisions 6.1 – 6.2)

6.1 The Mayor, or at the request of or in the absence of the Mayor, the Deputy Mayor (if any) presides at meetings of the Council.

Note: Clause 6.1 reflects section 369(1) of the Act.

6.2 If the Mayor and the Deputy Mayor (if any) are absent, a Councillor elected to chair the meeting by the Councillors present presides at a meeting of the Council.

Note: Clause 6.2 reflects section 369(2) of the Act.

Election of the Chairperson in the Absence of the Mayor and Deputy Mayor

(Mandatory Provisions 6.3 – 6.8)

6.3 If no chairperson is present at a meeting of the Council at the time designated for the holding of the meeting, the first business of the meeting must be the election of a chairperson to preside at the meeting.

6.4 The election of a chairperson must be conducted:

(a) by the Chief Executive Officer or, in their absence, an employee of the Council designated by the Chief Executive Officer to conduct the election, or

(b) by the person who called the meeting or a person acting on their behalf if neither the Chief Executive Officer nor a designated employee is present at the meeting, or if there is no Chief Executive Officer or designated employee.

6.5 If, at an election of a chairperson, two (2) or more candidates receive the same number of votes and no other candidate receives a greater number of votes, the chairperson is to be the candidate whose name is chosen by lot.

6.6 For the purposes of clause 6.5, the person conducting the election must:

(a) arrange for the names of the candidates who have equal numbers of votes to be written on similar slips, and

(b) then fold the slips so as to prevent the names from being seen, mix the slips and draw one of the slips at random.

6.7 The candidate whose name is on the drawn slip is the candidate who is to be the chairperson.

6.8 Any election conducted under clause 6.3, and the outcome of the vote, are to be recorded in the minutes of the meeting.

Chairperson to Have Precedence

(Mandatory Provisions 6.9)

6.9 When the chairperson rises or speaks during a meeting of the Council:

(a) any Councillor then speaking or seeking to speak must cease speaking and, if standing, immediately resume their seat, and

(b) every Councillor present must be silent to enable the chairperson to be heard without interruption.

7. MODES OF ADDRESS

(Non-Mandatory Provisions 7.1 – 7.4)

7.1 If the chairperson is the Mayor, they are to be addressed as 'Mr Mayor' or 'Madam Mayor'.

7.2 Where the chairperson is not the Mayor, they are to be addressed as either 'Mr Chairperson' or 'Madam Chairperson'.

7.3 A Councillor is to be addressed as 'Councillor [surname]'.

7.4 A Council officer is to be addressed by their official designation or as Mr/Ms [surname] or their position title.

7.5 During a meeting of the Council, all Councillors with the exception of the chairperson, or any Councillor prevented by physical infirmity, shall stand when speaking.

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8. ORDER OF BUSINESS FOR ORDINARY COUNCIL MEETINGS

(Mandatory Provisions 8.1/8.2 – 8.4)

8.1 The general order of business for an ordinary meeting of the council shall be:

- 01 Opening meeting
- 02 Prayer
- 03 Acknowledgement of country
- 04 Apologies and applications for a leave of absence by Councillors
- 05 Conflicts of Interest
- 06 Public Forum
- 07 Confirmation of Minutes
- 08 Mayoral minute(s)
- 09 Correspondence
- 10 Procedural Matters
- 11 Information Only Matters
- 12 Petitions
- 13 Matters Considered by Committees
- 14 Notices of Motion/ Notices of Motion of Rescission
- 15 Delegates' Reports
- 16 Reports from Staff
- 17 Questions on Notice
- 18 Comments and Matters of Urgency
- 19 Committee of the Whole/Confidential matters (where required)
- 20 Conclusion of the meeting

8.2 The order of business as fixed under 8.1 may be altered for a particular meeting of the Council if a motion to that effect is passed at that meeting. Such a motion can be moved without notice.

8.3 Despite clauses 10.20–10.30, only the mover of a motion referred to in clause 8.2 may speak to the motion before it is put.

8.4 With regard to the lodgement of petitions:

(a) Petitions must be lodged in the format as specified in the Petitions Policy

(b) Petitions may be lodged at a Council meeting however they are not to

be considered or debated unless a resolution of Council is passed to transact the business of the meeting and the chairperson rules it as a matter of urgency in accordance with 9.3.

(c) Petitions lodged with Council will be presented to Council for consideration at the next available Ordinary meeting of Council where the agenda has not already been determined.

8.5 (a) Questions on Notice must be lodged in writing with the Chief Executive Officer no later than 5pm on the Monday of the week prior to the scheduled Ordinary Meeting of the Council.

(b) Questions on Notice must directly relate to the business of the Council and must comply with the Local Government (General) Regulation 2005 which provides in Clause 249 that a "Councillor must put every such question directly, succinctly and without argument."

9. CONSIDERATION OF BUSINESS AT COUNCIL MEETINGS

Business that can be Dealt with at a Council Meeting

(Mandatory Provisions 9.1 – 9.5)

9.1 The Council must not consider business at a meeting of the Council:

(a) unless a Councillor has given notice of the business, as required by clause 3.9, and

(b) unless notice of the business has been sent to the Councillors in accordance with clause 3.6 in the case of an Ordinary meeting or clause 3.8 in the case of an Extraordinary meeting called in an emergency.

9.2 Clause 9.1 does not apply to the consideration of business at a meeting, if the business:

(a) is already before, or directly relates to, a matter that is already before the Council, or

(b) is the election of a chairperson to preside at the meeting, or

(c) subject to clause 9.9, is a matter or topic put to the meeting by way of a mayoral minute, or

(d) is a motion for the adoption of recommendations of a Committee, including, but not limited to, a Committee of the Council.

9.3 Despite clause 9.1, business may be considered at a meeting of the Council even though due notice of the business has not been given to the Councillors if:

(a) a motion is passed to have the business considered at the meeting, and

(b) the business to be considered is ruled by the chairperson to be of great urgency on the grounds that it requires a decision by the Council before the next scheduled ordinary meeting of the Council.

9.4 A motion moved under clause 9.3(a) can be moved without notice.

Despite clauses 10.20–10.30, only the mover of a motion referred to in clause 9.3(a) can speak to the motion before it is put.

9.5 A motion of dissent cannot be moved against a ruling by the chairperson under clause 9.3(b).

Mayoral Minutes

(Mandatory Provisions 9.6 – 9.9

Non-mandatory Provision 9.10)

9.6 Subject to clause 9.9, if the Mayor is the chairperson at a meeting of the Council, the Mayor may, by minute signed by the Mayor, put to the meeting, in writing, without notice any matter or topic that is within the jurisdiction of the Council or of which the Council has official knowledge.

9.7 A Mayoral Minute, when put to a meeting, takes precedence over all business on the Council's agenda for the meeting. The chairperson (but only if the chairperson is the Mayor) may move the adoption of a Mayoral Minute without the motion being seconded.

9.8 A recommendation made in a Mayoral Minute put by the Mayor is, so far as it is adopted by the Council, a resolution of the Council.

9.9 A Mayoral Minute must not be used to put without notice matters that are routine and not urgent, or matters for which proper notice should be given because of their complexity. For the purpose of this clause, a matter will be urgent where it requires a decision by the Council before the next scheduled Ordinary meeting of the Council.

9.10 Where a Mayoral Minute makes a recommendation which, if adopted, would require the expenditure of funds on works and/or services other than those already provided for in the Council's current adopted operational plan, it must

identify the source of funding for the expenditure that is the subject of the recommendation.

If the Mayoral Minute does not identify a funding source, the Council must defer consideration of the matter, pending a report from the Chief Executive Officer on the availability of funds for implementing the recommendation if adopted.

Staff Reports

(Mandatory Provision 9.11)

9.11 A recommendation made in a staff report is, so far as it is adopted by the Council, a resolution of the Council.

Reports of Committees of Council

(Mandatory Provisions 9.12 – 9.13)

9.12 The recommendations of a Committee of the Council are, so far as they are adopted by the Council, resolutions of the Council.

9.13 If in a report of a Committee of the Council distinct recommendations are made, the Council may make separate decisions on each recommendation.

Questions

(Mandatory Provisions 9.14 – 9.19)

9.14 A question must not be asked at a meeting of the Council unless it concerns a matter on the agenda of the meeting or notice has been given of the question in accordance with clauses 3.9 and 3.12.

9.15 A Councillor may, through the chairperson, put a question to another Councillor about a matter on the agenda.

9.16 A Councillor may, through the Chief Executive Officer, put a question to a Council employee about a matter on the agenda. Council employees are only obliged to answer a question put to them through the Chief Executive Officer at the direction of the Chief Executive Officer.

9.17 A Councillor or Council employee to whom a question is put is entitled to be given reasonable notice of the question and, in particular, sufficient notice to enable reference to be made to other persons or to documents. Where a Councillor or Council employee to whom a question is put is unable to respond to the question at the meeting at which it is put, they may take it on notice and report the response to the next meeting of the Council or before the next meeting of Council with the response being circulated to all Councillors.

9.18 Councillors must put questions directly, succinctly, respectfully and without argument.

9.19 The chairperson must not permit discussion on any reply to, or refusal to reply to, a question put to a Councillor or Council employee.

10. RULES OF DEBATE

Motions to be Seconded

(Mandatory Provision 10.1)

10.1 Unless otherwise specified in this code, a motion or an amendment cannot be debated unless or until it has been seconded.

Notices of Motion

(Mandatory Provisions 10.2 – 10.4)

10.2 A Councillor who has submitted a notice of motion under clause 3.9 is to move the motion the subject of the notice of motion at the meeting at which it is to be considered.

10.3 If a Councillor who has submitted a notice of motion under clause 3.9 wishes to withdraw it after the agenda and business paper for the meeting at which it is to be considered have been sent to Councillors, the Councillor may request the withdrawal of the motion when it is before the Council.

10.4 In the absence of a Councillor who has placed a notice of motion on the agenda for a meeting of the Council:

(a) any other Councillor may, with the leave of the chairperson, move the motion at the meeting, or

(b) the chairperson may defer consideration of the motion until the next meeting of the Council.

Chairperson's Duties With Respect to Motions

(Mandatory Provisions 10.5 – 10.8)

10.5 It is the duty of the chairperson at a meeting of the Council to receive and put to the meeting any lawful motion that is brought before the meeting.

10.6 The chairperson must rule out of order any motion or amendment to a motion that is unlawful or the implementation of which would be unlawful.

10.7 Before ruling out of order a motion or an amendment to a motion under clause 10.6, the chairperson is to give the mover an opportunity to clarify or amend the motion or amendment.

10.8 Any motion, amendment or other matter that the chairperson has ruled out of order is taken to have been lost.

Motions Requiring the Expenditure of Funds

(Non-Mandatory Provision 10.9)

10.9 A motion or an amendment to a motion which if passed would require the expenditure of funds on works and/or services other than those already provided for in the Council's current adopted operational plan must identify the source of funding for the expenditure that is the subject of the motion. If the motion does not identify a funding source, the Council must defer consideration of the matter, pending a report from the Chief Executive Officer on the availability of funds for implementing the motion if adopted.

Amendments to motions

(Mandatory Provisions 10.10 – 10.16)

10.10 An amendment to a motion must be moved and seconded before it can be debated.

10.11 An amendment to a motion must relate to the matter being dealt with in the original motion before the Council and must not be a direct negative of the original motion. An amendment to a motion which does not relate to the matter being dealt with in the original motion, or which is a direct negative of the original motion, must be ruled out of order by the chairperson.

10.12 The mover of an amendment is to be given the opportunity to explain any uncertainties in the proposed amendment before a seconder is called for.

10.13 If an amendment has been lost, a further amendment can be moved to the motion to which the lost amendment was moved, and so on, but no more than one (1) motion and one (1) proposed amendment can be before Council at any one time.

10.14 While an amendment is being considered, debate must only occur in relation to the amendment and not the original motion. Debate on the original motion is to be suspended while the amendment to the original motion is being debated.

10.15 If the amendment is carried, it becomes the motion and is to be debated. If the amendment is lost, debate is to resume on the original motion.

10.16 An amendment may become the motion without debate or a vote where it is accepted by the councillor who moved the original motion.

Foreshadowed Motions

(Mandatory Provisions 10.17 – 10.19)

10.17 A Councillor may propose a foreshadowed motion in relation to the matter the subject of the original motion before the Council, without a seconder during debate on the original motion. The foreshadowed motion is only to be considered if the original motion is lost or withdrawn and the foreshadowed motion is then moved and seconded. If the original motion is carried, the foreshadowed motion lapses.

10.18 Where an amendment has been moved and seconded, a Councillor may, without a seconder, foreshadow a further amendment that they propose to move after the first amendment has been dealt with. There is no limit to the number of foreshadowed amendments that may be put before the Council at any time. However, no discussion can take place on foreshadowed amendments until the

previous amendment has been dealt with and the foreshadowed amendment has been moved and seconded.

10.19 Foreshadowed motions and foreshadowed amendments are to be considered in the order in which they are proposed. However, foreshadowed motions cannot be considered until all foreshadowed amendments have been dealt with.

Limitations on the Number and Duration of Speeches

(Mandatory Provisions 10.20 – 10.30)

10.20 A Councillor who, during a debate at a meeting of the Council, moves an original motion, has the right to speak on each amendment to the motion and a right of general reply to all observations that are made during the debate in relation to the motion, and any amendment to it at the conclusion of the debate before the motion (whether amended or not) is finally put.

10.21 A Councillor, other than the mover of an original motion, has the right to speak once on the motion and once on each amendment to it.

10.22 A Councillor must not, without the consent of the Council, speak more than once on a motion or an amendment, or for longer than five (5) minutes at any one time.

10.23 Despite clause 10.22, the chairperson may permit a Councillor who claims to have been misrepresented or misunderstood to speak more than once on a motion or an amendment, and for longer than five (5) minutes on that motion or amendment to enable the Councillor to make a statement limited to explaining the misrepresentation or misunderstanding.

10.24 Despite clause 10.22, the Council may resolve to shorten the duration of

speeches to expedite the consideration of business at a meeting.

10.25 Despite clauses 10.20 and 10.21, a Councillor may move that a motion or an amendment be now put:

(a) if the mover of the motion or amendment has spoken in favour of it and no Councillor expresses an intention to speak against it, or

(b) if at least two (2) Councillors have spoken in favour of the motion or amendment and at least two (2) Councillors have spoken against it.

10.26 The chairperson must immediately put to the vote, without debate, a motion moved under clause 10.25. A seconder is not required for such a motion.

10.27 If a motion that the original motion or an amendment be now put is passed, the chairperson must, without further debate, put the original motion or amendment to the vote immediately after the mover of the original motion has exercised their right of reply under clause 10.20.

10.28 If a motion that the original motion or an amendment be now put is lost, the chairperson must allow the debate on the original motion or the amendment to be resumed.

10.29 All Councillors must be heard without interruption and all other Councillors must, unless otherwise permitted under this code, remain silent while another Councillor is speaking.

10.30 Once the debate on a matter has concluded and a matter has been dealt with, the chairperson must not allow further debate on the matter.

11. VOTING

Voting Entitlements of Councillors

(Mandatory Provisions 11.1 – 11.3)

11.1 Each councillor is entitled to one (1) vote.

Note: Clause 11.1 reflects section 370(1) of the Act.

11.2 The person presiding at a meeting of the Council has, in the event of an equality of votes, a second or casting vote.

Note: Clause 11.2 reflects section 370(2) of the Act.

11.3 Where the chairperson declines to exercise, or fails to exercise, their second or casting vote, in the event of an equality of votes, the motion being voted upon is lost.

Voting at Council Meetings

(Mandatory Provisions 11.5 – 11.10)

(Non-mandatory Provision 11.11)

11.4 A Councillor who is present at a meeting of the Council but who fails to vote on a motion put to the meeting is taken to have voted against the motion.

11.5 If a Councillor votes against a motion put at a Council meeting, the Chief Executive Officer must ensure that the Councillor's dissenting vote is recorded in the Council's minutes as if a division had been called.

11.6 The decision of the chairperson as to the result of a vote is final, unless the decision is immediately challenged and not fewer than two (2) Councillors rise and call for a division.

11.7 When a division on a motion is called, the chairperson must ensure that the division takes place immediately. The Chief Executive Officer must ensure that the names of those who vote for the motion and those who vote against it are recorded in the Council's minutes for the meeting.

11.8 When a division on a motion is called, any Councillor who fails to vote will be recorded as having voted against the motion in accordance with clause 11.4 of this code.

11.10 Voting at a meeting, including voting in an election at a meeting, is to be by open means (such as on the voices, by show of hands or by a visible electronic voting system). However, the Council may resolve that the voting in any election by Councillors for Mayor or Deputy Mayor is to be by secret ballot.

Voting on Planning Decisions

(Mandatory Provisions 11.12 – 11.15)

11.11 The Chief Executive Officer must keep a register containing, for each planning decision made at a meeting of the Council or a Council Committee (including, but not limited to a Committee of the Council), the names of the Councillors who supported the decision and the names of any Councillors who opposed (or are taken to have opposed) the decision.

11.12 For the purpose of maintaining the register, a division is taken to have been called whenever a motion for a planning decision is put at a meeting of the Council or a Council Committee.

11.13 Each decision recorded in the register is to be described in the register or identified in a manner that enables the description to be obtained from another publicly available document.

11.14 Clauses 11.11–11.13 apply also to meetings that are closed to the public.

Note: Clauses 11.11–11.14 reflect section 375A of the Act.

Note: The requirements of clause 11.11 may be satisfied by maintaining a register of the minutes of each planning decision.

12. COMMITTEE OF THE WHOLE

(Mandatory Provisions 12.1 – 12.4)

12.1 The Council may resolve itself into a Committee to consider any matter before the Council.

Note: Clause 12.1 reflects section 373 of the Act.

12.2 All the provisions of this code relating to meetings of the Council, so far as they are applicable, extend to and govern the proceedings of the Council when in Committee of the Whole, except the provisions limiting the number and duration of speeches.

Note: Clauses 10.20–10.30 limit the number and duration of speeches.

12.3 The Chief Executive Officer or, in the absence of the Chief Executive Officer, an employee of the Council designated by the Chief Executive Officer, is responsible for reporting to the Council the proceedings of the Committee of the Whole. It is not necessary to report the proceedings in full but any recommendations of the Committee must be reported.

12.4 The Council must ensure that a report of the proceedings (including any recommendations of the Committee) is recorded in the Council's minutes. However, the Council is not taken to have adopted the report until a motion for adoption has been made and passed.

13. DEALING WITH ITEMS BY EXCEPTION

(Non-mandatory Provisions 13.1 – 13.7)

13.1 The Council or a Committee of Council may, at any time, resolve to adopt multiple items of business on the agenda together by way of a single resolution.

13.2 Before the Council or Committee resolves to adopt multiple items of business on the agenda together under clause 13.1, the chairperson must list the items of business to be adopted and ask Councillors to identify any individual items of business listed by the chairperson that they intend to vote against the recommendation made in the business paper or that they wish to speak on.

13.3 The Council or Committee must not resolve to adopt any item of business under clause 13.1 that a Councillor has identified as being one they intend to vote against the recommendation made in the business paper or to speak on.

13.4 Where the consideration of multiple items of business together under clause 13.1 involves a variation in the order of business for the meeting, the Council or Committee must resolve to alter the order of business in accordance with clause 8.3.

13.5 A motion to adopt multiple items of business together under clause 13.1 must identify each of the items of business to be adopted and state that they are to be adopted as recommended in the business paper.

13.6 Items of business adopted under clause 13.1 are to be taken to have been adopted unanimously.

13.7 Councillors must ensure that they declare and manage any conflicts of interest they may have in relation to items of business considered together under clause 13.1 in accordance with the requirements of the council's code of conduct.

14. CLOSURE OF COUNCIL MEETINGS TO THE PUBLIC

(Mandatory Provisions 14.1 – 14.2)

14.1 The Council or a Committee of the Council may close to the public so much of its meeting as comprises the discussion or the receipt of any of the following types of matters:

(a) personnel matters concerning particular individuals (other than Councillors),

(b) the personal hardship of any resident or ratepayer,

(c) information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business,

(d) commercial information of a confidential nature that would, if disclosed:

(i) prejudice the commercial position of the person who supplied it, or

(ii) confer a commercial advantage on a competitor of the Council or

(iii) reveal a trade secret,

(e) information that would, if disclosed, prejudice the maintenance of law,

(f) matters affecting the security of the Council, Councillors, Council staff or Council property,

(g) advice concerning litigation, or advice that would otherwise be privileged from production in legal proceedings on the ground of legal professional privilege,

(h) information concerning the nature and location of a place or an item of Aboriginal significance on community land,

(i) alleged contraventions of the Council's Code of Conduct.

Note: Clause 14.1 reflects section 10A(1) and (2) of the Act.

14.2 The Council or a Committee of the Council may also close to the public so much of its meeting as comprises a motion to close another part of the meeting to the public.

Note: Clause 14.2 reflects section 10A(3) of the Act.

Matters to be Considered when Closing Meetings to the Public

(Mandatory Provisions 14.3 – 14.7)

14.3 A meeting is not to remain closed during the discussion of anything referred to in clause 14.1:

(a) except for so much of the discussion as is necessary to preserve the relevant confidentiality, privilege or security and

(b) if the matter concerned is a matter other than a personnel matter concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret – unless the Council or Committee concerned is satisfied that discussion of the matter in an open meeting would, on balance, be contrary to the public interest.

Note: Clause 14.3 reflects section 10B(1) of the Act.

14.4 A meeting is not to be closed during the receipt and consideration of information or advice referred to in clause 14.1(g) unless the advice concerns legal matters that:

(a) are substantial issues relating to a matter in which the Council or Committee is involved, and

(b) are clearly identified in the advice, and

(c) are fully discussed in that advice.

Note: Clause 14.4 reflects section 10B(2) of the Act.

14.5 If a meeting is closed during the discussion of a motion to close another part of the meeting to the public (as referred to in clause 14.2), the consideration of the motion must not include any consideration of the matter or information to be discussed in that other part of the meeting other than consideration of whether the matter concerned is a matter referred to in clause 14.1.

Note: Clause 14.5 reflects section 10B(3) of the Act.

14.6 For the purpose of determining whether the discussion of a matter in an open meeting would be contrary to the public interest, it is irrelevant that:

(a) a person may misinterpret or misunderstand the discussion, or

(b) the discussion of the matter may:

(i) cause embarrassment to the Council or Committee concerned, or to Councillors or to employees of the Council, or

(ii) cause a loss of confidence in the Council or Committee.

Note: Clause 14.6 reflects section 10B(4) of the Act.

14.7 In deciding whether part of a meeting is to be closed to the public, the Council or Committee concerned must consider any relevant guidelines issued by the Chief Executive of the Office of Local Government.

Note: Clause 14.7 reflects section 10B(5) of the Act.

Notice of Likelihood of Closure Not Required in Urgent Cases

(Mandatory Provision 14.8)

14.8 Part of a meeting of the Council, or of a Committee of the Council, may be closed to the public while the Council or Committee considers a matter that has not been identified in the agenda for the meeting under clause 3.21 as a matter

that is likely to be considered when the meeting is closed, but only if:

(a) it becomes apparent during the discussion of a particular matter that the matter is a matter referred to in clause 14.1, and

(b) the Council or Committee, after considering any representations made under clause 14.9, resolves that further discussion of the matter:

(i) should not be deferred (because of the urgency of the matter), and

(ii) should take place in a part of the meeting that is closed to the public.

Note: Clause 14.8 reflects section 10C of the Act.

Representations by Members of the Public

(Mandatory Provisions 14.9-14.17)

14.9 The Council, or a Committee of the Council, may allow members of the public to make representations to or at a meeting, before any part of the meeting is closed to the public, as to whether that part of the meeting should be closed.

Note: Clause 14.9 reflects section 10A(4) of the Act.

14.10 A representation under clause 14.9 is to be made after the motion to close the part of the meeting is moved and seconded.

14.11 Where the matter has been identified in the agenda of the meeting under clause 3.21 as a matter that is likely to be considered when the meeting is closed to the public, in order to make representations under clause 14.9, members of the public must first make an application to the Council in the approved form. Applications must be received by Council no less than two (2) hours before the meeting at which the matter is to be considered.

14.12 The Chief Executive Officer (or their delegate) may refuse an application

made under clause 14.11. The Chief Executive Officer or their delegate must give reasons in writing for a decision to refuse an application.

14.13 No more than three (3) speakers are to be permitted to make representations under clause 14.9 and each speaker shall be allowed a maximum of two (2) minutes to make representations to the Council.

14.14 If more than the permitted number of speakers apply to make representations under clause 14.9, the Chief Executive Officer or their delegate may request the speakers to nominate from among themselves the persons who are to make representations to the Council. If the speakers are not able to agree on whom to nominate to make representations under clause 14.9, the Chief Executive Officer or their delegate is to determine who will make representations to the Council.

14.15 The Chief Executive Officer (or their delegate) is to determine the order of speakers.

14.16 Where the Council or a Committee of the Council proposes to close a meeting or part of a meeting to the public in circumstances where the matter has not been identified in the agenda for the meeting under clause 3.20 as a matter that is likely to be considered when the meeting is closed to the public, the chairperson is to invite representations from the public under clause 14.9 after the motion to close the part of the meeting is moved and seconded. The chairperson is to permit no more than three (3) speakers to make representations in such order as determined by the chairperson.

14.17 Each speaker will be allowed two (2) minutes to make representations, and this time limit is to be strictly enforced by the chairperson. Speakers must confine

their representations to whether the meeting should be closed to the public. If a speaker digresses to irrelevant matters, the chairperson is to direct the speaker not to do so. If a speaker fails to observe a direction from the chairperson, the speaker will not be further heard.

Expulsion of Non-councillors from Meetings Closed to the Public

(Mandatory Provisions 14.18 - 14.19)

14.18 If a meeting or part of a meeting of the Council or a Committee of the Council is closed to the public in accordance with section 10A of the Act and this code, any person who is not a Councillor and who fails to leave the meeting when requested, may be expelled from the meeting as provided by section 10(2)(a) or (b) of the Act.

14.19 If any such person, after being notified of a resolution or direction expelling them from the meeting, fails to leave the place where the meeting is being held, a police officer, or any person authorised for the purpose by the Council or person presiding, may, by using only such force as is necessary, remove the firstmentioned person from that place and, if necessary restrain that person from reentering that place for the remainder of the meeting.

Information to be Disclosed in Resolutions Closing Meetings to the Public

(Mandatory Provision 14.20)

14.20 The grounds on which part of a meeting is closed must be stated in the decision to close that part of the meeting and must be recorded in the minutes of the meeting. The grounds must specify the following:

- (a) the relevant provision of section 10A(2) of the Act,

(b) the matter that is to be discussed during the closed part of the meeting,

(c) the reasons why the part of the meeting is being closed, including (if the matter concerned is a matter other than a personnel matter concerning particular individuals, the personal hardship of a resident or ratepayer or a trade secret) an explanation of the way in which discussion of the matter in an open meeting would be,

on balance, contrary to the public interest.

Note: Clause 14.20 reflects section 10D of the Act.

Resolutions Passed at Closed Meetings to be Made Public

(Mandatory Provisions 14.21 – 14.22)

14.21 If the Council passes a resolution during a meeting, or a part of a meeting, that is closed to the public, the chairperson must make the resolution public as soon as practicable after the meeting, or the relevant part of the meeting, has ended, and the resolution must be recorded in the publicly available minutes of the meeting.

14.22 Resolutions passed during a meeting, or a part of a meeting that is closed to the public must be made public by the chairperson under clause 14.21 during a part of the meeting that is webcast.

15. KEEPING ORDER AT MEETINGS

Points of Order

(Mandatory Provisions 15.1 – 15.3)

15.1 A Councillor may draw the attention of the chairperson to an alleged breach of this code by raising a point of order. A point of order does not require a seconder.

15.2 A point of order cannot be made with respect to adherence to the principles contained in clause 2.1.

15.3 A point of order must be taken immediately it is raised. The chairperson must suspend the business before the meeting and permit the Councillor raising the point of order to state the provision of this code they believe has been breached. The chairperson must then rule on the point of order – either by upholding it or by overruling it.

Questions of Order

(Mandatory Provisions 15.4 – 15.7)

15.4 The chairperson, without the intervention of any other Councillor, may call any Councillor to order whenever, in the opinion of the chairperson, it is necessary to do so.

15.5 A Councillor who claims that another Councillor has committed an act of disorder, or is out of order, may call the attention of the chairperson to the matter.

15.6 The chairperson must rule on a question of order immediately after it is raised but, before doing so, may invite the opinion of the Council.

15.7 The chairperson's ruling must be obeyed unless a motion dissenting from the ruling is passed.

Motions of Dissent

(Mandatory Provisions 15.8 – 15.10)

15.8 A Councillor can, without notice, move to dissent from a ruling of the chairperson on a point of order or a question of order. If that happens, the chairperson must suspend the business before the meeting until a decision is made on the motion of dissent.

15.9 If a motion of dissent is passed, the chairperson must proceed with the suspended business as though the ruling dissented from had not been given. If, as a result of the ruling, any motion or business has been rejected as out of order, the chairperson must restore the motion or business to the agenda and proceed with it in due course.

15.10 Despite any other provision of this code, only the mover of a motion of dissent and the chairperson can speak to the motion before it is put. The mover of the motion does not have a right of general reply.

Acts of Disorder

(Mandatory Provisions 15.10 – 15.11)

15.11 A Councillor commits an act of disorder if the Councillor, at a meeting of the Council or a Committee of the Council:

(a) contravenes the Act or any regulation in force under the Act or this code, or

(b) assaults or threatens to assault another Councillor or person present at the meeting, or

(c) moves or attempts to move a motion or an amendment that has an unlawful purpose or that deals with a matter that is outside the jurisdiction of the Council or the Committee, or addresses or attempts to address the Council or the Committee on such a motion, amendment or matter, or

(d) insults or makes personal reflections on or imputes improper

motives to any other Council official, or alleges a breach of the Council's Code of Conduct, or

(e) says or does anything that is inconsistent with maintaining order at the meeting or is likely to bring the Council or the Committee into disrepute.

15.12 The chairperson may require a Councillor:

(a) to apologise without reservation for an act of disorder referred to in clauses 15.11(a) or (b), or

(b) to withdraw a motion or an amendment referred to in clause 15.11(c) and, where appropriate, to apologise without reservation, or

(c) to retract and apologise without reservation for an act of disorder referred to in clauses 15.11(d) and (e).

How Disorder at a Meeting may be Dealt With

(Mandatory Provision 15.13)

15.13 If disorder occurs at a meeting of the Council, the chairperson may adjourn the meeting for a period of not more than fifteen (15) minutes and leave the chair. The Council, on reassembling, must, on a question put from the chairperson, decide without debate whether the business is to be proceeded with or not. This clause applies to disorder arising from the conduct of members of the public as well as disorder arising from the conduct of Councillors.

Expulsion from Meetings

*(Non-mandatory Provision 15.14 - 15.16
Mandatory Provisions 15.17 - 15.20)*

15.14 All chairpersons of meetings of the Council and Committees of the Council are authorised under this code to expel any person other than a Councillor, from a Council or Committee meeting, for the purposes of section 10(2)(b) of the Act. Councillors may only be expelled by

resolution of the Council or the Committee of the Council.

15.15 Clause 15.14 does not limit the ability of the Council or a Committee of the Council to resolve to expel a person, including a Councillor, from a Council or Committee meeting, under section 10(2)(a) of the Act.

15.16 A Councillor may, as provided by section 10(2)(a) or (b) of the Act, be expelled from a meeting of the Council for having failed to comply with a requirement under clause 15.12. The expulsion of a Councillor from the meeting for that reason does not prevent any other action from being taken against the Councillor for the act of disorder concerned.

15.17 A member of the public may, as provided by section 10(2)(a) or (b) of the Act, be expelled from a meeting of the Council for engaging in or having engaged in disorderly conduct at the meeting.

15.18 Where a Councillor or a member of the public is expelled from a meeting, the expulsion and the name of the person expelled, if known, are to be recorded in the minutes of the meeting.

15.19 If a Councillor or a member of the public fails to leave the place where a meeting of the Council is being held immediately after they have been expelled, a police officer, or any person authorised for the purpose by the Council or person presiding, may, by using only such force as is necessary, remove the Councillor or member of the public from that place and, if necessary, restrain the Councillor or member of the public from re-entering that place for the remainder of the meeting.

**Use of Mobile Phones and the
Unauthorised Recording of Meetings**

(Mandatory Provisions 15.21 – 15.24)

15.20 Councillors, Council staff and members of the public must ensure that mobile phones are turned to silent during meetings of the Council and Committees of the Council.

15.21 A person must not live stream or use an audio recorder, video camera, mobile phone or any other device to make a recording of the proceedings of a meeting of the Council or a Committee of the Council without the prior authorisation of the Council or the Committee.

15.22 Any person who contravenes or attempts to contravene clause 15.21, may be expelled from the meeting as provided for under section 10(2) of the Act.

15.23 If any such person, after being notified of a resolution or direction expelling them from the meeting, fails to leave the place where the meeting is being held, a police officer, or any person authorised for the purpose by the Council or person presiding, may, by using only such force as is necessary, remove the firstmentioned person from that place and, if necessary, restrain that person from re-entering that place for the remainder of the meeting.

16. CONFLICTS OF INTEREST

(Mandatory Provision 16.1)

16.1 All Councillors and, where applicable, all other persons, must declare and manage any conflicts of interest they may have in matters being considered at meetings of the Council and Committees of the Council in accordance with the Council's code of conduct. All declarations of conflicts of interest and how the conflict of interest was managed by the person who made the declaration must be recorded in the minutes of the meeting at which the declaration was made.

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17. DECISIONS OF THE COUNCIL

Council Decisions

(Mandatory Provisions 17.1 – 17.2)

17.1 A decision supported by a majority of the votes at a meeting of the Council at which a quorum is present is a decision of the Council.

Note: Clause 17.1 reflects section 371 of the Act.

17.2 Decisions made by the Council must be accurately recorded in the minutes of the meeting at which the decision is made.

Rescinding or Altering Council Decisions

*(Mandatory Provisions 17.3 – 17.9 and 17.11
Non-mandatory Provisions 17.10 and 17.12 – 17.14)*

17.3 A resolution passed by the Council may not be altered or rescinded except by a motion to that effect of which notice has been given under clause 3.9.

Note: Clause 17.3 reflects section 372(1) of the Act.

17.4 If a notice of motion to rescind a resolution is given at the meeting at which the resolution is carried, the resolution must not be carried into effect until the motion of rescission has been dealt with.

Note: Clause 17.4 reflects section 372(2) of the Act.

17.5 If a motion has been lost, a motion having the same effect must not be considered unless notice of it has been duly given in accordance with clause 3.9.

Note: Clause 17.5 reflects section 372(3) of the Act.

17.6 A notice of motion to alter or rescind a resolution, and a notice of motion which has the same effect as a motion which has been lost, must be signed by three (3) Councillors if less than three (3) months has elapsed since the resolution was passed, or the motion was lost.

Note: Clause 17.6 reflects section 372(4) of the Act.

17.7 If a motion to alter or rescind a resolution has been lost, or if a motion which has the same effect as a previously lost motion is lost, no similar motion may be brought forward within three (3) months of the meeting at which it was lost. This clause may not be evaded by substituting a motion differently worded, but in principle the same.

Note: Clause 17.7 reflects section 372(5) of the Act.

17.8 The provisions of clauses 17.5–17.7 concerning lost motions do not apply to motions of adjournment.

Note: Clause 17.8 reflects section 372(7) of the Act.

17.9 A notice of motion submitted in accordance with clause 17.6 may only be withdrawn under clause 3.10 with the consent of all signatories to the notice of motion.

17.10 Where a Councillor intends to move a notice of motion to alter or rescind a resolution relating to a development application, the Councillor must advise the Chief Executive Officer their intent to do so immediately following the adoption of the motion and the notice of motion to alter or rescind a resolution must be submitted to the Chief Executive Officer no later than 48 hours after the completion of the meeting at which the resolution was adopted. This will allow the Council to delay the formal approval of the development application until the matter is finalised.

17.11 A motion to alter or rescind a resolution of the Council may be moved on the report of a Committee of the Council and any such report must be recorded in the minutes of the meeting of the Council.

Note: Clause 17.11 reflects section 372(6) of the Act.

17.12 Subject to clause 17.7, in cases of urgency, a motion to alter or rescind a resolution of the Council may be moved at the same meeting at which the resolution was adopted, where:

(a) a notice of motion signed by three Councillors is submitted to the chairperson, and

(b) a motion to have the motion considered at the meeting is passed, and

(c) the chairperson rules the business that is the subject of the motion is of great urgency on the grounds that it requires a decision by the Council before the next scheduled ordinary meeting of the Council.

17.13 A motion moved under clause 17.12(b) can be moved without notice. Despite clauses 10.20–10.30, only the mover of a motion referred to in clause 17.12(b) can speak to the motion before it is put.

17.14 A motion of dissent cannot be moved against a ruling by the chairperson under clause 17.12(c).

17.15 Where a Councillor has indicated that they wish to submit a notice of motion under 17.12(a), the chairperson must adjourn the meeting for five (5) minutes to allow the preparation of the notice of motion.

Recommitting Resolutions to Correct an Error

(Non-mandatory Provisions 17.15 – 17.20)

17.16 Despite the provisions of this Part, a Councillor may, with the leave of the chairperson, move to recommit a resolution adopted at the same meeting:

(a) to correct any error, ambiguity or imprecision in the council's resolution, or

(b) to confirm the voting on the resolution.

17.17 In seeking the leave of the chairperson to move to recommit a resolution for the purposes of clause 17.16(a), the Councillor is to propose alternative wording for the resolution.

17.18 The chairperson must not grant leave to recommit a resolution for the purposes of clause 17.16(a), unless they are satisfied that the proposed alternative wording of the resolution would not alter the substance of the resolution previously adopted at the meeting.

17.19 A motion moved under clause 17.16 can be moved without notice. Despite clauses 10.20–10.30, only the mover of a motion referred to in clause 17.16 can speak to the motion before it is put.

17.20 A motion of dissent cannot be moved against a ruling by the chairperson under clause 17.16.

17.21 A motion moved under clause 17.16 with the leave of the chairperson cannot be voted on unless or until it has been seconded.

18. TIME LIMITS ON COUNCIL MEETINGS

(Non-mandatory Provisions 18.1 – 18.5)

18.1 There are no time limits imposed on Council or Committee meetings however the chairperson may adjourn a meeting of Council or Committee if required due to the meeting not completing in a reasonable timeframe, following the moving and adoption of a motion to do so.

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19. AFTER THE MEETING

Minutes of Meetings

(Mandatory Provisions 19.1 – 19.7)

19.1 The Council is to keep full and accurate minutes of the proceedings of meetings of the Council.

Note: Clause 19.1 reflects section 375(1) of the Act.

19.2 At a minimum, the Chief Executive Officer must ensure that the following matters are recorded in the Council's minutes:

(a) details of each motion moved at a Council meeting and of any amendments moved to it,

(b) the names of the mover and seconder of the motion or amendment,

(c) whether the motion or amendment was passed or lost, and

(d) such other matters specifically required under this code.

19.3 The minutes of a Council meeting must be confirmed at a subsequent meeting of the Council.

Note: Clause 19.3 reflects section 375(2) of the Act.

19.4 Any debate on the confirmation of the minutes is to be confined to whether the minutes are a full and accurate record of the meeting they relate to.

19.5 When the minutes have been confirmed, they are to be signed by the person presiding at the subsequent meeting.

Note: Clause 19.5 reflects section 375(2) of the Act.

19.6 The confirmed minutes of a meeting may be amended to correct typographical or administrative errors after they have been confirmed. Any amendment made under this clause must not alter the substance of any decision made at the meeting.

19.7 The confirmed minutes of a Council meeting must be published on the Council's website. This clause does not prevent the Council from also publishing unconfirmed minutes of its meetings on its website prior to their confirmation.

Access to Correspondence and Reports Laid on the Table at, or Submitted to, a Meeting

(Mandatory Provisions 19.8 – 19.11)

19.8 The Council and Committees of the Council must, during or at the close of a meeting, or during the business day following the meeting, give reasonable access to any person to inspect correspondence and reports laid on the table at, or submitted to, the meeting.

Note: Clause 19.8 reflects section 11(1) of the Act.

19.9 Clause 19.8 does not apply if the correspondence or reports relate to a matter that was received or discussed or laid on the table at, or submitted to, the meeting when the meeting was closed to the public.

Note: Clause 19.9 reflects section 11(2) of the Act.

19.10 Clause 19.8 does not apply if the Council or the Committee resolves at the meeting, when open to the public, that the correspondence or reports are to be treated as confidential because they relate to a matter specified in section 10A(2) of the Act.

Note: Clause 19.10 reflects section 11(3) of the Act.

19.11 Correspondence or reports to which clauses 19.9 and 19.10 apply are to be marked with the relevant provision of section 10A(2) of the Act that applies to the correspondence or report.

**Implementation of Decisions of the
Council**

(Mandatory Provision 19.12)

19.12 The Chief Executive Officer is to implement, without undue delay, lawful decisions of the Council.

Note: Clause 19.12 reflects section 335(b) of the Act.

DRAFT

20. COUNCIL COMMITTEES

Application of this Part

(Mandatory Provision 20.1)

20.1 This Part only applies to Committees of the Council whose members are all Councillors.

Council Committees Whose Members are all Councillors

(Mandatory Provisions 20.2 – 20.4)

20.2 The Council may, by resolution, establish such Committees as it considers necessary.

20.3 A Committee of the Council is to consist of the Mayor and such other Councillors as are elected by the Councillors or appointed by the Council.

20.4 The quorum for a meeting of a Committee of the Council is to be:

- (a) such number of members as the Council decides, or
- (b) if the Council has not decided a number – a majority of the members of the Committee.

Functions of Committees

(Mandatory Provision 20.5)

20.5 The Council must specify the functions of each of its Committees when the Committee is established, but may from time to time amend those functions.

Notice of Committee Meetings

(Mandatory Provisions 20.6 – 20.7)

20.6 The Chief Executive Officer must send to each Councillor, regardless of whether they are a Committee member, at least three (3) days before each meeting of the Committee, a notice specifying:

- (a) the time, date and place of the meeting, and
- (b) the business proposed to be considered at the meeting.

20.7 Notice of less than three (3) days may be given of a Committee meeting called in an emergency.

Attendance at Committee Meetings

(Mandatory Provisions 20.8 – 20.9)

20.8 A Committee member (other than the Mayor) ceases to be a member of a Committee if the Committee member:

- (a) has been absent from three (3) consecutive meetings of the Committee without having given reasons acceptable to the Committee for the member's absences, or
- (b) has been absent from at least half of the meetings of the Committee held during the immediately preceding year without having given to the Committee acceptable reasons for the member's absences.

20.9 Clause 20.8 does not apply if all of the members of the Council are members of the Committee.

Non-members Entitled to Attend Committee Meetings

(Mandatory Provision 20.10)

20.10 A Councillor who is not a member of a Committee of the Council is entitled to attend, and to speak at a meeting of the Committee. However, the Councillor is not entitled:

- (a) to give notice of business for inclusion in the agenda for the meeting, or
- (b) to move or second a motion at the meeting, or
- (c) to vote at the meeting.

**Chairperson and Deputy Chairperson of
Council Committees**

(Mandatory Provisions 20.11 – 20.14)

20.11 The chairperson of each Committee of the Council must be:

- (a) the Mayor, or
- (b) if the Mayor does not wish to be the chairperson of a Committee, a member of the Committee elected by the Council, or
- (c) if the Council does not elect such a member, a member of the Committee elected by the Committee.

20.12 The Council may elect a member of a Committee of the Council as deputy chairperson of the Committee. If the Council does not elect a deputy chairperson of such a Committee, the Committee may elect a deputy chairperson.

20.13 If neither the chairperson nor the deputy chairperson of a Committee of the Council is able or willing to preside at a meeting of the Committee, the Committee must elect a member of the Committee to be acting chairperson of the Committee.

20.14 The chairperson is to preside at a meeting of a Committee of the Council. If the chairperson is unable or unwilling to preside, the deputy chairperson (if any) is to preside at the meeting, but if neither the chairperson nor the deputy chairperson is able or willing to preside, the acting chairperson is to preside at the meeting.

Procedure in Committee Meetings

(Mandatory Provisions 20.15 – 20.18)

20.15 Subject to any specific requirements of this code, each Committee of the Council may regulate its own procedure. The provisions of this code are to be taken to apply to all Committees of the Council unless the

Council or the Committee determines otherwise in accordance with this clause.

20.16 Whenever the voting on a motion put to a meeting of the Committee is equal, the chairperson of the Committee is to have a casting vote as well as an original vote unless the Council or the Committee determines otherwise in accordance with clause 20.15.

20.17 Voting at a Council Committee meeting is to be by open means (such as on the voices, by show of hands or by a visible electronic voting system).

**Closure of Committee Meetings to the
Public**

(Mandatory Provisions 20.19 – 20.21)

20.18 The provisions of the Act and Part 14 of this code apply to the closure of meetings of Committees of the Council to the public in the same way they apply to the closure of meetings of the Council to the public.

20.19 If a Committee of the Council passes a resolution, or makes a recommendation, during a meeting, or a part of a meeting that is closed to the public, the chairperson must make the resolution or recommendation public as soon as practicable after the meeting or part of the meeting has ended, and report the resolution or recommendation to the next meeting of the Council. The resolution or recommendation must also be recorded in the publicly available minutes of the meeting.

20.20 Resolutions passed during a meeting, or a part of a meeting that is closed to the public must be made public by the chairperson under clause 20.19 during a part of the meeting that is webcast.

Disorder in Committee Meetings

(Mandatory Provision 20.22)

20.21 The provisions of the Act and this code relating to the maintenance of order in Council meetings apply to meetings of Committees of the Council in the same way as they apply to meetings of the Council.

Minutes of Council Committee Meetings

(Mandatory Provision 20.23, 20.25 – 20.29

Non-mandatory provision 20.24))

20.22 Each Committee of the Council is to keep full and accurate minutes of the proceedings of its meetings. At a minimum, a Committee must ensure that the following matters are recorded in the Committee's minutes:

- (a) details of each motion moved at a meeting and of any amendments moved to it,
- (b) the names of the mover and seconder of the motion or amendment,
- (c) whether the motion or amendment was passed or lost, and
- (d) such other matters specifically required under this code.

20.23 If a Councillor votes against a motion put at a Committee of Council meeting, the Chief Executive Officer must ensure that the Councillor's dissenting vote is recorded in the Council's minutes.

20.24 The minutes of meetings of each Committee of the Council must be confirmed at a subsequent meeting of the Committee.

20.25 Any debate on the confirmation of the minutes is to be confined to whether the minutes are a full and accurate record of the meeting they relate to.

20.26 When the minutes have been confirmed, they are to be signed by the person presiding at that subsequent meeting.

20.27 The confirmed minutes of a meeting may be amended to correct typographical or administrative errors after they have been confirmed. Any amendment made under this clause must not alter the substance of any decision made at the meeting.

20.28 The confirmed minutes of a meeting of a Committee of the Council must be published on the Council's website. This clause does not prevent the Council from also publishing unconfirmed minutes of meetings of committees of the Council on its website prior to their confirmation.

21. IRREGULARITIES

(Mandatory Provision 21.1)

21.1 Proceedings at a meeting of a Council or a Council Committee are not invalidated because of:

- (a) a vacancy in a civic office, or
- (b) a failure to give notice of the meeting to any Councillor or Committee member, or
- (c) any defect in the election or appointment of a Councillor or Committee member, or
- (d) a failure of a Councillor or a Committee member to declare a conflict of interest, or to refrain from the consideration or discussion of, or vote on, the relevant matter, at a Council or Committee meeting in accordance with the Council's code of conduct, or
- (e) a failure to comply with this code.

Note: Clause 21.1 reflects section 374 of the Act.

DRAFT



REPORT: Draft Media Protocols Policy

AUTHOR: Manager Corporate Image and Communications
REPORT DATE: 8 October 2021
TRIM REFERENCE: ID21/1801

EXECUTIVE SUMMARY

As part of the regular day-to-day activities of the Corporate Image and Communications Team, it is a requirement to be responding to various media requests and enquiries. Drawing upon industry best practice from the private sector, state, federal and local government, a draft Media Protocols Policy and associated procedures has been prepared for Council's endorsement.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme: 4 Community Leadership
CSP Objective: 4.3 The resources of Council are appropriately managed
Delivery Program Strategy: 4.3.5 Council strives for transparency and is an organisation that values two way communication with stakeholders and the broader community

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

The adoption of this report and recommendations allows the proposed Policy to be placed on Public Exhibition. Following Public Exhibition, should the Policy be adopted by Council, it is recommended the Policy be subject to biennial review. This draft Policy is standalone, but should be read in conjunction with the Social Media Policies for staff and Councillors, along with the Corporate Image Policy.

RECOMMENDATION

- 1. That the report of the Manager Corporate Image and Communications, dated 8 October 2021, be noted.**
- 2. That the draft Media Protocols Policy, as attached at Appendix 1, be placed on Public Exhibition for a period of 28 days, inviting the public to make submissions.**
- 3. That, should the Media Protocols Policy be adopted by Council after the Public Exhibition period, such policy be reviewed biennially.**

Andrew Parsons

Manager Corporate Image and Communications

BACKGROUND

Dubbo Regional Council's existing Media Protocols Policy has been in place since 2017, and is in need of revision. This updated draft Media Protocols Policy takes into consideration advances in technology since the last policy adoption, and the diminishing local media landscape. The draft policy outlines what processes the Corporate Image and Communications team will follow when responding to media enquiries.

The draft Media Protocols Policy draws upon industry best practice and legislation to ensure media relations are held to the highest possible standard. It aims to provide the community, and in particular, the media, an understanding about how Council's Corporate Image and Communications Team will respond to their requests.

REPORT

The existing Media Protocols Policy has been in place since 2017, and with changes in the media landscape, along with the need to update policy to be in line with industry best practice, a revised Media Protocols Policy has been prepared for consideration of Council.

The Policy applies to Council's staff, the Mayor, and all elected officials, along with contractors and volunteers when they are representing Dubbo Regional Council in the media. The policy will also apply to verbal and written comments, public speaking engagements, including industry conferences, industry publications/media releases and the use of social media. For specific social media requirements, refer to Council's Social Media Policy – public official, professional and personal use.

The policy also includes an updated table of definitions, which has broadened the definition of 'media' to include paid media PR opportunities, and sets out a clear definition between Mayoral media responsibilities versus staff and operational media responsibilities. This draft policy will be implemented alongside the staff Media Procedures document, which is available to Council staff.

The draft Policy states that the Mayor's primary responsibilities are determined by the Mayor and the Chief Executive Officer through Governance in the Executive Services branch. Topics the Mayor will cover are listed in the policy. Any other Councillor may speak on the Mayor's behalf, if delegated the responsibility by the Mayor or CEO.

The role of Corporate Image and Communications is to be the central point of contact for all incoming media enquiries. The Corporate Image and Communications Team also acts as a central point of contact for all staff who wish to promote their activities, services or programs or events to the community through the media. It is not the responsibility of Corporate Image and Communications to facilitate media requests on behalf of Councillors/elected officials.

SUMMARY

The draft Media Protocols Policy provides clear definitions in regards to media and the industry best practice. It has been updated to reflect the changing media landscape, and the role Council can play in disseminating information to the community, via its media channels. It provides an overview of the role and responsibility of Councillors/ elected officials, the Mayor, the Chief Executive Officer, and the Corporate Image and Communications Team.

It is recommended this draft policy be placed on Public Exhibition for a period of no less than 28 days, to seek community feedback. Following this period, the report will be presented to Councillors for final adoption, with a biennial review to be carried out.

Appendices:

[1](#) Draft Media Protocols Policy - October 2021



DUBBO
REGIONAL
COUNCIL

COUNCIL POLICY

MEDIA POLICY

Date AUGUST 2021

Council Resolution Date

Clause Number

Responsible Position Manager Corporate Image and Communications

Branch Corporate Image and Communications

Division Executive Services

Version 2

TRIM Reference Number

Review Period Annual

Review Date 6 August, 2022

Consultation Executive Leadership Team, Senior Leadership Team, Communications Partners, Social Media Coordinator.

Document Revision History	
Description	Date
Policy defines authorised spokespeople and procedures for interacting with the media. Updated to explain limitations and circumstances where elected officials may be representing Dubbo Regional Council, including a quick-reference guide to approved topics.	6 August 2021
Notes	

POLICY

PURPOSE

The purpose of Council's Media Policy is to ensure the engagement between Council and the media is managed appropriately to maximise the benefits for Council, and to minimise the risk of adverse publicity and misunderstanding due to inaccurate information or inappropriate sharing of information.

BACKGROUND AND RELATED LEGISLATION

Effective and engaging communication can significantly contribute to the success of service delivery by informing members of the community and key stakeholders of Council matters. Dubbo Regional Council recognises the important role the media plays – including regional, national and international media – in informing the public about Council's decisions, activities, programs, events, services, initiatives and role the Dubbo region plays as a leader in regional and Western NSW.

For many residents of the Local Government Area media channels such as newspapers, radio, television and the World Wide Web are primary sources of news and information about Council's policies, programs and services. The objectives of this Policy are to:

- Provide guidelines relating to the authorisation of Council spokespersons;
- Clearly identify roles and responsibilities for Council staff in terms of media management and the pro-active promotion of Council's services, events and activities;
- Ensure the media receives accurate information in a timely manner;
- Ensure the community and other stakeholders are kept abreast and informed about Council decisions, developments, policies and major projects;
- Ensure media spokespersons are skilled and feel confident to communicate with print, online and broadcast, print and online media

This policy is not intended to prevent information which is in the public interest from entering the public arena.

Related legislation:

- Defamation Act 2005
- State Records Act 1998
- Copyright Act 1968
- Local Government Act 1993
- Privacy and Personal Protection Act 1998
- Government Information (Public Access) Act 2009
- Anti-Discrimination Act 1991

- Industry Codes of Practice, as identified by the Australian Communications and Media Authority (ACMA). This includes the Broadcasting Services Act, Commercial Radio Code of Practice, and Community Radio Code of Practice.

SCOPE

This Policy applies to the Mayor, all Councillors, Council staff, contractors and volunteers, when representing Council in the media. This policy also applies to verbal and written comments in the media, public speaking engagements – including industry conferences, industry publications/media, media releases and the use of social media. For specific social media requirements, refer to Council's Social Media Policy – public official, professional and personal use.

DEFINITIONS

To assist in interpretation, the following definitions apply. (Delete section if not required)

Term	Definition
<i>Blogs</i>	A log of events, experiences or commentary on a web platform to build credibility and create a readership of devotees. Also includes video blogs, or vlogs.
<i>Contentious issue</i>	Refers to any circumstances that have caused, or may potentially cause, a concern in the media or community.
<i>Council / Corporation</i>	Dubbo Regional Council (including Mayor, Councillors and operational staff).
<i>Media</i>	The main means of mass communication, including broadcasting, publishing and the internet. Any print, broadcast and online media (including social media) accessible to the public. Media in this context also refers to paid media and PR opportunities.
<i>Corporate media and corporate communications</i>	All Council-specific media and communications produced by Council's Corporate Image and Communications team for internal/ external distribution
<i>Spokesperson</i>	Authorised person to speak on behalf of Council
<i>Personal information/opinion</i>	Information or an opinion about a person whose identity is apparent, or can be determined from the information or opinion
<i>Responsible officer</i>	Council staff member responsible for the project / service / business / facility or program etc.
<i>Social media</i>	Refers to the use of web-based and mobile technologies that enable people to communicate two-way (includes Facebook, Twitter, blogs etc).

POLICY

Any comment made to a journalist or member of a media organisation is to be consistent with this policy, Council's Code of Conduct, Social Media Policy – public official, professional and personal use, and accurately reflect the decisions and values of Dubbo Regional Council.

The Mayor and Chief Executive Officer are Council's official spokespersons.

RELATED POLICIES

The below policies are referenced in the Media Policy:

- Record Management Procedures Policy
- Councillor Use of Social Media Policy
- Social Media Policy
- Corporate Image Policy
- Event Protocols Policy
- Community Engagement and Communications Policy

MAYORAL MEDIA RESPONSIBILITIES

Mayoral Media Responsibilities are determined by the Mayor and Chief Executive Officer through Governance, Executive Services Branch. When the Mayor is speaking as the official spokesperson for Council, the topics usually meet one of these criteria:

- Community Strategic Plan;
- the Council's annual budget and rate notices, and
- the Council's Annual Report;
- Announcements or commentary relating to premier events, major projects or key community infrastructure the Council is planning or undertaking;
- Any matter involving the Council (or one of its committees) that could generate state, national or international level dialogue;
- Any issue or topic that could be seen as political in nature; or specific to elected officials
- Controversial matters that could significantly affect the reputation of the local government area, its Council, or Dubbo Regional Council as an organisation;
- The outcomes of any Council decisions (made at Council Meetings or Special Meetings);
- Civic and ceremonial duties involving the Council, as determined by custom, history or practice (ANZAC Day, Christmas program, or Australian Citizenship ceremonies);
- A Council event or activity involving the Prime Minister, State Premier or other senior leaders or dignitaries – including interstate and overseas guests or visitors;
- A significant natural or human-induced emergency imminently or currently affecting the local government area.

DEPUTY MAYOR'S MEDIA RESPONSIBILITIES

When serving as acting Mayor, the Deputy Mayor becomes Council's spokesperson. As required, the Mayor may delegate media responsibilities to the Deputy Mayor, including all or part media responsibilities while acting as Mayor.

DELEGATION OF MEDIA RESPONSIBILITIES TO OTHER COUNCILLORS

The Mayor, or in their absence, the Deputy Mayor, can delegate the mayoral media engagement responsibilities to any other Councillor. Without this delegation, no other Councillor can engage with media on behalf of Dubbo Regional Council.

CHIEF EXECUTIVE OFFICER AND COUNCIL STAFF MEDIA RESPONSIBILITIES

The Chief Executive Officer is the spokesperson on Council's operational and/or corporate matters. The Chief Executive Officer can delegate operational and/or corporate media spokesperson responsibilities to suitable staff, eg. Directors or other specialist staff, as required. The CEO will liaise directly with the Mayor on topics that could be controversial, whether they are political in nature, or strictly staffing matters, by way of courtesy. The CEO may seek advice or further clarification from staff to pass onto the Mayor and other elected officials.

Council staff are to refer all media enquiries to Corporate Image and Communications and must not, unless otherwise authorised by Corporate Image and Communications, speak to or respond to media enquiries on behalf of Council. Council staff may not speak to reporters or provide background information without the express prior approval of the Chief Executive Officer or Manager Corporate Image and Communications.

Corporate Image and Communications is responsible for preparing media materials in consultation with relevant Council staff. The Mayor, and/or Chief Executive Officer when relevant, must approve all media releases and media responses. Only an authorised Council spokesperson, approved in writing by the CEO in accordance with the Media Procedures, may be interviewed by the media or provide approved responses ensuring the community receives the most accurate and timely information. This includes undertaking commitments at public speaking engagements and/or industry/conference presentations that represent Dubbo Regional Council.

Approval as an authorised spokesperson will be made on a case-by-case basis according to the subject matter of the enquiry, requirement or need. A record of approved media spokespeople should be kept, in line with Council's Record Keeping Policy, with a review of spokespeople every 12 months.

The Manager Corporate Image and Communications is responsible for co-ordinating and issuing media materials.

LIMITS OF MAYORAL MEDIA ENGAGEMENT AND RESPONSIBILITIES

The Chief Executive Officer will involve the Mayor and Councillors in relation to corporate and operational media matters affecting Council. Limitations for Mayoral representation on behalf of Dubbo Regional Council include:

- Confidential matters, including commercial-in-confidence discussions/ negotiations
- Code of Conduct investigations
- Matters relating to staffing
- Anything political in nature

If in doubt, seek advice from the Internal Ombudsman and/or Corporate Image and Communications.

Council recognises the important role the media plays in informing the public about the work of the Organisation and its facilities and businesses. Subject to operational and legal constraints, Council provides the media with as much information as is practical and possible about this work, as long as it is clearly in the public interest, or a requirement to issue or provide a public statement or comment on an issue.

COMMITTEES, ADVISORY PANELS, AND REFERENCE GROUPS

In line with the Corporate Communications Strategy, members of these groups must refer all media enquiries to the chairperson of the committee, panel, or group in the first instance.

CONFIDENTIAL INFORMATION

The integrity and security of confidential documents or information that Councillors or authorised media spokespeople are in possession of must be maintained and managed in line with Council's Code of Conduct and Media Policy.

DEFAMATION

Council staff and elected officials should be aware of defamation laws when commenting in the media. This includes on social media, as any moderator of a social media page is responsible for the material published on their page.

As a guide, under *Defamation Act 2005*, published material that identifies a person (not necessarily by name) and meets any of the below criteria may be considered defamatory:

- Exposes a person to ridicule, or
- Lowers the person's reputation in the eyes of members of the community, or
- Causes people to shun or avoid the person, or
- Injures the person's professional reputation.

ROLE OF CORPORATE IMAGE AND COMMUNICATIONS

Council's Corporate Image and Communications team is the central point of contact for all incoming media enquiries. The communications team also acts as a central point of contact for staff who wish to promote their activities, services or programs or events to the community through the media. It is not the responsibility of the Corporate Image and Communications team to handle media requests on behalf of Councillors, and all media representatives seeking interviews or comment from individual Councillors should be directed to the corporate website, where all contact information for Councillors is publically available. The role of the Corporate Image and Communications branch is to facilitate media requests and interviews about operational and corporate matters involving Dubbo Regional Council. This includes:

- Preparation of media releases
- Statements and responses to media enquiries
- Facilitating media interviews and backgrounds

- Public notices and public exhibition items
- Providing talking points or writing speeches for official openings or events

Refer to Council's Media Procedures for more information about the specific protocols relating to Corporate Image and Communications. Approval as an authorised spokesperson will be made on a case by case basis according to the subject matter of the inquiry. Approval may be granted by the Mayor, the CEO, or the respective Director using the table on the following page as a guide.

MEDIA SPOKESPERSON	ROLE
Mayor	Primary spokesperson for Dubbo Regional Council including the City of Dubbo and Wellington
	Primary spokesperson for decisions made at Ordinary and Extraordinary Meetings of Council and Council Committees. May delegate this task to the CEO or Director where appropriate
	Primary spokesperson on political and major issues such as government announcements, significant Council projects, events and high profile issues
	May direct the CEO to act as a spokesperson or delegate a spokesperson
Committee Chairpersons	Spokesperson on issues concerning the deliberations and decisions made by that Committee
Chief Executive Officer	Spokesperson for all high-level administrative, operational, sensitive and management issues
	May authorise a nominated Director or manager to act as spokesperson
Executive staff (Directors)	Spokespersons for matters relating to major projects / operational issues in their Division
	May authorise a manager to speak on non-contentious, specific activities, events and projects
Branch Managers / project staff	Spokespersons for non-contentious Council activities, events and projects directly related to their role



REPORT: Draft Council Policy - Social Media Policy - Public Official (Councillor) - Results of Public Exhibition

AUTHOR: Manager Corporate Image and Communications

REPORT DATE: 15 October 2021

TRIM REFERENCE: ID21/1850

EXECUTIVE SUMMARY

In developing a draft Social Media Policy – Public Official (Councillor), Corporate Image and Communications drew upon industry best practice across state and federal governments, the private sector, and key elements from the Office of Local Government Model Social Media Policy (2021).

Council at its meeting held on 28 June 2021 resolved (in part):

- “2. That the Social Media Policy – Councillor Social Media, as attached at Appendix 1, be placed on Public Exhibition for a period of 28 days, inviting the public to make submissions.
3. That, should the Social Media Policy – Councillor Social Media be adopted by Council following Public Exhibition, such Policy be reviewed biennially.”

The draft policy is attached to this report as **Appendix 1**.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme: 4 Community Leadership
CSP Objective: 4.2 Our civic leaders represent the community
Delivery Program Strategy: 4.2.1 The community acknowledges that Dubbo Regional Council is a representative and responsive Council

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

The draft policy, once adopted, will become Council Policy, Social Media Policy – Public Official (Councillor).

RECOMMENDATION

That the Social Media Policy – Public Official (Councillor), as attached at Appendix 1 to the report of the Manager Corporate Image and Communications dated 15 October, be adopted.

Andrew Parsons

Manager Corporate Image and Communications

BACKGROUND

The Dubbo Regional Council Social Media Policy – Public Official (Councillor) draws upon industry best practice across state and federal governments, the private sector, and core key elements from the Office of Local Government Model Social Media Policy (2021). The policy aims to provide Councillors with a clear direction on best practice use and self-management guidelines for their use of social media.

The draft policy was placed on public exhibition for a period of 28 days, from Monday, 12 July 2021, seeking submissions from the public. No public submissions were received.

REPORT

The Office of Local Government Model Social Media Policy (2021) was released in June 2021. The policy does not allow for social media pages of Councillors to be run by Council staff, the onus of responsibility under the policy rests with the Councillor. The Dubbo Regional Council Social Media Policy – Public Official (Councillor) mirrors this requirement, in line with industry and nationwide best practice, while providing Councillors with additional reference resources, such as:

- Defined house rules for social media users;
- Moderator’s guide.

As an apolitical entity, Council and Council staff across the sector are not permitted to operate or manage an elected official’s social media presence, as per Part 3 of Office of Local Government Model Social Media Policy (2021). It is therefore important that any Council policy developed provides clear and unambiguous advice, guidance and instruction for those elected officials wishing to own and operate a social media presence.

As resolved by Council on 28 June 2021, the draft policy was placed on public exhibition for 28 days. No submissions were received, and as such the draft has not been amended since it was put to Council in June.

SUMMARY

The Dubbo Regional Council Social Media Policy – Public Official (Councillor) includes the following:

- A clear definition of social media
- an overview of the role and responsibility of Councillors insofar as social media use;
- guidelines for Councillors using social media;
- information regarding breaches, privacy and compliance;
- defined Council-wide social media house rules; and
- an easy to follow moderator’s guide.

The policy encompasses the core elements of the Office of Local Government Model Social Media Policy (2021) and draws upon industry best practice across state and federal governments, and the private sector in regard to use of social media.

Once adopted, the policy be subject to biennial review, allowing for social, sector-wide and technology advances and changes.

Appendices:

[1↓](#) Draft Social Media Policy - Public Official (Councillor)



COUNCIL POLICY

Social Media Policy – public official (Councillor)

Date	1 May 2021
Council Resolution Date	
Clause Number	
Responsible Position	Manager Corporate Image and Communications
Branch	Corporate Image and Communications
Division	Executive Services
Version	2.0
TRIM Reference Number	
Review Period	2 years
Review Date	1 March 2023
Consultation	Executive Staff

Document Revision History	
Description	Date
This policy applies to the official and overt use of social media by elected officials of Dubbo Regional Council to engage with the public.	1/3/2021
This policy applies to social media owned and operated by elected officials of Dubbo Regional Council, and how such channels and platforms are established and operated by those elected officials.	
Adopted by Council	00/00/2021
Revision	
Adopted by Council	

POLICY

PURPOSE

This policy is designed to assist with the management of the use of social media by elected public officials (Councillors).

This policy and guidelines provide a safe framework for online participation by Councillors of Dubbo Regional Council. They apply to all Councillors who use social media for official purposes (representing themselves as Councillors of Dubbo Regional Council). They are intended to cover future social networking services as they develop. This policy and guidelines will be subject to biennial review to reflect changes in technology and industry recognised best-practice.

Dubbo Regional Council has a clear corporate brand that is recognisable and presents Council as a professional, credible and progressive organisation. This policy aims to protect the image and reputation of the organisation by clearly defining how social media should be used, and establishes the framework which governs activities that ensure the organisation is professionally presented in a unified, responsive, consistent, lawful and positive manner within the digital and social environment.

BACKGROUND AND RELATED LEGISLATION

Dubbo Regional Council is committed to the principles of Open Government, which means:

- **transparency** in process and information
- **participation** by the community and the region's rate-payers and residents in the governing process
- **public collaboration** in finding solutions to problems, and participation in the improved well-being of the community.

As a direct result, Council is committed to engaging effectively with its community audience in a meaningful, accountable, responsive, lawful and equitable way.

This policy and its guidelines are designed to:

- Ensure Dubbo Regional Council's brand is represented in a professional, unified, responsive, consistent and positive manner via digital and social media channels.
- Ensure the use of social media by Councillors of Dubbo Regional Council for effective two-way communication and engagement with the community is lawful, respectful and in line with, and complies with, this policy.

This policy gives instruction and guidance to Councillors to behave in a way that enhances public confidence in the integrity of Dubbo Regional Council, and NSW local government.

- *Copyright Act 1968*
- *Trade Marks Act 1995*
- *Intellectual Property Laws Amendment Act 2006*
- *Privacy and Personal Information Protection Act 1998*
- *State Records Act 1998*
- *Government Information (Public Access) Act 2009*
- *Local Government Act 1993*
- *Dubbo Regional Council Code of Conduct Policy*

- *Dubbo Regional Council Media Policy, and*
- *Dubbo Regional Council Corporate Image and Communications Policy*

SCOPE

Defining Social Media

'Social media' is a broad term for applications or tools that enable the creation and exchange of content over the internet, computer networks or other digital platforms. Social media occur in a variety of platforms including, but not limited to:

- social networking pages (e.g. Facebook, Twitter, LinkedIn, Google+ etc)
- video and photo sharing webpages or apps (e.g. YouTube, Instagram, Vimeo etc)
- blogs and micro-blogging platforms (e.g. Tumblr, Twitter, Wordpress, Blogger etc)
- fora and discussion boards (e.g. online forums)
- live broadcasting apps (e.g. Instagram, Twitter, Facebook LIVE etc)
- review pages (e.g. Urban Spoon, Trip Advisor etc)
- vod and podcasting (e.g. iTunes, Sound cloud etc)
- geo-spatial tagging (e.g. Foursquare, Yelp etc)
- online encyclopaedias (e.g. Wikipedia etc)
- instant messaging (e.g. Skype, Snapchat, WhatsApp etc).

In this policy an **elected public official social media page or platform** is a page or platform established in consultation with the Chief Executive Officer and Internal Ombudsman, authorised and managed by the duly elected public official to represent that official, his or her political platform and their role as a Councillor in Dubbo Regional Council from a Councillor's perspective.

This page or platform is neither a Dubbo Regional Council corporate or business social media page or platform.

Official use of social media is any comment, post, video etc that represents the position of Dubbo Regional Council.

In this policy a social media page, platform etc., will be referred to as a page or account.

This policy applies to:

- All Councillors of Dubbo Regional Council
- All communications and community engagement activities conducted on behalf of Dubbo Regional Council via a page or account
- All communications materials produced on behalf of Council for distribution via a page or account

DEFINITIONS

Term	Definition
<i>Elected public official</i>	A public official is defined in section 3 of the ICAC Act as an individual having public official functions or acting in a public official capacity. People working in the Parliament, government departments, statutory authorities and local councils in NSW, as well as NSW magistrates, judges, local councillors and members of Parliament are all public officials.

<i>Corporate social media</i>	Social content or online activities (including corporate website and other corporate digital assets) authorised and managed by Council's Corporate Image and Communications team to represent Dubbo Regional Council from a corporate perspective.
<i>Communications team</i>	The communications function under the Corporate Image and Communications team – part of the Executive Services Division under the CEO – which includes: Manager, Communications Partners, the Graphic Design Officer, and the Social Media Coordinator
<i>Corporate image</i>	The reputation Council seeks to establish for itself in the mind of the community and other important stakeholders, created and reinforced by the Organisation's communications team.
<i>Corporate logos</i>	All Dubbo Regional Council logos and trademarks including those representing projects, businesses and facilities (eg. Dubbo City Regional Airport/DRTCC/Wellington Caves).

POLICY

All elected representatives and staff employed by Dubbo Regional Council have a responsibility to ensure that any materials produced on behalf of Council/or any communications activities undertaken representing Council, project a consistent corporate image and that the corporate brand, corporate obligations and responsibilities and staff code of conduct is applied uniformly as per the approved corporate policies throughout Council.

In addition Councillors are to conduct themselves in a manner that reflects positively on both Council and the city, towns and villages within the Dubbo Regional Local Government Area in accordance with Council's Code of Conduct.

Social media use by elected public officials

Title	Social Media Policy – public official (Councillor)
Summary	This policy informs Councillors of processes, guidelines and issues relating to the use of social media they operate under their name/public identity profile.
Background	<p>Dubbo Regional Council recognises that social media is an essential communication, engagement and customer service channel.</p> <p>This policy acknowledges that Councillors are elected representatives. As elected representative, Councillors are required to represent and communicate with their community as part of a lawful, respectful and robust local democracy, including through public debate and engaging with their constituents online.</p> <p>Social media provides a platform to encourage dialogue between Councillors and the community. Publicly open and available digital platforms, as well as face-to-face interactions enable Councillors to gain insight into the community and its needs via public feedback.</p> <p>This policy enables Councillors to speak on social media while protecting the interests of Council and complying with the Code of Conduct and other overarching policies and state/Commonwealth legislation.</p> <p>Council's Code of Conduct states that Council officials, including Councillors, must not conduct themselves in a manner that is likely to bring Council or holders of civic office into disrepute and this applies to the use of social media.</p>
Policy type	

Definition of social media

Social media provides the platforms for creation and sharing of information and ideas via 'virtual communities' and online networks. Social media encourages and invites communication, collaboration, discussion and debate. It also enables the development of social and professional networks, groups, followers and contacts for users.

This policy relates and applies to social media platforms, including but not limited to:

- Facebook;
- Twitter;
- Instagram;
- Publicly accessible digital platforms provided by mainstream media outlets;
- YouTube;
- Vimeo;
- LinkedIn;
- Google+;
- Snapchat;
- Council's website and intranet;
- Online blogs;
- Podcasts; and
- Produced video content, eg. corporate videos, video news releases and live video streaming.

Council's official social media platforms are administered by Council's Corporate Image Communications team to ensure consistency of content, brand compliance, accuracy, tone and style.

Roles and responsibilities of Councillors

Councillors should be aware that any social media activity or interaction, either official or personal, is public, permanently available, traceable and able to be reproduced elsewhere.

Contents, comments and digital activity may also form part of an evidentiary brief in code of conduct matters, or in more serious matters, tendered as evidence, such as civil claims or investigations by the Independent Commission Against Corruption (ICAC) or police.

Councillors should also be aware that whether they intend it or not, what they post online in a private capacity may reflect on Dubbo Regional Council and their role as a Councillor. They should therefore behave in a way that upholds the values and reputation of Council, consistent with the Code of Conduct and other policies.

Councillors are reminded that 'shares', 'likes' or 'retweets' may be viewed as an endorsement of the original post.

In the spirit of the respectful democratic environment that Australian citizens enjoy and live in, constructive criticism or negative comments/commenters should not be blocked or removed, unless they are overtly offensive and defamatory, incite hatred and violence or are criminal in nature. The latter examples should be noted with Council's Internal Ombudsman, or if criminal in nature or threaten your safety – reported to NSW Police Force as soon as possible.

Councillors must also be aware of posts by others to their social media pages and consider if the post and its comment/s are offensive or may incite hatred, violence and/or criminal acts. Any post/comments made to a Councillor's social media page/site should be monitored by the Councillor to ensure that it meets the standard of socially acceptable behaviour/commentary. Councillors should remove any post/comment that does not meet the required standard of this policy.

Councillor use of social media

Councillors are responsible for the preparation, posting and management of their own content on their social media channels.

Councillors must identify themselves on their social media platform in the following format:
Councillor "First Name and Last Name".

A Councillor's social media platform must include a profile photo which is a clearly identifiable image of the Councillor.

If a Councillor becomes or ceases to be the Mayor, Deputy Mayor, or the holder of another position (for example, chairperson of a committee), this must be clearly stated on the Councillor's social media platforms.

Councillors can make personal comments on their social media platforms, but must make clear that any views are their own opinions as an individual and not those of Dubbo Regional Council. A Councillor's social media platform must include a disclaimer to the following effect:

"The views expressed and comments made on this social media platform are my own and not that of the Council".

Councillor social media platforms must specify or provide a clearly accessible link to the 'House Rules' for engaging on the platform (see **attachment-A**). These can also be found and linked to via Council's website via: [<<link>>](http://www.dubbo.nsw.gov.au/)

The following examples relate to, but are not limited to, what a Councillor must not do:

- Speak on Council's behalf;
- Commit Council to any action, pre-empt official Council announcements or post any confidential Council information;
- Direct staff to post content, in line with the Code of Conduct;
- Breach the privacy of other Council officials or community members;
- Post content that is offensive, humiliating, threatening or intimidating to other Council officials or community members;
- Impersonate or falsely represent any other person or organisation; or
- Post content about Council that may be misleading or deceptive

Councillors must also ensure that their use of social media, and Council's IT resources or other mobile/telephony devices, is consistent with the Code of Conduct.

The Mayor can issue material in line with official media releases issued on mayoral letterhead on his/her separate mayoral social media platforms. In line with Council's media policy, the Mayor should also approve any posts by Council officials on official Council social media channels using his/her image and/or quotes.

Mayoral or councillor media releases and other content that has been authorised according to the Council's media and communications protocols may be uploaded onto a Councillor's social media platform.

Councillors may, in consultation with the Chief Executive Officer, upload publicly available Council information onto their social media platforms.

Guidelines for Councillors using social media

The following are examples of, but are not limited to, what Councillors should and should not do on social media.

Do ...

- Follow Council's social media channels to stay in touch with what's happening, and to like and share Council's posts.
- Remember everything you say and do is on public record, and you can be identified as a Councillor of Dubbo Regional Council.
- Pause before you post – would you be comfortable with this information being shared with your family, friends, work colleagues, media and the wider community, and is the information likely to bring you or Council into disrepute?
- Be mindful of your general conduct obligations under the Code of Conduct, including the requirement not to damage Council's reputation.
- Be careful to communicate accurate information.
- Be courteous and respectful of fellow Councillors, other Council staff and members of the community, including respecting people's privacy.
- Report any violations of this policy to the Chief Executive Officer and/or the Internal Ombudsman.
- Consider using the 'Moderator's guide' contained within this policy (see **attachment-B**) to assist you manage and respond to community social media posts.

'Don't ...

- Imply that you are speaking on behalf of Dubbo Regional Council.
- Impersonate or falsely represent any other person or organisation.
- Disclose official, personal or confidential information that is not publicly available (such as staff, personal information, legal advice, commercial-in-confidence and Code of Conduct complaints).
- Post material that is obscene, pornographic, defamatory, threatening, harassing or discriminatory to any individual, group or organisation or may lead to criminal penalty, and/or civil litigation.

Emergencies

Only post authorised and accurate public information relating to emergencies. Do not post information that contradicts advice and public information issued by the agency coordinating the emergency response.

In the event of an emergency, publishing Council information on Council owned and operated social media sites is the responsibility of the Corporate Image and Communications team with approval from the Chief Executive Officer or their delegate.

In a time of 'state of emergency', Council information – issued by Corporate Image and Communications team – must be consistent with, or approved by, the State Emergency Operations Controller (SEOCN) who is appointed by the Governor of NSW.

Breaches of this policy

Breaches of this policy by Councillors may result in an investigation of the alleged breach in line with Council's complaint handling policy, the Local Government Guidelines on Investigations and the Code of Conduct.

Any alleged criminal offence or allegation of corrupt conduct will be referred to the relevant external agency. Inappropriate behaviours may include, but are not limited to:

- Using social media to ridicule, vilify, harass, cyberbully, discriminate against or bring into disrepute the Council, or other Council officials, including Councillors or community members;
- Posting content that is deemed to be offensive, including obscene or sexually explicit language; and
- Using social media channels to post/provide confidential, personal or sensitive information relating to Council.

Complaints should be referred to Dubbo Regional Council's Chief Executive Officer in the first instance, in accordance with the Division of Local Government's *Procedures for the Administration of the Model Code of Conduct for Local Councils in NSW*.

Privacy

There is no such thing as a 'private' social media site.

Posts – even deleted posts – are considered 'publication', and are subject to the same defamation laws as any other media.

Posting information online is a public activity and no different from publishing information in a newspaper or other mainstream media channels. Councillors are advised to not post anything to social media sites that they would not be comfortable with if quoted in the media.

Everything posted or received on social media is public property. Once something is published online, control of it is lost forever and it cannot be withdrawn. Search engines can find posts years' after publication, while archival systems save or cache information even if it has been deleted by the user.

Councillors are responsible for any information they release relating to Council, Councillors or other Council officials. Claiming that comments/images are published on private pages is not defensible.

COMPLIANCE

All Councillors and Council employees are required to comply with this policy. Breaches of this policy and procedures may result in managerial action including withdrawal of the right to represent Dubbo Regional Council online, loss of confidence or dismissal, and/or criminal or civil sanctions.

This policy should be read in conjunction with the Media Policy, and the Code of Conduct Policy.

DRAFT

Attachment-A

'HOUSE RULES' FOR PUBLIC CONTRIBUTIONS ON COUNCIL OPERATED SOCIAL MEDIA

The Acceptable Use Standards set rules that must be followed by Councillors and members of Council's social community when they contribute to Council social media pages and accounts.

The Acceptable Use Standards help to create an environment where Council's social community members can contribute their views to assist Council improve Council policy or services, without fear of abuse or harassment or exposure to offensive or otherwise inappropriate content. The standards also help protect Councillors and Dubbo Regional Council from legal liability.

All Councillor social media pages and accounts that seek public comments online must display (or provide a link to) the following Acceptable Use Standards. If the social media platform does not provide for the full text to be included in an 'about' or 'information' section on the profile, then a link to Council's corporate website listing Acceptable Use Standards must be included:

When contributing your views please ensure that you:

- protect your personal privacy and that of others by not including any unnecessarily personal information in your posts (such as names, email addresses, private addresses or phone numbers)
- report information about any life-threatening emergencies to police or other emergency services via triple zero '000'
- report information about any hazards, such as broken water mains, broken sewerage mains, or report complaints to Council, eg. noise complaints, animal complaints etc. via Council's 24 hour Customer Experience phone number (02) 6801 4000
- report any criminal damage to Council property via Council's 24 hour Customer Experience phone number (02) 6801 4000. If you witness any acts of criminal damage, contact Crime Stoppers via 1800 333 000 or contact the police assistance line via 131 444 – do not report crimes on this page
- post material that is relevant to the issues currently being discussed
- represent your own views and not impersonate or falsely represent any other person or organisation
- do not post material or use language that is obscene, offensive, indecent, pornographic, insulting, provocative, or harasses, intimidates or threatens others
- do not use language that incites hatred based on race, gender, religion, nationality, sexuality or other personal characteristic
- do not post material that encourages behaviour that may constitute a criminal offence or create a civil liability, or otherwise violate a law
- do not post or upload any content that is unlawful, is in contempt of court or breaches a court injunction or may defame, libel or discriminate against others
- do not post material that is prejudicial or pre-judges a person who has not yet had the opportunity of defending themselves in court
- do not post material that infringes copyright, trademark or other intellectual property rights
- do not post multiple versions of the same view (spam)
- do not promote commercial interests in your posts; and
- do not include web addresses or links to non-government department webpages, or any email addresses, in your contribution.

Postings which breach the Acceptable Use Standards may be deleted or the author banned from this page. In extreme cases breaches may result in criminal or civil sanctions.

DRAFT

**Attachment-B
MODERATOR'S GUIDE**

Issue – from social community users	Recommended action
Text of posts	
Spelling errors and typos.	Leave as is.
Grammatical or typographical errors as well as spelling mistakes.	Delete if errors make the text unreadable.
Incorrect business or place names.	Leave as is.
Incorrect spelling of the name of a location or person.	Delete if errors make the text unreadable.
Nonsense/Irrelevance Material that cannot be understood or is irrelevant or unrelated to the topic being discussed.	Hide for first offence. Delete if repeated.
Obscene language	Low-level swearing or slang: consider leaving as is.
Swearing within the text or a video either through the use of audio or video overlay.	Many pages and services offer a customisable list of terms that are not permitted. Delete what cannot be blocked.
Obscene posts or username Material which is offensive, indecent or pornographic, including any material of a sexual nature.	Delete and ban user account.
Foreign language Comments posted in foreign languages.	Translate to assess content, if practical. Leave if not offensive, delete otherwise.
Partial breaches of the guide One element of a comment breaches the moderators guide, but the rest is okay e.g. text is okay but not video.	Assess context. If practical, remove offensive element and publish. For all other breaches, delete comment with email, including a copy of the original comment.
Confidentiality	
Confidential information	Screen capture and then delete confidential information.
Secret or confidential information including personal information or addresses.	Members of the public will from time to time post confidential information to a social media page. When this occurs capture the information, remove it from the page and if relevant forward it to the appropriate directorate or personnel in a timely manner,

	plus encourage the author to contact police directly (via a police station or Crime Stoppers) with any further information.
Government information Information owned or held by a government department that has not been officially released to the public.	Delete. For persistent cases, ban user account.
Crime and emergency	
Information about crime, or emergencies	Screen capture and then delete information. Members of the public will from time to time post information about a crime or emergency to a social media page. When this occurs capture the information, remove it from the page and in a timely manner, as relevant, record the details to the appropriate personnel or authority, eg. police. If it's a life-threatening matter, encourage the author to contact emergency services via triple zero ('000').
Links, advertising and spam	
Advertising Blatant or suspected stealth advertising. Posts with a self-interest in advertising a service or business.	References to commercial brands in contributions may be acceptable if justified or contextually relevant. Blatant advertising but referring to an official event – consider publishing. Blatant but no event – Delete. For persistent cases, ban user account. Suspected stealth advertising – seek the advice of a supervisor. If there is a strong enough reason to suspect it is stealth advertising, delete with a message such as: "This post appears to be advertising a service or business." Ensure that a copy of the original comment is attached to the message.
Endorsement Posts that imply Dubbo Regional Council endorsement of a commercial organisation, service, product or activity which could provide	Delete. For persistent cases, ban user account.

a commercial advantage through the association with Council.	
Spam	Delete.
Abuse through unsolicited multiple versions of the same message or excessive postings on a particular issue.	For persistent cases, ban user account. If you judge that the poster does not have a legitimate reason to be on the page (e.g. they are an overseas spammer), ban immediately.
Duplication	Delete copy.
More than one copy of the same post.	
Web links (URLs)	Delete with standard email. Determine if the link should be included on page.
Links	Delete.
Including links to material the moderator considers unsuitable e.g. pornography or pages in poor taste.	For serious cases, ban user account and report to the relevant social channel i.e. Facebook.
Harassment and offensive behaviours	
Aggressive or harassing posts Harassment is unwanted conduct (including insults and 'jokes') affecting the dignity of another, including written attacks on another person. Such conduct could relate to gender, race, nationality, sexual orientation, religion, disability, economic status, physical characteristics, or other similarly sensitive issues.	Screen capture and then delete. Ban user account.
Offensive posts	Screen capture and then delete. Issue warning.
Posts considered to be personally offensive to a reader.	For serious cases, ban user account.
Negative posts Posts which are critical and in context but not defamatory etc.	Allow.
Misleading comments, defamation and slander	
Misleading comments Dubbo Regional Council is legally responsible for posts or public comments made by others on Council social media pages which are either false or likely to mislead or deceive.	Allow with editor's comment to correct for minor matters. Delete if the post breaches another major rule or if an editor's correction may not be sufficient to override the false impression made by the original comments.

	For serious cases, delete and ban user account.
Defamation Posts that adversely affect the reputation of a clearly identifiable person, company or organisation.	Screen capture and then delete. Issue warning. Provide copy to appropriate Manager or Director as relevant. For serious cases, ban user account.
Illegal Incitement - any posting which seeks to encourage another to the commission of a criminal offence, or give rise to a civil liability.	Screen capture and then delete. Ban user account. Provide copy to police as relevant.
Risk to safety Material that describes or encourages activities that could endanger the safety or well-being of others.	Screen capture, delete post and ban the user account. Provide copy to police. This should be a zero-tolerance offence.
Intellectual Property Postings that may infringe any of the laws governing copyright or intellectual property. Plagiarism.	Screen capture and then delete. Issue warning. Provide copy to Internal Ombudsman. For serious cases, ban user account.
Contempt of Court Do not identify matters that are currently the subject of legal proceedings or would breach a court order, including a suppression order. (Messages containing details, comments or any matter whatsoever relating to people charged, issued with a court attendance notice or relating to current court proceedings, whether criminal or civil).	This is an issue that may be hard to identify. Screen capture and then delete if identified. Provide copy to appropriate Manager or Director as relevant, or Internal Ombudsman. For serious cases, ban user account.
Prejudicial comments Comments that 'pre-judges' someone before they have had the right to defend their charges at a fair trial. For example, "throw the book at them, throw away the key, hope they rot in jail, what an idiot, they should be ashamed" etc are prejudicial.	Screen capture and then delete. Issue warning. For serious cases, ban user account.
Impersonation Impersonating or falsely claiming to represent another person or organisation.	This is an issue that may be hard for a moderator to identify. Screen capture and then delete if identified. Ban the user account. Impersonation of others should be a zero-tolerance offence.
Complaints	
Complaints	Some issues can be resolved by providing the author with non-confidential information that explains why an event occurred as it did.

<p>A negative comment, including what appears to be a complaint, particularly if against a specific Council employee or action.</p>	<p>If a concern cannot be quickly resolved by the provision of information, contact the author and advise them of the option to make a formal complaint via Council's complaints mechanisms so that the matter can be officially assessed and investigated.</p>
<p>Other issues</p>	
<p>Content Conflicts with Policy Content conflicts or is otherwise incompatible with any Council or NSW Government policy.</p>	<p>Delete unless part of a justified and contextually relevant discussion or criticism. For serious cases, ban user account.</p>
<p>HTML Mark up affecting the look of the comment.</p>	<p>Remove HTML and publish or delete.</p>
<p>Typing in ALL CAPITAL LETTERS</p>	<p>Short post: Approve, email user asking them to use mixed case in the future. Long post or subsequent occasions: delete with email, inviting user to resubmit as an appropriately formatted post.</p>
<p>Financial information Posts containing financial information, share tips, etc.</p>	<p>Delete. May also be suspected stealth advertising, see 'Advertising' above.</p>
<p>Party Political Posts designed to influence support or promote a political party and its policies, slogans or logos, or give prominence to a Minister, politician or candidate. Propaganda.</p>	<p>Council operations are high on the political agenda, so references to political parties and their policies may be justified or contextually relevant. Delete posts that are overtly party political in nature. For persistent cases, ban user account.</p>



REPORT: Purchasing and Procurement Policy

AUTHOR: Acting Corporate Procurement Specialist
REPORT DATE: 13 October 2021
TRIM REFERENCE: ID21/1824

EXECUTIVE SUMMARY

Policies are routinely reviewed, amended and recommended for endorsement or adoption as a matter of normal business practice.

The draft Purchasing and Procurement Policy, as attached as **Appendix 1**, is recommended for adoption. This Policy is the result of the review of previous procurement based policies (Management) and the previous local purchasing (Council) policy (**Appendix 2**) adopted at Council's meeting held 27 July 2020.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme:	3 Economy
CSP Objective:	3.5 The long-term economic growth of the Local Government Area is realised
Delivery Program Strategy:	3.5.6 Investment in the Local Government Area as a driver of growth in the region is a key priority for government, industry and the local community
Theme:	4 Community Leadership
CSP Objective:	4.3 The resources of Council are appropriately managed
Delivery Program Strategy:	4.3.1 The organisation displays the elements of sound management and strategic planning

FINANCIAL IMPLICATIONS

Whilst the exact financial impacts are difficult to determine, there is currently an additional cost to Council by utilising qualified local suppliers under the provisions of this Policy based on the price advantages to be offered that will continue.

POLICY IMPLICATIONS

Council's previous Local Purchasing Policy shall be obsolete upon adoption of this report

RECOMMENDATION

- 1. That Council's Local Purchasing Policy be rescinded.**
- 2. That the draft Purchasing and Procurement Policy, as attached to this report as Appendix 1, be adopted and become effective 1 December 2021.**

Lee Bayliss

Acting Corporate Procurement Specialist

BACKGROUND

In recent years, Council has had a procurement policy provision that encourages and supports local business. The current version, the Local Purchasing Policy, as attached as **Appendix 2**, adopted at Council's meeting held 27 July 2020, is due for review. The review timeline also coincided with the requirement to review several procurement related management policies.

REPORT

A review of the (former) management policies as listed below occurred;

- On Time Payments
- Preferred Supplier
- Purchasing and Procurement
- Quotations
- Tenders
- Local Purchasing Policy

While completing the review, it was evident that several of the policies had duplicated information, and some contained information of a more procedural manner.

The draft Purchasing and Procurement Policy, as attached as **Appendix 1**, is a consolidation of these management policies, and the current Local Purchasing Policy, as attached as **Appendix 2**, with the removal of procedural information.

Consultation

Consultation and feedback occurred to ensure there was consideration to the impact of consolidating the former management policies, and local purchasing policy, as listed in this report.

A report was prepared for the Executive Leadership Team, at its meeting held 1 September 2021, followed by a two week consultation period including major internal stakeholders and Senior Leadership Team. Following the collaboration of feedback received and drafted changes, a further report was presented to Executive Leadership Team at its meeting held 13 October 2021.

SUMMARY

The review of this document has resulted in an improved, policy that:

1. Is simple to understand and apply for both suppliers and staff;
2. Delivers a meaningful impact and advantage to qualified local suppliers;
3. Supports small business; and
4. Allows Council to achieve best value procurement opportunities.

Appendices:

- 1 [↓](#) Draft - Council Policy - Purchasing and Procurement
- 2 [↓](#) Council Policy - Local Purchasing Policy



**DUBBO
REGIONAL
COUNCIL**

COUNCIL POLICY

Purchasing and Procurement

Date

Council Resolution Date

Clause Number

Responsible Position Manager Procurement
Branch Procurement
Division Organisational Performance
Version 1
TRIM Reference Number ED
Review Period 12 Months
Review Date October 2022
Consultation Stakeholder Engagement – 08/09/2021 - 23/09/2021
 Executive Leadership Team – 01/09/2021, 13/10/2021
 Extra Ordinary Council Meeting – 28/10/2021

Document Revision History	
Description	Date
Notes	
Policy replaces previous versions of Dubbo City Council and Dubbo Regional Council policies;	
Council Policy – Local Purchasing Policy (ED20/142596)	
Management Policy - On Time Payments (ED15/127187);	
Management Policy – Preferred Supplier (ED17/147718)	
Management Policy – Purchasing and Procurement (ED20/210269)	
Management Policy – Quotations (ED15/99909)	
Management Policy – Tenders (ED15/99927)	

POLICY

PURPOSE

Dubbo Regional Council is committed to purchasing and procurement that meets probity requirements, achieves operational requirements, is efficient, fair and transparent while achieving financial, environmental and positive social outcomes in the interests of the community.

This policy also aims to strengthen council's commitment to buying local and in turn support the local economy. Council will actively procure suitable services, goods and materials locally where possible whilst ensuring the achievement of best value, while adhering to financial and legislative responsibilities.

BACKGROUND AND RELATED LEGISLATION

- Australian Competition and Consumer Commission
- Australian Consumer Law 2011
- Competition and Consumer Act 2010
- Government Information (Public Access) Act 2009
- Independent Commission against Corruption (ICAC) publication "Contracting for Services: The Probity Perspective"
- Industrial Relations Act 1996
- Local Government Act 1993
- Local Government (General) Regulation 2005
- NSW Local Government Tendering Guidelines
- Payroll Tax Act 2007
- Sustainable Procurement Guidelines – ISO 20400:2017
- Workers Compensation Act 1987

Relevant Council Policies and Procedures:

- Code of conduct
- Corporate Purchase Card Policy
- Delegations of authority
- Expressions of Interest
- Petty Cash Procedure
- Statement of business ethics
- Tender and Quotation Procedure

SCOPE

This Policy applies to all employees, consultants and contractors that procure goods and/or services for or on behalf of Dubbo Regional Council.

DEFINITIONS

To assist in interpretation, the following definitions apply:

Term	Definition
Act	Local Government Act 1993
Best Value	Overall value for money including quality and expertise, having regard

	to all the circumstances, including being fit for purpose, appears to be the most advantageous.
CEO	Chief Executive Officer of Dubbo Regional Council
Council	Dubbo Regional Council
Council Order, Order or Purchase Order	An official request to a supplier to supply goods and or services to Council, which is generated from the Authority Purchasing system. The Council order number must be quoted on all invoices from suppliers.
Evaluation Criteria	The standards by which the Evaluation Panel will assess best value/suitability for a Council Order
Evaluation Panel	A set group of people to evaluate and make decisions regarding tenders; composed of a Chair, Members and, at times, an Independent council staff member.
GIPA	Government Information (Public Access) Act 2009 A GIPA provides the public with a right to access government information held by agencies
Indigenous sourcing panel	A specialised procurement sourcing panel that allows Council direct provision of requests to Certified and Registered Indigenous business (not direct engagement of one supplier).
Internal Supplier List	Category of suppliers accessible through VendorPanel that have been pre-approved against pre-selected compliance requirements
LGA	Dubbo Regional Council Local Government Area
Local Supplier	A business that has a physical presence and operates from a permanently staffed address within the boundaries of the Dubbo Regional Council Local Government Area (LGA) for a minimum period of three (3) months before submitting the quotation or tender. Council reserves the right to maintain flexibility in their consideration to this definition including the ability to exclude a pop up shop or basic shop front from qualifying as a local supplier.
Online Requisition or Requisition	An internal request to purchase goods or services which on approval by the authorised approver creates an Order.
Preferred Supplier	A preferred supplier is one that has gone through a competitive process and met qualification criteria for supply of goods and services for a defined period (of up to 3 years)
Probity	Evidence of ethical behaviour integrity, uprightness and honesty in a particular process.
Purchasing officer	Council staff member that has the authority to make purchases on behalf of Council
Qualified local supplier	A supplier that is suitably qualified, staffed, experienced with all WHS and compliance requirements or can provide a product that is suitable or superior in quality for purpose.

Supplier by Preference	Direct appointment of a supplier that by-passes usual processes by director or CEO approval
Total value	Includes GST
VendorPanel	Council's preferred sourcing platform

POLICY

Council has a responsibility through its expenditure of public funds to achieve best value in procurement while recognising the broad benefits to the Local Government Area (LGA) that flow from purchasing locally. Council will seek to maximise opportunities for local suppliers to compete for Council's business while also promoting opportunity for smaller business, social enterprises, disability groups and Indigenous businesses.

This policy requires staff to exercise responsible financial management and accountability for procurement actions. Staff must ensure value for money through a balanced whole-of-life evaluation that includes consideration of financial, social, ethical, local economic and environmental factors.

This Policy is to be referenced in all publicly advertised Quotations, Expressions of Interest and Tenders

All Procurement activities will be performed with integrity and in a manner able to withstand the closest possible scrutiny as per councils Code of Conduct and Statement of Business Ethics. Failure of contractors to comply can result in the contract being terminated. Failure of staff to comply will result in disciplinary action.

Risk will be minimised at all stages of procurement activities by using standardised documents, obtaining security deposits, holding relevant insurances and standard operating procedures, by having contract arrangements in place before work commences and by effectively managing contract performance.

CANVASSING OF COUNCILLORS

The canvassing or lobbying of Councillors for the purpose of attempting to influence Councillors in procurement matters may result in disqualification, for a period of one (1) year from the procurement process and must be reported to the Chief Executive Officer.

Any offer of a bribe or other inducement constitutes corrupt conduct and will be reported to the Independent Commission Against Corruption (ICAC) for appropriate action to be taken.

METHODS AVAILABLE TO PROCURE GOODS FOR OR ON BEHALF OF COUNCIL

Petty Cash	For purchases less than \$200 (See Petty Cash Policy and Procedure)
Purchase Cards	For low risk/low value purchases (See Purchase Cards Policy)
Utilising an existing contract	Preferred Supplier

Create a new contract Direct Order type
Contract Order type
Publicly Advertised Quotations (Q)
Publicly Advertised Tenders (T)
Supplier by Preference

VendorPanel is Councils preferred sourcing platform.

PURCHASES UP TO \$10,000

Local suppliers are to be offered works in the first instance. There is no requirement to obtain quotes for the supply of low risk services, goods and materials, however it must be satisfied that best value can be achieved up to \$10,000 total value.

PURCHASES ABOVE \$10,000 AND BELOW \$150,000

Requests for quotes are to be invited from suppliers through Council's preferred sourcing platform. If the Internal Supplier list is utilised, there are to be no exclusions from the list.

Where quotes are requested from VendorPanel's Public Marketplace, at least three (3) suppliers are to be invited to quote with at least two (2) of these to be local suppliers where this exists.

Where a non-local supplier has provided a proposal for works all local supplier proposals for the same request will have, for comparative purposes, a nominal 10% deduction to their quoted price.

The length of notice to suppliers for the opportunity to provide a response shall be at the discretion of the purchasing officer.

Quotations are to be awarded based on best value. If best value is determined not to be the lowest monetary value quote received, the supplier can be engaged through the Supplier by Preference process after the competitive quotation process has been undertaken.

PURCHASES ABOVE \$150,000 (OR FOR CONTINUED ENGAGEMENT FOR 2 YEARS OR MORE AT ANY VALUE)

The publically advertised Quotations, Expressions of Interest and Tender processes must be followed and all legislative requirements must be adhered to.

The minimum period to publically advertise shall be 21 days. Council may, under certain circumstances shorten or extend the tender period.

Receipt of responses to publically advertised Quotations, Expressions of Interest and Tenders must be in writing, and should be submitted via Council's preferred sourcing platform by the time and date as nominated on the request. Hard copies may be received, but must be enclosed in a sealed envelope and shall be placed by or on behalf of the tenderer in a box provided by Council. The tender box is located in the foyer of Council's Administration Building, Church Street, Dubbo.

Late submissions in response to publically advertised Quotations, Expressions of Interest and Tenders will not be considered unless prescribed under legislation.

Where a non-local supplier has provided a proposal for works all local supplier proposals for the same request will have, for comparative purposes, a nominal 5% deduction to their quoted price (up to a maximum of \$50,000). Additionally, 5 points will be nominally added to the selection criteria total scoring based on the maximum score being 100, provided at least 50% of the total work is performed by Local Suppliers after considering any sub-contractors used.

Where the evaluation criteria shows the same score for a non-local supplier and local supplier, preference is to be awarded to the local supplier.

SOCIAL PROCUREMENT

Disability Providers

Under Section 55 of the Local Government Act 1993, Council can directly engage disability service providers without the need to go to quotation or tender. To ensure probity and transparency other processes as listed in this Policy should be applied including those to ensure best value is being achieved.

Indigenous Business and Recognised Social Enterprises

Council is to maintain formal membership of an Indigenous sourcing panel. This specialised procurement sourcing panel allows Council to direct work offers to Certified and Registered Indigenous businesses.

PREFERRED SUPPLIER PANEL

Arrangements will normally result in a panel of suppliers that are qualified to supply certain goods or services, for a term of three (3) years. These arrangements will follow the procedures for publically advertised Tenders if goods or services are for continued engagement for two (2) years or more.

Once a preferred supplier panel has been awarded, and supply agreements are in place with a number of pre-approved qualified suppliers, Council can engage these suppliers through either; a schedule of rates ready to engage following agreed rotation, or; an arrangement after a contract for equipment to provide ongoing warranty, maintenance, servicing or repair of that equipment.

Preferred supplier arrangements should be used for supply of goods and services where possible up to \$150,000 total value.

SUPPLIER BY PREFERENCE

It is permissible to engage a supplier which bypasses other methods to procure goods and services through written approval of the Director, or CEO, subject to financial delegations.

This request is considered a "Supplier by Preference", and each engagement must obtain prior approval and be accompanied with an explanation as to why that supplier should be engaged.

The request should advise:

- What other suppliers exist and / or what steps were taken to determine no other suppliers exist
- Why it is impractical to engage a supplier through the other methods
- How it has been determined that the proposal represents the best value that can be achieved.

EMERGENCY PROCUREMENT EXEMPTION

Emergency purchases are made to fill an immediate, unexpected need of a serious nature relating to health, safety or protection of property where insufficient time to procure by the normal means under this policy is available. The work must be performed and at the earliest business opportunity, a purchase order raised for the appropriate approval process. Where a Purchase Order is raised in response to an emergency the Director should be notified in writing, as soon as practicable after the event, and any documents relating to this purchase attached to the requisition request and recorded in Council's record management system.

The notification should advise:

- What the emergency situation was
- Why the matter could not be dealt with under normal circumstances
- What the scope of works were requested from the supplier

GOVERNMENT CONTRACTS

Government Contracts and Local Government Panels can be accessed by Council through Local Government Procurement (VendorPanel) and Procurement Australia (Direct).

Where suppliers on any Government Contract have provided unit rates (pricing given) or schedule of rates (e.g. rate per tonne) the supplier can be engaged directly, without the need to request quotes for those goods and services as listed.

Where Government Contracts are utilised, the Contract identifier, or panel number must be referenced in requisition requests. There is no obligation on Council to utilise these contracts but they are available for consideration when making purchasing decisions and local supply is not available.

For quotation requests up to \$150,000 total value, a minimum of three (3) panel providers are to be selected.

For quotation requests above \$150,000 total value, no panel provider should be excluded, and the LGP quotation template and contract must be utilised unless justification of non-conformance expectations can be provided and pre-approved by the Divisional Director and Procurement Branch.

PAYMENTS TO SUPPLIERS

Prompt actioning and approval to pay invoices should occur unless:

- the invoice is technically / legally invalid (e.g. does not comply with GST legal requirements), or
- the work has not been done or the goods not received or we cannot determine if the work is done or good received, or
- the quality is unacceptable, or
- there is a dispute over the invoice/supply

Contracts that have been arranged through the publically advertised Quotations, Expressions of Interest and Tender processes, any other contract expected to lead to total payments above \$150,000 (including GST) over the life of the contract, (or for continued engagement for two (2) years or more at any value) must be recorded in Council's register of contracts as prescribed in the Government Information (Public Access) Act 2009 (GIPA Act).

Where payment by progress claims is contracted, the progress claim must be accompanied by a Progress Claim Cover Memo and where a claim for payment is made under the Building and Construction Industry Security of Payment Act 1999, each invoice must be accompanied by a Sub-contractors Statement Form.

ENGAGING CONSULTANTS

Consultancy is a service provided by a type of contractor where the output is a recommendation, or the provision of information that is unable to be produced by staff. There is a requirement to capture consultancy costs for quarterly reporting to Council, also in the Financial Statements each year.

RESPONSIBILITIES

All purchasing officers are responsible for the adherence to this Policy and be familiar with related legislation, policies and procedures. All approvers are responsible for enforcing this policy.

Any role can raise a requisition for any value, the maximum amount an approver can approve is based on financial delegations.

*Note: The below is an extract from the Financial Delegations, this table does not form part of the Purchasing and Procurement Policy. The data shown in the below extract is accurate as at 1 October 2021. Financial delegations may be approved and updated by the CEO from time to time. The below extract as it does not form a part of the Policy, will be updated accordingly.

Role	Maximum Total Value Amount approval	Supplier by Preference
Supervisor/Team Leader/Coordinator	Up to \$50,000	-
Manager	Up to \$150,000	-
Director	Up to \$250,000	Up to \$50,000

Chief Executive Officer	Over \$250,000	Over \$50,000
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APPENDICES

Pre-Purchasing – Safety Checklist (ED14/141448)

Progress claim cover memo (ED15/98134)

Subcontractor Statement form (ED21/148653)

CEO Delegations (Financial)

DRAFT



Local Purchasing Policy

Date 1 September 2020

Council Resolution Date 27 July 2020

Clause Number CCL20/116

Responsible Position Director Organisational Performance

Branch Procurement

Division Organisational Performance

Version 1.0

TRIM Reference Number ED20/142596

Review Period 1 year

Review Date July 2021

Consultation Yes

Document Revision History	
Description	Date
Version 1	27 July 2020
Notes	
Community Support Base Procurement Policy rescinded	

POLICY

PURPOSE

This Policy aims to strengthen council's commitment to buying local and in turn support the local economy. Council will actively procure suitable services, goods and materials locally where possible whilst ensuring the achievement of best value, financial and legislative responsibilities.

BACKGROUND AND RELATED LEGISLATION

This Policy has been developed as a result of reviewing Councils existing Community Support Based Procurement Policy, 2018. Extensive stakeholder consultation including surveys and direct feedback from local businesses, council's staff and similarly sized regional councils has been undertaken to determine how Council can appropriately support local business whether it be by a cost comparative advantage or by other measures.

This Policy replaces the previous Community Support Based Procurement Policy 2018.

This Policy should be read in conjunction with the Tendering Guidelines for NSW Local Government and in consideration of Councils legislative obligation under clause 178 of the Local Government (General) regulation 2005 to "accept the tender that, having regard to all the circumstances, appears to it to be the most advantageous".

Council has received legal advice which states that where a council adopts a Local Purchasing Policy with a set weighted advantage to local suppliers that has the ability to change the outcome of a procurement and all suppliers are made aware of the policy, the stated advantage does not contravene any relevant laws, related to anti-discrimination, anti-competition and fair trading. This is provided it is applied within the policy provisions.

DEFINITIONS

To assist in interpretation, the following definitions apply:

Term	Definition
Best Value	Overall value for money including quality and expertise
Council	Dubbo Regional Council
GIPA	Government Information Public Access Act
Indigenous sourcing panel	A specialised procurement sourcing panel that allows Council direct provision of work offers to Certified and Registered Indigenous business.
Local Supplier	A business that has a physical presence and operates from a permanently staffed address within the boundaries of the Dubbo Regional Council Local Government Area (LGA) for a minimum period of three (3) months before submitting the quotation or tender. Council reserves the right however to exclude a pop up shop or basic shop front from qualifying as a local supplier.
LGA	Dubbo Regional Council Local Government Area
Total value	Includes GST

References related to this policy:

Local Government Act 1993
 Local Government General Regulations (2005)
 Australian Competition and Consumer Commission
 Competition and Consumer Act 2010
 Australian Consumer Law 2011
 Government Information (Public Access) Act 2009
 Office of Local Government Tendering Guidelines
 Councils purchasing and procurement management policy

CANVASSING OF COUNCILLORS OR STAFF

The canvassing or lobbying of Councillors or staff for the purpose of attempting to influence the impartial performance of the public duty of Councillors and Council staff in procurement matters may result in disqualification from the procurement process. This disqualification extends to the supply of all goods and services to council for a period of 1 year. Councillors and staff must report any instances of canvassing or lobbying to the Chief Executive Officer.

Further the canvassing or lobbying of councillors or staff accompanied by the offer of a bribe or other inducement constitutes corrupt conduct and will be reported to the Independent Commission Against Corruption (ICAC) for appropriate action to be taken.

SCOPE

Council has a responsibility through its expenditure of public funds to achieve best value in procurement recognising the broad benefits to the Local Government Area (LGA) that flow from purchasing locally. Council will seek to maximise opportunities for local suppliers to compete for Council's business while also promoting opportunity for smaller business, social enterprises, disability groups and Indigenous businesses.

This Policy where possible aims to use Council's procurement undertakings to encourage and support local suppliers and economic activity within the LGA while achieving Council's best value objectives to maximise the overall community benefit from the expenditure of public funds.

The objective of this Policy is to create a framework that ensures Council gives due consideration in all procurements to the benefits of supporting local business by sourcing locally where possible. Consultation undertaken as part of the formulation of this Policy found increased communication and visibility of upcoming work, having a simple Policy that is easy to apply and meaningful in terms of the benefits provided to local suppliers, provision of training and education of local suppliers by Council, transparency while ensuring achievement of best value and support for small business as being important. Council is committed to supporting the local economy and enhancing the capability of local business and industry, by working with local suppliers to improve their capacity to meet Council's requirements and compete effectively in the tender or quotation process to win Council work.

To further this commitment a Local Purchasing Action Plan, has also been developed to support this Policy which includes a number of specific and time defined actions to be undertaken.

POLICY PROVISIONS

This Policy will be referenced in all advertised requests for quote and tender.

For the purpose of this Policy a qualified local supplier is defined as:-

A business that has a physical presence and operates from a permanently staffed address within the boundaries of the Dubbo Regional Council Local Government Area (LGA) for a minimum period of three (3) months before submitting the quotation or tender. Council reserves the right however to exclude a pop up shop or basic shop front from qualifying as a local supplier.

The onus of proof will be on the local supplier to provide supporting evidence to establish their local supplier qualification under the terms of this Policy.

The Local Purchasing Policy provisions are as follows:-

Expenditure up to \$10,000 – Local suppliers only invited

Where the supply of services, goods and materials is up to \$10,000 in value, local suppliers only will be sought.

In the event quotes are sought through VendorPanel or an Indigenous sourcing panel, all registered

local suppliers in the LGA for the applicable purchasing category will be invited. If no local suppliers are available for the goods or services required quotes are then to be sought from outside of the LGA.

Corporate trade and preferred supplier panels for qualified local suppliers are to be introduced and utilised for regularly sourced goods and services.

Quotes sought up to \$150,000 - 10% price advantage to qualified Local Suppliers

Quotes up to \$150,000 will be invited from the entire list of suppliers on Vendor Panel and an Indigenous sourcing panel for the applicable purchasing category with at least two local supplier quotes to be sought. Qualified local suppliers for comparative purposes will have 10% nominally deducted from their quoted price.

Publicly Advertised Quotes or Tenders over \$150,000 – 5 points added to the total selection criteria score (subject to at least 50% of the total number of sub-contractors being utilised being qualified local suppliers) and a 5% reduction in the price evaluation criteria component of a qualified local supplier bid up to a maximum amount of \$50,000.

Where Council seeks to publicly advertise a quotation or tender there will be a two tier advantage provided to qualified local suppliers who submit a quotation or tender in response. For the purpose of price comparison for qualified local suppliers, 5% will be nominally deducted from the quoted price up to a maximum amount of \$50,000. In addition 5 points will be

nominally added to the selection criteria total scoring based on the maximum score being 100, provided at least 50% of any sub-contractors used are qualified Local Suppliers.

All publically advertised quotes and tenders will be also placed on VendorPanel and an Indigenous sourcing panel.

In the event that the net bid by a local supplier and a non-local supplier are equal after calculating any applicable local supplier advantages under the terms of this Policy and both suppliers otherwise meet the requirements of the procurement request, taking into account both price and non-price considerations as determined under this Policy, preference will be given to the qualified local supplier.

In the event that a joint tender submission is received that involves a qualified Local Supplier it will be the lead tender business only that may access the provisions of this Policy.

Temporary COVID-19 Pandemic measures

A measure to further support local suppliers and the local economy when an Economic Recovery Strategy is implemented is to provide a temporary additional advantage for local suppliers through the Local Purchasing Policy.

In alignment with and to support Council's Economic Recovery Taskforce to assist local suppliers as a result of the COVID-19 pandemic the price advantage for comparative purposes under each of the provisions of this Policy are temporarily increased by an additional 5% across the board when:-

- quotations and tenders are called up until the 31 December 2020
- The supplier meets the local supplier definition

E-Procurement – Vendor Panel and an Indigenous sourcing panel

The sourcing of Council procurements from local suppliers will be undertaken through the world class e-procurement solution VendorPanel © which has been partially implemented throughout Council and the local business community for management of all requests for quotation or tender. The electronic platform is completely free to suppliers who self-register and maintain a profile. VendorPanel has links to Local Government Procurement tendered panel contracts.

In addition all request for quotes and tenders will also be broadcast on an Indigenous sourcing panel.

These platforms allow a high degree of transparency, probity and importantly reporting of outcomes of the Local Purchasing Policy by capturing source analytics and utilising geo-targeting of suppliers.

SOCIAL PROCUREMENT AND LOCAL PURCHASING

Disability Providers

Council will undertake social procurement by procuring goods and services from local disability providers. Under Section 55 of the Local Government Act 1993, council can directly engage disability service providers without the need to go to quotation or tender. To ensure probity and transparency, where there is more than one disability service provider, quotation procedures will apply. While these initiatives support good social procurement outcomes, there remains a responsibility to achieve best value in procurement.

Indigenous Business and Recognised Social Enterprises

Unlike disability service providers the Local Government Act 1993 does not have provision to directly engage Indigenous business or recognised social enterprises.

To ensure Council can support local Indigenous businesses through this Local Purchasing Policy, Council will apply for membership with an Indigenous sourcing panel. The Indigenous sourcing panel is a specialised procurement sourcing panel that allows Council to direct work offers to Certified and Registered Indigenous businesses.

Councils Local Purchasing Action Plan developed to support this Policy includes a number of specific Indigenous local business actions to both further support and develop specific initiatives to assist local Indigenous businesses.

The development of Councils Reconciliation Action Plan will also provide further specific support for Aboriginal procurement initiatives.

Local social enterprises will be engaged to supply goods and services where possible with the Local Purchasing Action providing initiatives to support local social enterprises.

GOVERNMENT CONTRACTS

Council is able to utilise Government contracts under the Local Government Act 1993. Prescribed entities Local Government Procurement Partnership Panel (LGP) and Procurement Australia tendered panel contracts provide this option. Using the LGP as a procurement option, serves a purpose in achieving best value by reducing administration costs for both council and suppliers. In keeping with the intent of this Policy, Council will purchase from suppliers under Government contract within the same terms of this Policy.

WHERE NON- LOCAL SUPPLIERS ARE UTILISED

Council in its diverse operations will need to purchase goods and services from outside the LGA simply because local suppliers cannot supply the goods or services or are not competitive from a best value perspective. In recognition of this Council will compile a list of regularly sourced categories of goods and services so local businesses can make an assessment if they should consider supplying or moving toward a particular category of supply. The list will be published every six months in December and June each year, include detail of spends with Local and Non-Local suppliers and be submitted with a covering report to Council.

ACTION PLAN

There is a lot of work to be undertaken to provide the necessary support for this Policy. To facilitate this a Local Purchasing Action Plan has been developed and is based on the following themes:-

- Accountability and Transparency
- Awareness of and Access to Council work for Local Business
- Education and Training
- Social Procurement

RESPONSIBILITIES

The Director Organisational Performance and all staff with purchasing authority are responsible for enacting and enforcing this policy.



REPORT: End of Term Report

AUTHOR: Manager Growth Planning
REPORT DATE: 7 October 2021
TRIM REFERENCE: ID21/1519
PREVIOUS ITEMS: CCL21/166 - End of Term Report -
Ordinary Council Meeting - 26 Jul 2021
5:30pm

EXECUTIVE SUMMARY

The Local Government Act 1993 and the Integrated Planning and Reporting (IP&R) Framework requires Council to prepare an End of Term (EoT) Report that includes Council's implementation and effectiveness of the Community Strategic Plan (CSP) in achieving its social, environmental, economic and civic leadership objectives over the previous three years. It provides information about how effective the objectives have been, summarises the achievements of Council, identifies key challenges and pressures that Council faced in meeting the objectives, and helps with the review of the CSP.

The EoT Report must be presented at the final meeting of an outgoing Council and be included in the annual report (or as a supplement to the annual report) in the year of an ordinary Council election.

There is no specific requirement for the format or content of the EoT Report, however, Council must ensure that it is sufficiently comprehensive to allow for informed community discussion. The Report aims to answer the following questions:

- Did Council do what it said it would do towards achieving the objectives of the CSP?
- Did other partners in the process do what they said they would do towards achieving the objectives of the CSP?
- Were these actions effective, and did anything change or start to improve?

The EoT Report is attached at **Appendix 1**.

The EoT Report is not used to showcase the achievements of the current Council as this risks breaching the Model Code of Conduct's prohibition for using council resources and publications as electoral material.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme:	4 Community Leadership
CSP Objective:	4.3 The resources of Council are appropriately managed
Delivery Program Strategy:	4.3.5 Council strives for transparency and is an organisation that values two way communication with stakeholders and the broader community

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

This report will help inform the development of the next Integrated Planning and Reporting Cycle, which includes the Community Strategic Plan, Resourcing Strategy, Delivery Program and Operational Plan. These plans identify the main priorities and aspirations for the future of the Local Government Area.

RECOMMENDATION

- 1. That the report of the Manager Growth Planning, dated 7 October 2021, be noted.**
- 2. That the End of Term Report, as attached at Appendix 1, be noted and included in the 2020/2021 Annual Report.**
- 3. That Council note the Model Code of Conduct's prohibition for using council resources and publications as electoral material.**

Steven Jennings
Manager Growth Planning

BACKGROUND

Council adopted the 2040 Community Strategic Plan (CSP) on 25 June 2018. The CSP identifies the main priorities and aspirations for the future of the Local Government Area, and takes into consideration the issues and pressures that may affect the community and the level of resources that will realistically be available to deliver their long term objectives. The CSP aims for its outcomes to be delivered by a partnership between individuals, community groups, State Agencies and Council.

The Local Government Act 1993 and the IP&R Framework requires Council to present an End of Term (EoT) Report at the final meeting of an outgoing Council, and include it in an annual report (or as a supplement to the annual report) in the year of an ordinary Council election.

Council, at its meeting held 26 July 2021, considered a report relating to the EoT Report. Due to the postponement of the Local Government Elections, Council resolved:

“That the matter be deferred to October 2021 to coincide with the final Ordinary Council meeting of the current Council Term.”

The Report is presented for notation by Council.

REPORT

The EoT Report must report on Council’s achievements in implementing the CSP and how well it achieved its social, environmental, economic and civic leadership objectives over the previous three years. It provides information about how effective the objectives have been, summarises the achievements of Council, identifies key challenges and pressures that Council faced in meeting the objectives, and helps with the review of the CSP. By measuring our progress, we will be able to understand the answer to the question:

“How is the Dubbo Region going?”

The Report aims to answer the following questions:

- Did the council do what it said it would do towards achieving the objectives of the CSP?
- Did other partners in the process do what they said they would do towards achieving the objectives of the CSP?
- Were these actions effective – did anything change or start to improve?

The EoT Report is attached at **Appendix 1**.

The EoT Report is not used to showcase the achievements of the current Council as this risks breaching the Model Code of Conduct’s prohibition for using council resources and publications as electoral material.

The EoT Report is organised and presented to address the following five themes of the 2040 Dubbo Community Strategic Plan:

- Housing
- Infrastructure
- Economy
- Community Leadership
- Liveability

The objectives in the CSP cover a broad range of Council functions and create a balance for delivering the majority of the actions and initiatives in a sustainable manner. They also acknowledge that some initiatives and actions cannot be delivered entirely by Council, and identify where Council may have an advocacy role on behalf of the community.

During the CSP's implementation, Council experienced one of the most severe droughts on record in 2019 and the COVID-19 pandemic in 2020/2021. These events were challenging for Council and many businesses in the region, with restrictions being placed on everyday operations. Models of delivery had to change for many Council divisions, and Council faced a reduced cash position and projection which required constant monitoring and appraisal to ensure Council remains as financially sound as possible in order to provide services to the community.

The newly-elected Council will need to review the existing CSP before 30 June 2022 and either endorse the existing plan, endorse amendments to the existing plan, or develop and endorse a new plan. Council will need to proactively engage with the community after the election, as the CSP seeks to give emphasis to community-led strategy development rather than Council-led. The upcoming review will also provide an opportunity for Council to ensure the existing strategies are still relevant, and create any additional strategies to address emerging trends and issues for the region. A number of strategies may need to be revisited, updated and/or reaffirmed with a view to strengthening Council's approach to planning and delivery.

The review should aim for outcomes to continue to be delivered by a partnership between individuals, community groups, State Agencies and Council. Creating these partnerships will also help the CSP to be a live document that is constantly referred to and reviewed.

SUMMARY

The EoT Report must report on Council's achievements in implementing the CSP and how well it achieved its social, environmental, economic and civic leadership objectives over the previous three years. It provides information about how effective the objectives have been, summarises the achievements of Council, identifies key challenges and pressures that Council faced in meeting the objectives, and helps with the review of the CSP. By measuring our progress, we will be able to understand the answer the question:

"How is the Dubbo Region going?"

The Report is presenting for notation by Council.

Appendices:

1 [↓](#) End of Term Report - July 2018 - June 2021



End of Term Report

July 2018 - June 2021

Acknowledgement:

Dubbo Regional Council acknowledges the Wiradjuri People who are the Traditional Custodians of the Land. Council pay respect to the Elders both past, present and emerging of the Wiradjuri Nation and extend that respect to other Aboriginal peoples from other nations who are present.

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EXECUTIVE SUMMARY

The Local Government Act 1993 and the Integrated Planning and Reporting (IP&R) Framework requires Council to prepare an End of Term (EoT) Report that reports on Council's implementation and effectiveness of the Community Strategic Plan (CSP) in achieving its social, environmental, economic and civic leadership objectives over the previous three years. It provides information about how effective the objectives have been, summarises the achievements of Council, identifies key challenges and pressures that Council faced in meeting the objectives, and helps with the review of the CSP.

Council adopted the 2040 CSP on 25 June 2018. The CSP identifies the main priorities and aspirations for the future of the local government area, and takes into consideration the issues and pressures that may affect the community and the level of resources that will realistically be available to deliver their long term objectives. The CSP is required to answer the following questions:

- Where are we now?
- Where do we want to be in 10 years' time?
- How will we get there?
- How will we know we've arrived?

The EoT Report is organised and presented to address the five themes of the 2040 Dubbo Community Strategic Plan:

- Housing
- Infrastructure
- Economy
- Community Leadership
- Liveability

The objectives in the CSP cover a broad range of Council functions and create a balance for delivering the majority of the actions and initiatives in a sustainable manner. They also acknowledge that some initiatives and actions cannot be delivered entirely by Council, and identify where Council may have an advocacy role on behalf of the community

The newly-elected Council will need to review the existing CSP before 30 June 2022 and either endorse the existing plan, endorse amendments to the existing plan, or develop and endorse a new plan. Council will need to proactively engage with the community after the election, as the CSP seeks to give emphasis to community-led strategy development rather than Council-led. The upcoming review will also provide an opportunity for Council to ensure the existing strategies are still relevant, and create any additional strategies to address emerging trends and issues for the region. A number of strategies may need to be revisited, updated and/or reaffirmed as, with a view to strengthening Council's approach to planning and delivery.

SECTION 1 INTRODUCTION

Council adopted the 2040 Community Strategic Plan (CSP) on 25 June 2018. The CSP is the highest level strategy that guides and influences the actions and initiatives of Dubbo Regional Council in partnership with the community, all tiers of government and community stakeholders, over a 22 year period through to 2040.

The CSP identifies the community’s vision and main priorities for the Dubbo Region in 2040. It takes into consideration the issues and pressures that may affect the community and the level of resources that will realistically be available to deliver their long term objectives.

Council’s Integrated Planning and Reporting (IP&R) Framework recognises that Council plans and policies do not exist in isolation and are all connected to deliver community outcomes. The IP&R Framework is demonstrated in the diagram below.

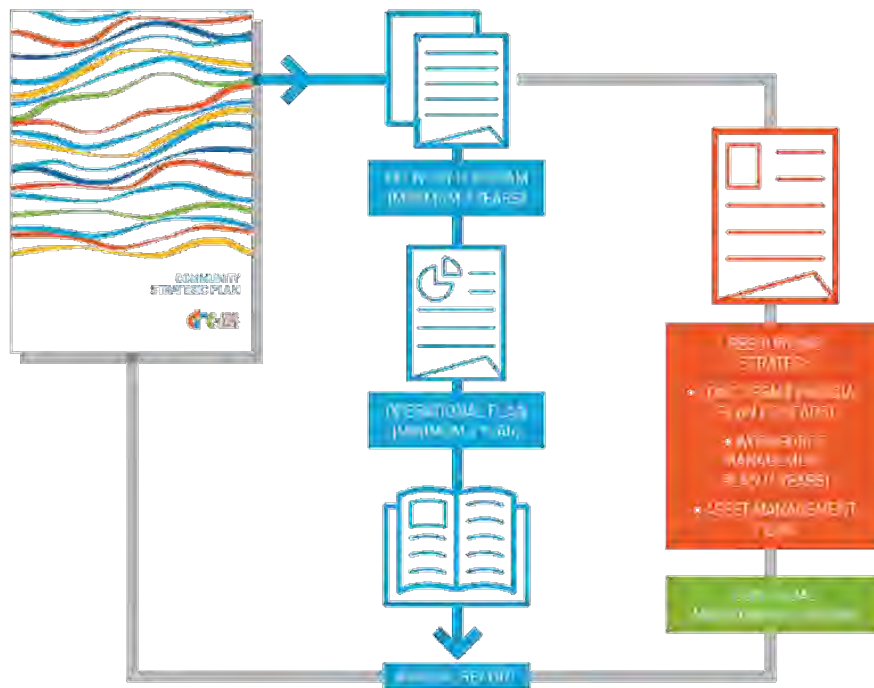


Figure 1: Council’s Integrated Planning and Reporting Framework

The Local Government Act 1993 and the IP&R Framework requires Council to prepare an End of Term (EoT) Report that provides an update to the community on how Council has progressed over the last three years towards achieving the social, environmental, economic and civic leadership objectives of the CSP. It provides information about how effective the objectives have been, as well as any key challenges and pressures that

Council faced in meeting the objectives. By measuring our progress, we will be able to understand the answer the question: “How is the Dubbo Region going?”

This report is organised and presented to address the five themes of the 2040 Dubbo Community Strategic Plan:

- Housing
- Infrastructure
- Economy
- Community Leadership
- Liveability

This report has been prepared for presentation to the final meeting of the outgoing Council before Local Government elections are held in December 2021.



SECTION 2 DEVELOPMENT OF THE 2040 COMMUNITY STRATEGIC PLAN

The 2040 CSP is the community's plan, prepared by Council on behalf of the community. It is the first CSP created for the Dubbo Regional Council Local Government Area, and was informed and guided by the former Dubbo City and Wellington Council's existing plans and consultation with the community and other stakeholders.

2.1.1 Amalgamation of the former Dubbo and Wellington CSPs

Prior to the amalgamation of the former Dubbo City and Wellington Councils, the former Dubbo City Council operated under the Dubbo 2036 CSP, and the former Wellington Council operated under the Wellington 2025 CSP. Both CSPs were supported by a four year Delivery Program and a one year Operational Plan.

Following the amalgamation, both CSPs were still in operation, however, were due for review in July 2016. As a result of the merger, the Delivery Programs and Operational Plans of the two former Councils were harmonised as an interim measure until the new IP&R Framework was developed.

It is acknowledged that significant work went into preparing these documents from both former Councils. Given the extensive consultation and contribution provided by the Dubbo and Wellington communities, this work was used to assist with development of the 2040 CSP.

2.1.2 Community and stakeholder engagement

Preparation of the new CSP commenced with community and stakeholder engagement period 1, which was undertaken between 13 June 2017 and 14 July 2017. This included a number of community summits, regional roadshows, sector-specific stakeholder workshops and 'drop-in' consultation stations. The engagement provided an opportunity for members of the community to discuss and explore positives and negatives of the region, and to provide priorities and strategies for inclusion in the new draft 2040 CSP.

Following preparation of the various components of Council's new IP&R Framework, community and stakeholder engagement period 2 was undertaken between 10 May 2018 and 8 June 2018. This included a number of community summits, regional roadshows, sector-specific stakeholder workshops and 'drop-in' consultation stations.

The draft 2040 CSP was developed based on the submissions received during the community consultation process. The following common themes and values were identified:

- Housing
 - Housing choice;
 - Affordability across our community;
 - Short-term visitor and accommodation;
 - Council's functions in guiding housing; and
 - Strategic and planning control guidance and Council's legislative requirements.
- Infrastructure
 - Provision of local roads;

- Advocacy for state roads;
- Pedestrian and bicycle facilities;
- Dubbo City Regional Airport and Bodangora Airstrip; and
- Water, sewer and stormwater infrastructure.
- Economy
 - Form and function of our local economy, including the importance of our visitor economy;
 - Key industry sectors and employers – how can we attract further economic development opportunities; and
 - Council as a business owner in the Local Government Area.
- Community Leadership
 - Sustainable use of Council's resources and asset management;
 - Financial sustainability; and
 - United Council driving our community.
- Liveability
 - Provision of open space and recreation facilities and how we live our lives;
 - Availability of health services and education, community services and associated facilities across our community; and
 - Importance of Indigenous and European heritage and our cultural facilities and assets.

2.1.3 Our community's vision

Providing a succinct vision statement encourages community ownership and a sense of common purpose. It also helps people focus on wider issues and aspirations for the community and to get in touch with the values and priorities that underpin the planning process.

The CSP identifies the community's vision and main priorities for the Dubbo Region in 2040 as:

In 2040 we will celebrate our quality of life, the opportunities available for us to grow as a community, our improved natural environment, and being recognised as the inland capital of regional NSW.

The community identified the following aspirations for the growth and development of the Local Government Area:

- Provide for housing choice and housing affordability to meet the needs of our community;
- Achieve ongoing economic prosperity through a diverse employment base and a visitor economy that makes use of our tourism assets;
- Key infrastructure and services are provided to further enhance the quality of life of our community and to maintain economic growth;
- A united and cohesive Council that provides leadership to our community;
- We have access to a range of community, cultural and open space facilities and areas; and
- We value our unique environment and ensure it's protected for future generations.



SECTION 3 TRACKING OUR PROGRESS

This section identifies the CSP themes and strategies and why they're important to the community, and highlights the key achievements from Council and our partners.

3.1 Theme 1 - Housing

3.1.1 Our Strategies

Residential housing opportunity meets the current and projected needs of our community and facilitates an ultimate population of 100,000	Residential development is well-designed	Residential development opportunities are provided in the villages to facilitate rural lifestyle housing options
An adequate supply of land is maintained close to established community services and facilities	Neighbourhoods are designed and enhanced to ensure social cohesion and connectivity	Opportunities for short-term and visitor accommodation are provided
The importance of the local development industry to the continued residential growth and development of the Local Government Area is recognised		

3.1.2 Why It's Important

Access to affordable housing is viewed by the community as a significant benefit of living in the region.

Across Dubbo and Wellington, considerable land is available for the development of housing which could provide in excess of approximately 10,000 dwellings. This includes approximately 7,000 in Dubbo and approximately 3,000 in Wellington. Significant residential development opportunity is available across many of the villages. However, the availability of land is only one component of the housing spectrum. It is also important to examine housing choice, affordability and the availability of public housing and crisis accommodation for our community.

Council has a number of roles across the housing spectrum, including identifying land for housing and streamlining planning processes, to setting appropriate local policy positions through planning instruments, to assessing applications, and building and maintaining relationships with stakeholders.

Council also has a role in articulating and negotiating with government in respect of the need and demand for public housing and crisis accommodation.

3.1.3 Council's progress

Overall development approvals

There has been a steady increase in the development sector over the past three years. Council approved over 2,300 applications to assist in the delivery of a liveable and distinctive built environment. 589 approvals were for new single dwellings, 1,029

approvals were for alterations to an existing single dwelling, and 63 approvals were for dual occupancies and secondary dwellings.

Housing availability and affordability

Council can impact the nature, quality, timing, supply, amenity, and the cost of housing and development within the region through land use definitions, rating policy, the development consent process and partnerships with other government agencies and local organisations.

In 2021 Council hosted a housing availability forum to bring together members of the community, government agencies, not-for-profit organisations and local experts to discuss housing availability in the region. The forum discussed the various aspects of affordable housing and the role Council can play in easing the affordability crisis.

Managing urban change

Council has a suite of planning controls, guidelines and initiatives that address challenges associated with population growth and urban change. Council's approach includes:

- Protecting features and attributes that are important to the community through statutory controls;
- Encouraging and guiding appropriate development through development controls, policies and guidelines; and
- Establishing reference groups and working parties to consult with the local community and broader local government sector about important development matters.

Following the amalgamation of the former Dubbo City and Wellington Councils, Council undertook an operational review of the Wellington Local Environmental Plan (LEP) 2012 to work towards harmonising the planning controls across the region. The operational review amended and addressed any administrative concerns and provided a level of parity between the provisions of the Wellington LEP 2012 and the Dubbo LEP 2011. The gazettal of the Dubbo Regional Local Environmental Plan 2021 is expected to occur in late 2021, and it will represent a significant review of land use planning in the region. The exhibition and ultimate gazettal will see land use planning well placed for the future.

Residential land development

Council is committed to ensuring the region remains an affordable place to live and work. Council developed land in Keswick Estate to provide affordable entry into the residential market for home buyers, in a location close to retail and medical services. Council also owns land in the north-west urban release area which is intended to be developed for residential purposes.

Central West and Orana Regional Plan (CWORP)

The Dubbo region is part of the Central West and Orana Region established by the Department of Planning, Industry and Environment. Council participated in meetings with the Department about the five-yearly review of the CWORP.

Council is participating in Technical Working Groups and workshops with the Central West and Orana Councils to identify the issues the plan will need to tackle so that future development and growth in the region responds to the needs of current and future residents.

3.2 Theme 2 - Infrastructure

3.2.1 Our Strategies

Opportunities for use of renewable energy are increased	Our road transportation network is safe, convenient and efficient	Infrastructure meets the current and future needs of our community
Our transportation networks are planned to accommodate future growth and development of the Local Government Area	Our diverse transportation system supports connections within and outside the region	Community and business have access to the highest standard of telecommunications networks and facilities

3.2.2 Why It's important

Infrastructure provision provides some of the very foundations of our community and the services that we rely upon every day. Traditional infrastructure includes transportation in the form of roads, pedestrian and cycle facilities, reticulated sewer and water supply, stormwater drainage, waste and recycling facilities and a street lighting system that aims to deliver a safe environment for our community.

Our community benefits from our geographical location at the centre of NSW with Dubbo forming the junction of three highways. The region has access to Sydney through a daily train service and access to Sydney, Melbourne, Brisbane, Canberra and Newcastle from the Dubbo City Regional Airport. The community also has access to the Bodangora Airstrip which provides general aviation facilities and is a vital asset for the Wellington community.

Dubbo has benefited from the initial roll-out of the National Broadband Network (NBN). However, the CSP recognises that we must advocate to government for NBN to be provided in Wellington and for NBN and an improved mobile phone service to be available in our villages and rural areas.

The LGA has one of the highest take-up rates for solar energy provision in Australia. The CSP recognises that our community, business and industry understand the financial and environmental benefits of renewable energies and the role it can play in our sustainable future.

The provision and maintenance of infrastructure is a key consideration for Council and the community over time in both Dubbo and Wellington. The provision of appropriate infrastructure provides economic development opportunity and ensures our community can continue to benefit.

3.2.3 Council's progress

Infrastructure and asset renewal

Council has a direct role in the provision of transport infrastructure in partnership with Commonwealth and State Government agencies, including roads, footpaths, bike paths and bus shelters. Council delivered an expanded asset renewal program whilst continuing to reduce the infrastructure renewal backlog. Funding required to maintain, renew and

upgrade our infrastructure was revised annually from Council's asset registers, asset management plans and asset management strategy.

Made road safety a priority

Council manages and maintains over 2700km of roads, and has an ongoing program of renewal and improvement works for the road network. New roads were constructed, existing roads were resurfaced and regraded, traffic calming measures and pedestrian safety refuges were installed in strategic locations, and new kerb and guttering was built across the region.

Reduced waste going to landfill

Council continued to work with residents and businesses to deliver environmentally responsible and sustainable waste management solutions. Council educated the community on how to make long-term changes to reduce unnecessary waste and reuse and renew valuable resources that would otherwise be sent to landfill.

Renewed our stormwater network

Council has an ongoing program of renewal and improvement works for its stormwater network. These works are critical to ensure Council's stormwater network operates efficiently.

Council installed new gross pollutant traps on pipe outfalls in both Dubbo and Wellington. This has resulted in a total of approximately 400Ha of urbanised stormwater catchments to be treated that were not previously. This is a great result for both Dubbo and Wellington communities, as there could be up to 100 tonnes of additional gross pollutants removed from the Macquarie River system per year, resulting in a much healthier river system.

Water saving

Council is responsible for providing a safe, reliable and cost effective water supply which is customer focused, enhances the local environment, and caters for the sustainable growth in the region.

In 2020 Council adopted the Drought Contingency and Water Emergency Response Plan, which aims to identify the strategic mechanisms for managing water supply in the region. The key aim of the Plan is to ensure the community recognises the issues associated with drought management and their role in supporting Council's actions during a drought.

In 2020 Council commenced installing Smart water meters as part of our commitment to enhancing sustainability and changing behaviours in relation to water use. The meters regularly report water usage which allows Council and the community to highlight any issues or trends to better manage the water network.

Energy saving

Council operates a number of facilities across the region and is progressively reducing energy consumption, increasing energy efficiency, and increasing the use and adoption of renewable energy resources and sustainable transport. A range of initiatives include installing solar power systems, upgrading street lights, reducing fuel use, and supporting energy smart communities.

3.3 Theme 3 - Economy

3.3.1 Our Strategies

Visitor economy growth is supported through product development, enhancement and strategic management	Employment opportunities are available in all sectors of our economy	The opportunities and benefits of living, working and visiting the region are promoted
A strong agricultural sector with a continuing capacity to be a significant contributor to the local, regional and national economy is encouraged	The long-term economic growth of the Local Government Area is realised	The Local Government Area is recognised as a leading regional centre in Australia through the development of a united and positive image of the region
A strategic framework is in place to maximise the realisation of economic development opportunities for the region	The Dubbo Central Business District and the Wellington Town Centre are strategically managed to promote occupation, activity and investment	The importance of the local development industry to the continued growth and development of the Local Government Area is recognised

3.3.2 Why it's important

The region benefits from its strategic location in the centre of NSW and being located at the junction of the Golden, Newell and Mitchell highways. The region also benefits from connections offered by the Dubbo City Regional Airport to Brisbane, Canberra, Melbourne and Newcastle. The region is also traversed by the Main Western Rail Line which provides connections for both passengers and freight to Sydney and beyond. The region will also have the benefit of being within close proximity to the Brisbane to Melbourne Inland Rail. The strategic location of the region and the significant infrastructure and transport connections in place provide the very foundations for the development of a diverse regional economy.

Over time, the focus of the region's economy has shifted to be strongly reliant on robust service, health and education sectors. This is reflective of the role the region now plays in servicing a significant percentage of western NSW.

The region includes significant tourism assets which serve to drive the visitor economy and attract significant numbers of both domestic and overseas tourists. The region boasts the Taronga Western Plains Zoo, Wellington Caves and the Old Dubbo Gaol as prime tourist attractions.

Council has a role in providing leadership in the region to both promote the significant economic development opportunities available and to partner with existing business, industry and providers to ensure our workforce has the appropriate range of skills and experience to meet industry demands.

3.3.3 Council's progress

Established partnerships with local businesses

Council continued to create and promote strong and effective relationships with local businesses and organisations to help strengthen the economy. Council's Destination Partnership Program and associated marketing campaigns targeted the visitor, new resident and events markets, with inclusion in printed and digital guides to build destination appeal and encourage visitation and investment. The profile of local businesses were increased through promotional opportunities on Sunrise, the Today Show, The Amazing Race Australia and multiple newspapers and traveller magazines. In addition, the MyDubbo Region Program continued to grow with new businesses signing up and expenditure increasing, with 159 businesses signed up and over \$261,260 in expenditure.

In 2017 Council supported the Regional Economic Development Strategy, and in 2020 adopted the Dubbo Regional Economic Recovery Strategy, which aim to reflect the economic needs and opportunities of the region, and assist the fiscal recovery by targeting regional jobs, investment and industry recovery. The Strategies were developed with input from industry stakeholders and analysis of data to identify Council's role and responsibilities in the delivery of economic development activities.

Increased visitors and tourism opportunities.

Council successfully delivered events with regional and national prominence, which significantly increased visitation numbers. Marketing campaigns were undertaken to encourage visitation from residents in the Western Region, with geotargeting undertaken for residents within a four-to-five hour drive and from key metro locations in Sydney, Newcastle and Canberra. Marketing activity also utilised the Dubbo Region Great Big Adventure Pass, with over 4,520 passes sold since its introduction in September 2019.

Destination marketing activity throughout 2020-21 contributed to strong visitation trends in the region in the wake of COVID-19, with local attractions and accommodating bookings reporting record visitation numbers in the past 12 months.

Town Centre revitalisation

Council delivered strategies and activation projects to help revitalise the region's commercial centres. Council's Ignite Program was specially designed to support commercial and social activation across the Dubbo and Wellington Central Business Districts. Council facilitated multiple placemaking activities including activating empty shopfronts in Wellington and Dubbo, providing assistance for community events and markets, promoting activities and creating ambience in the CBD, promoting Christmas and other events, and creating augmented reality games to leverage tourist visitation.

In 2021 Council adopted the Wellington Town Centre Plan, which aims to revitalise the Wellington Town Centre and establish a vision for its future. The key aim of the Plan is to create a safe, attractive and vibrant town centre for the future, as a successful town centre will provide benefits for the local community, local businesses and the region.

Positive procurement practices

In 2020 Council adopted the Local Purchasing Policy, which aims to ensure Council's procurement undertaking encourages and supports local suppliers and economic activity within the region. The key aim of the Policy is to create a framework that ensures Council gives due consideration in all procurements to the benefits of supporting local businesses, by sourcing goods and services locally and for best value (where possible).

Dubbo City Regional Airport

In 2019 the Dubbo City Regional Airport was awarded the Large Regional Airport of the Year for strategic planning, significant airside infrastructure developments and stakeholder engagement. The airport has undergone significant renovations including runway upgrades, construction of aeromedical and RFS training facilities, and general aviation improvements. Upgrades to the airport allowed it to accommodate a growth in services, with flights reintroduced to destinations such as Cobar, Bourke, Walgett and Lightning Ridge, and a trial program introduced for direct flights between Dubbo and Ballina. The trial proved so popular that additional flights were scheduled and the trial program was extended.

3.4 Theme 4 - Community Leadership

3.4.1 Our Strategies

Our community is active and engaged	Our civic leaders represent the community
The resources of Council are appropriately managed	Statutory requirements are met and services are provided to the organisation in a cost-effective and timely manner

3.4.2 Why it's important

Community Leadership is an important term that aims to ensure the delivery of the actions and initiatives provided by the community is achieved across a variety of connected stakeholders, including all levels of government, our community and other interconnected service providers. Importantly, our civic leaders are the champions of Council's IP&R Framework and the effective liaison between the community and Council.

Most importantly, community leadership ensures that Council can continue to operate within its means and ensure our income streams, including land rates, are treated with respect and value for money is sought across all of Council's processes and actions, including the actions and initiatives identified by the community.

The CSP recognises that limited funds are available to deliver all of the identified actions and initiatives which means that Council cannot deliver all actions and initiatives. The CSP will take our community to 2040. It is important in this period that we have a view on the future whilst ensuring we continue to leverage and maintain our existing community assets.

3.4.3 Council's progress

Services to the community

Council has made service improvements that have filled gaps in the service delivery of the former Dubbo City and Wellington Councils, completed major capital works, and engaged with the community to develop a shared direction of the region.

Aboriginal employment and electoral opportunities

In 2021 Council prepared an Aboriginal Employment Strategy, which aims to enhance career pathways for Aboriginal and/or Torres Strait Islander employees, support and

retain Aboriginal and/or Torres Strait Islander employees, and create and maintain a culturally safe environment. The knowledge, skills and experiences of Aboriginal and/or Torres Strait Islander people provides a rich learning environment for Council.

In 2021 Council endorsed an Aboriginal Electoral Engagement Strategy, which aims to increase the Indigenous enrolment rate in the region, increase Indigenous voter participation in the region, and reduce obstacles to indigenous representation on Dubbo Regional Council.

Welcomed thousands of new citizens

Council welcomed new citizens into our community each year through citizenship ceremonies. The citizens came from many different countries, adding to the diversity of our community.

Engaged with our community

Council recognises the strong need to engage with the community and all external stakeholders to provide information about Council's activities, programs, achievements and facilities. Council actively uses a range of methods to share information. Council is continuing to focus efforts on determining local priorities and gaining community feedback on issues facing the region.

In 2019 Council conducted a Community Needs and Satisfaction Survey to track Council's performance in service delivery, identify priority areas and community needs, and evaluate Council's customer service levels. The findings were used to inform future decision making regarding Council's operations and areas for improved performance. Ongoing research and consultation about community priorities and views is an essential part of our commitment.

In 2019 Council adopted the Community Participation Plan, which identifies how and when Council will engage with the community across relevant planning functions. The planning functions referred to include development applications lodged with Council, and strategic planning matters including Local Strategic Planning Statements, Local Environmental Plans, Development Control Plans, strategic land use plans and policies.

In 2021 Council adopted a Customer Experience Charter to ensure our community receives proficient, responsive and friendly service at every opportunity. The Charter details our commitment to provide quality customer service, and provides clear standards for our staff to strive for service excellence in achieving Council's vision.

Took steps to secure our future

In response to the pressures on Council's overall financial position, Councillors and staff worked together to understand and consider options and solutions to address the region's long-term financial position. Council has a strong commitment to maintaining delivery of services to the community in an effective and efficient manner. Council has maintained a healthy financial position in each year, and took steps to maintain this position during the COVID-19 pandemic.

Integrated Business Systems

In 2017 Council commenced operating a single integrated Corporate Business System, which provides a unified interface for staff operating across all Council offices. This successful outcome was the result of detailed planning, reviewing existing systems in both former Councils and months of software development, data migration and testing. In addition, Council implemented additional software modules to improve security and governance in managing financial services and reduce processing times.

Council staff

As a result of the Council amalgamation, Council has a mix of educated and experienced staff from former Councils and outside of the area. This workforce has allowed for a creative and collaborative approach to providing high quality services and programs to ratepayers. Council's workforce and succession planning also ensures the skills and experience levels are maintained when people retire.

3.5 Theme 5 - Liveability

3.5.1 Our Strategies

Our City, town and villages are well-maintained, welcoming, showcase their heritage and what they have to offer	The health of the community is maintained and enhanced	The lifestyle and social needs of the community are supported
The community has access to a full range of educational opportunities	The community has the opportunity to participate in a diverse range of lifestyle, sporting and passive recreational pursuits	We are a safe and healthy community
The high profile of existing cultural services and facilities is maintained	The diversity of our heritage is maintained and promoted	Environmental sustainability is a priority
The quality of our environment and lifestyle is enhanced by the provision of environmental education and regulation		

3.5.2 Why it's important

The quality of life our community enjoys comprises a number of interconnected components. Our quality of life and the liveability of our community is underpinned by a number of key elements that include access to health care, education, community protection, recreation and open space areas, an understanding of our past in terms of Aboriginal and European heritage, public health and safety and the sustainable enjoyment of our natural environment.

Council has a community leadership role in ensuring the population is provided with services and facilities equitable with those provided in other local government areas. However, it should also be recognised that for a number of services and facilities which add to the liveability of our region, Council has an advocacy role with government and other service providers.

Our community has access to a unique range of arts and cultural facilities and parks and recreation facilities which are unparalleled in regional NSW.

Crime and safety is viewed by our community as a significant issue. This includes the 24-hour availability of police services in Wellington and the provision and maintenance of the safety camera system in Dubbo and Wellington.

Our community understands the need for all levels of government to address issues of crime and drug dependency across the region and the need for a dedicated Drug Court, Youth Koori Court and residential drug rehabilitation facilities in the region.

It is acknowledged that the redevelopment of the Dubbo Base Hospital is continuing however, it is unclear as to the long term intentions of government for the Wellington Hospital.

The health of the Bell, Macquarie and Talbragar rivers and associated environments is an important issue for the community. In addition, the continued conservation of our unique, natural environment and the further education of our community in the importance of environmental issues will ensure we sustainably manage our environment for future generations.

3.5.3 Council's progress

Grants for community organisations and events

Council coordinated and administered financial assistance, community services, community benefit and event assistance grants to provide assistance to local community organisations, not-for-profit organisations, sporting groups and businesses that make a difference in their local area. These grants and assistance programs aim to:

- Support projects or programs that create, enhance or build community well-being and amenity;
- Support projects or programs that deliver social, cultural or environmental benefits;
- Provide financial assistance for projects and programs that support Council in the delivery of actions under the Community Strategic Plan;
- Assist not-for-profit organisations to defray costs associated with hiring Council venues or procurement of services provided by Council relating to an event located on Council property; or
- Support the development, growth and sustainability of local events.

Health, Education and Well-Being Precinct Master Plan

Council partnered with Charles Sturt University and the Western NSW Local Health District to prepare of a Master Plan for the Dubbo Health, Education and Well Being Precinct. Located just 2.5km from the Dubbo CBD, the master plan aims to create synergies between the various health, aged care, education and recreational uses and facilitate the precinct's capacity to become a significant employment generator.

Safeguarding the community

Emergency management covers the plans, structures and arrangements that are established to deal with emergency needs, including prevention, response and recovery. Council continues to provide administrative and strategic support to the Rural Fire Services (RFS) and State Emergency Services (SES).

Council continuously works toward common RFS and SES goals with and for the benefit of the community. These organisations include thousands of unpaid volunteers from a variety of backgrounds and professions who respond to emergencies and disasters 24/7 across NSW. The support received is vital in providing the necessary services and assistance to the community.

Upgraded playgrounds and sporting facilities

In 2019 Council adopted the Recreation Strategy 2030, which aims to provide accessible, diverse, safe and appealing open space networks. The key aim of the Strategy is to guide the future planning and delivery of recreation to ensure the community has access to healthy and vibrant lifestyles. Council continues to invest significantly in the on-going renewal and upgrading of our playgrounds and sports fields across the region.

In 2019 Council installed the Adventure Playground in the Dubbo Regional Botanic Garden. The playground offers approximately 40 play elements, and has been designed to be inclusive of all abilities. It also fosters intergenerational interaction, with a seniors fitness area located nearby.

Disability improvements

Council's adopted 2017-2020 and draft 2022-2025 Disability Inclusion Action Plans outline Council's plans to assist in the removal of barriers so that people living with a disability have a better opportunity to live a meaningful life and enjoy the full benefits of membership in the community. The Plans were developed through feedback and public consultation with residents in the region. In conjunction with these Plans, Council established the Disability Access Infrastructure Fund to enhance infrastructure.

Health facilities

In 2019 Council secured \$3m through the Commonwealth Government Community Health and Hospitals Program for a residential rehabilitation Alcohol and Other Drug facility. Council also developed a concerted advocacy campaign resulting in the NSW Government committing \$7.5m towards construction and programming of a facility. Council has committed to gifting land for the initiative and continues to work with the NSW Government and external stakeholders to undertake suitable preliminary planning.

Cultural facilities

Council continually leveraged cultural facilities and programs to help activate and celebrate the culture of the region. In 2020 Council adopted a Cultural Plan, which aims to guide the strategic development of culture in the region. The key aim of the Plan is to build, activate, celebrate and promote the role that culture plays in the region, and create cultural programs and services in response to identified community needs.

In 2019 Council was successful in receiving funding for the 'Destination Dubbo – International Ready' Project, which aims to capitalise on Dubbo's natural, cultural and heritage endowments. It involves the creation of three new cultural tourism precincts to showcase Dubbo to the rest of Australia and the world. The cultural precincts are the development of a public heritage plaza at the Old Dubbo Gaol, the construction of a Wiradjuri Tourism Centre and the activation of the Macquarie River Foreshore. The project has been developed in partnership with its creative and cultural partners to integrate significant cultural story and representation, and is on-track to be completed by late 2022.

Energy Strategy and Implementation Plan

In 2020 Council adopted the Energy Strategy and Implementation Plan, which aims to support and guide Council in reducing energy consumption, increasing energy efficiency, increasing the use and adoption of renewable energy resources and sustainable transport while taking into account the needs and desires of a growing community. The Strategy and Implementation Plan also seeks to support the local community in becoming energy smart.

SECTION 4 CHALLENGES FACED BY COUNCIL

4.1 Drought

Council experienced one of the most severe droughts on record in 2019. Water restrictions were introduced to protect the region's water supply, but the region contains a large amount of businesses that rely on water. Keeping people employed and businesses open was essential so that they can continue to contribute to the economy.

The drought and associated challenges provided Council with the opportunity to work with the community to understand the potential impacts of droughts, and identify solutions that are timely, well considered and seek long-term innovative solutions to securing water.

Council responded to the drought by investigating and developing a fully integrated, innovative and sustainable water supply network to meet the community's long term need of water for the future. Council also established the Drought Coordinated Response Team, which aimed to better prepare the community, businesses, and Council operations for increased water restrictions.

4.2 COVID-19 pandemic

2020 and 2021 were challenging years for Council and many businesses as a result of the COVID-19 pandemic and restrictions placed on everyday operations. The pandemic impacted Council in the following ways:

- Models of delivery had to change for many divisions, with many community facilities closing or transitioning to online service models;
- Council provided financial support where possible, and provided information about various government support packages; and
- Council faced a reduced cash position and projection, which required constant monitoring and appraisal to ensure Council remained as financially sound as possible in order to provide services to the community. Whilst Council absorbed significant financial losses as a result of COVID-19, there was a strong commitment to maintain delivery of services to the community.

COVID-19 impacted residential property prices and rental vacancies as a result of people moving to the region. Improved working from home capabilities and lower base prices were a major driving force of people moving to the region. The lack of properties for sale and rent relative to buyers caused house prices to rise quickly. Council's role in housing supply involves facilitating an appropriate supply and mix of housing to meet community needs and to develop strategies and policies that encourage the construction of affordable housing. Council is in an ideal position to review its land use planning program and contributions framework to further encourage the supply of higher density development and in some instances to respond to changes in State Government policy. However, it must also be acknowledged that housing supply is a function of market demand. Council can only create the conditions for developers to provide alternative housing types, as market demand needs to drive the delivery of housing choice.

COVID-19 disrupted the region's economy in substantial ways as a result of restrictions, reduced discretionary spending, compulsory business and industry closures, and changing consumer habits. Different industries have been impacted in different ways, through

supply chain restraints or shortages in the supply of skills and labour. In response, Council established an Economic Recovery Taskforce, which included industry representatives of sectors of the economy most impacted by COVID-19. These industry leaders represented their industry in a holistic way to ensure an informed, responsible and sustainable economic recovery. The Taskforce helped develop the Dubbo Regional Economic Recovery Strategy, which focused on the recovery of the Dubbo Region economy by targeting regional jobs, regional investment and industry recovery.



SECTION 5 POTENTIAL IMPROVEMENTS TO THE CSP

The upcoming review will provide an opportunity for Council to ensure the existing strategies are still relevant, and create any additional strategies to address emerging trends and issues for the region. A number of strategies may need to be revisited, updated and/or reaffirmed as, with a view to strengthening Council's approach to planning and delivery.

5.1 Social

Council's philosophy in providing services and facilities is to ensure people live fulfilled lives and enjoy life to the fullest. The CSP currently addresses the following social issues through a variety of strategies:

- Housing needs
- Health and wellbeing
- Education
- Employment
- Child Care
- Transport
- Safety
- Recreation
- Culture
- Disability access

Due to resource constraints and priorities, Council has limited ability to provide services and facilities for every person and their personal needs and requirements. Council, in partnership with associated organisations, must continue to advocate for and ensure there is an equitable provision of services to the vulnerable and disadvantaged and those people with special needs, so all people in the community can live healthy, harmonious, stimulating and fulfilling lives.

The provision of a healthy human environment must also be guided by the community's expectations, needs and desires with the resources that they are prepared to pay to facilitate this environment. It is certainly not possible for Council with the resources available to address each and every human service requirement in the region. The CSP must endeavour to address the key items which have the greatest impact on the community, and establish partnerships to ensure these services can be provided.

The review of Council's IP&R Framework will provide an opportunity to leverage the Socio-Economic Indexes for Areas (SEIFA), which is a product developed by the ABS that ranks areas according to relative socio-economic advantage and disadvantage. It seeks to summarise the socio-economic conditions of an area using relevant information from the Census. The indexes provide information about the area in which a person lives, but within any area there are likely to be households, families and individuals with different characteristics to the overall population of that area.

Common uses of SEIFA include:

- Determining areas that require funding and services;
- Identifying business opportunities; and
- Researching the relationship between socio-economic and various health and educational outcomes.

5.2 Our Environment

The climate of Australia, and the rest of the world, is changing with many extreme weather events observed since the 1950s. The 2018 Local Government NSW's Climate Change Adaptation Survey indicated that the overwhelming majority of local governments are currently experiencing impacts from climate change. Councils completing the survey indicated that storms and flooding were the most common climate impacts, while extreme heat and drought have the most severe impacts. Concerns about impacts on assets and infrastructure, biodiversity and landscapes and general environmental health were high, as were the demands for emergency services, impacts on public safety and water supply/demand.

Council will need to address the increased risks that climate change poses to its assets, operations and people as it is often the first level of government that communities turn to in an extreme climate event. The review of Council's IP&R Framework will provide an opportunity to consult the community to identify any community specific climate change priorities, risks and treatments that could be incorporated into the CSP.

5.3 Civic leadership

Civic leadership and participation involves community and stakeholder engagement and communication to set a vision and strategic direction for the region. A key element of civic participation is the involvement of individuals and their elected representatives in making decisions about issues that affect them and their lives.

The review of Council's IP&R Framework will provide an opportunity to ensure the vision for the region in 2040 and beyond is still applicable.

5.4 Economic

Council's key priorities include growing our local economy, increasing employment and investment opportunities, attracting business investment into the region, and reinvigorating the region's prosperity. Supporting the growth of employment is a core part of building resilience and creating social and economic benefits for people. Participation in employment also strengthens the sense of community. Council advocates on behalf of local businesses, and for further education and training opportunities.

Council must create new partnerships, whilst strengthening existing relationships, to increase employment opportunities and options, and address the demographic challenges of the region.

5.5 Consolidation of similar strategies

When developing the 2040 Community Strategic Plan, it was important not to lose sight of the significant community input and actions from previous iterations of the Dubbo and Wellington plans and to build on their success in driving and maintaining the region as a great place to live, work and play. This resulted in some strategies and actions having similar outcomes that focused separately on the Dubbo and Wellington regions.

Council should consider consolidating similar strategies and broaden their focus to place greater emphasis on regional planning rather than location-based planning.

5.6 Performance reporting

The purpose of implementing a CSP is to bring positive changes to the community, so it is important to regularly check whether or not the community is making progress towards achieving these goals.

Council continually reports on activities and outputs, but reporting on outcomes and performance can potentially help the community better understand what services are being delivered, how effectively and efficiently they are being delivered, and what improvements are being made. However, a challenge associated with this type of reporting is identifying which indicators or methods of evaluating performance to use, and how and where to gather the information.

5.7 Partnerships with external stakeholders

The review should aim for outcomes to be delivered by a partnership between individuals, community groups, state agencies and Council. Creating these partnerships will also help the CSP to be a live document that is constantly referred to and reviewed.



SECTION 6 RECOMMENDATIONS TO THE INCOMING COUNCIL

The incoming Council will need to review the existing CSP before 30 June 2022 and either endorse the existing plan, endorse amendments to the existing plan, or develop and endorse a new plan. Council will need to proactively engage with the community after the election, as the CSP seeks to give emphasis to community-led strategy development rather than Council-led.

The review will need to ensure that partners are identified and involved in the development and implementation. There are mutual benefits for Council and Government agencies, non-Government agencies and community groups in working together to deliver services for the community. To work effectively, it is important to build on established relationships and utilise existing forums to identify common goals and potential partnerships.

An important part of gathering information is to look at existing and proposed plans, strategies and other sources of information to see what has been highlighted before and what is planned for the future. Issues might be identified in these other plans, and if they are relevant to the community, they might need to be incorporated into the CSP.

The review presents an opportunity for Council to explore ways in which relevant forms of information and knowledge from both top-down sources (such as the Australian Bureau of Statistics) and bottom-up sources (such as local knowledge emerging from the community engagement process) can be blended to create optimal community outcomes.





REPORT: Integrated Planning and Reporting Obligations

AUTHOR: Manager Growth Planning
REPORT DATE: 7 October 2021
TRIM REFERENCE: ID21/1578

EXECUTIVE SUMMARY

The Local Government Act 1993 and Integrated Planning and Reporting (IP&R) Framework requires Council to review the existing Community Strategic Plan before 30 June 2022 and either endorse the existing plan or develop and endorse a new plan. The draft Community Strategic Plan (CSP) and supporting documents must be placed on public exhibition for a period of at least 28 days, and comments from the community must be considered prior to the endorsement of the final documents.

Council has been concentrating on communicating to our community the importance of COVID-19, staying safe and getting vaccinated. Staff have been cognisant of not embarking on a significant community consultation exercise that may have interfered with this messaging and also ensuring that we undertake meaningful and appropriate consultation with our community given the importance of the Community Strategic Plan and the future of the Dubbo Regional Local Government Area. In addition, Staff have also been cognisant of not consulting our community during the Local Government Election and the associated Caretaker period.

Given these factors, it is unlikely that the required consultation can be practically undertaken until February 2022. By this time COVID-19 restrictions are anticipated to be significantly reduced, the associated Reopening NSW Roadmap will be well underway and Election of the new Council would have concluded.

Council has a vital role to play in creating opportunities for the community to be involved in the strategic planning process. Understanding the community's aspirations and long-term goals helps us better prepare for the future. Council has the following options available to it to meet the Local Government Act 1993 and IP&R obligations:

1. Endorse the existing CSP and supporting documents for the next 3-year Councillor term;
2. Update and extend the current CSP and supporting documents for the next 12 months, with extensive community consultation and additional changes made prior to July 2023 for the remainder of the Councillor term; or
3. Develop and endorse a new CSP and supporting documents for the next 3-year Councillor term.

Option 2 is considered the most appropriate option given the reduced consultation period. It will allow the CSP and supporting documents to be updated in response to emerging trends

and opportunities from the last three years and still create opportunities for the community to identify their aspirations and priorities for the region.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme: 4 Community Leadership
CSP Objective: 4.3 The resources of Council are appropriately managed
Delivery Program Strategy: 4.3.5 Council strives for transparency and is an organisation that values two way communication with stakeholders and the broader community

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

- 1. That the report from the Manager Growth Planning, dated 7 October 2021, be noted.**
- 2. That Council update and extend the current Community Strategic Plan and supporting documents for the next 12 months, with extensive community consultation and additional changes to be made prior to July 2023 for the remainder of the Councillor term.**

Steven Jennings
Manager Growth Planning

BACKGROUND

The Local Government Act 1993 and the Integrated Planning and Reporting (IP&R) Framework requires Council to undertake 'whole of council' planning for the short, medium and long term future. The Community Strategic Plan (CSP) is a core component of the IP&R Framework and is the highest level of strategic planning required to be undertaken by Council. The CSP is supported by the following documents:

- Resourcing Strategy (comprising the Long-Term Financial Plan, Asset Management Strategy and Workforce Management Strategy)
- Delivery Program
- Operational Plan

Council adopted the 2040 CSP on 25 June 2018. Council must review the existing CSP before 30 June 2022 and either endorse the existing plan or develop and endorse a new plan. The draft CSP and supporting documents must be placed on public exhibition for a period of at least 28 days, and comments from the community must be considered prior to the endorsement of the final documents.

REPORT

Community Consultation

Council understands that community engagement is at the heart of local government. Our decisions can have a wide impact on the community and the broader Central West and Orana District. Therefore, it is important that we consult and listen to a broad range of voices that make up our community. Council has a vital role to play in creating opportunities for the community to be involved in the strategic planning process, as understanding the community's aspirations and long-term goals helps us better prepare for the future.

At the time of writing there are over 1400 cases of COVID-19 in the Western NSW Local Health District and over 900 cases in the Dubbo Regional Local Government Area. Council is currently communicating with the community about the importance of COVID-19 and staying home, staying safe and getting vaccinated. This has delayed any major community consultation exercise that may interfere with this messaging.

Council has prepared a Community Engagement Strategy, based on social justice principles, that recognises different people engage in different ways and methods of engagement that may be accessible for one group may not be for others. Council is committed to being inclusive and accessible to all members of our community, in accordance with the intent and direction of the Legislation. The uncertainty associated with COVID-19 and associated restrictions effectively limits the gathering of people. Council prefers face-to-face consultation with groups whose voice may not normally be heard, including older people, Aboriginal and Torres Strait Islander people, and people in rural and other geographically isolated areas. Online-only consultation is therefore not entirely suitable for these groups.

However, staff do not wish to consult during the Local Government Election and Caretaker Period. As such, the required consultation processes may not practically be able to be pursued until early 2022.

Meeting the Local Government Act 1993 and IP&R Obligations

Council has the following options available to meet the Local Government Act 1993 and IP&R obligations:

1. Endorse the existing CSP and supporting documents for the next 3-year Councillor term;
2. Update and extend the current CSP and supporting documents for the next 12 months, with extensive community consultation and additional changes made prior to July 2023 for the remainder of the Councillor term; or
3. Develop and endorse a new CSP and supporting documents for the next 3-year Councillor term.

Option 2 is considered the most appropriate option as it will allow the CSP and supporting documents to be updated in response to emerging trends and opportunities from the last three years and still create opportunities for the community to identify their aspirations and priorities for the region.

The community's strategic goals in the CSP are systematically translated into actions through the Delivery Program and Operational Plan. The Delivery Program is a single point of reference and identifies the principal activities Council will undertake in the adopted 3-year Councillor timeframe, using the resources identified in the Resourcing Strategy. All Council plans, projects, activities and funding allocations must be directly linked to the Delivery Program. The Operational Plan details the activities Council will undertake during each financial year to address the commitments outlined in the Delivery Program.

Council must review the Delivery Program each year when preparing the Operational Plan. Where an amendment to the Delivery Program is proposed, it must be included in a Council business paper which outlines the reasons for the amendment. The matter must be noted at that meeting and considered at the next meeting.

SUMMARY

Council has a vital role to play in creating opportunities for the community to be involved in the strategic planning process, as understanding the community's aspirations and long-term goals helps us better prepare for the future. The IP&R framework allows Council to:

- integrate community priorities into Council strategies and plans
- support community and stakeholders to play an active role in shaping the future of their community
- articulate the community's vision and priorities
- assign resourcing to support delivery of the vision and priorities, while also balancing aspirations with affordability
- maintain accountability and transparency through regular monitoring and reporting.

Council will undertake appropriate community consultation after the current COVID-19 Stay at Home Orders are lifted and the current situation improves in the region. As such, the required consultation processes may not practically be able to be pursued until early 2022.

In order to meet the IP&R obligations, Council's preferred option will be to update and extend the current CSP and supporting documents for the next 12 months, with extensive community consultation and additional changes made prior to July 2023 for the remainder of the Councillor term.



REPORT: Planning Proposal - 300 Nanima Village Road, Wellington - Result of Public Exhibition

AUTHOR: Manager Growth Planning
REPORT DATE: 8 October 2021
TRIM REFERENCE: ID21/1778

EXECUTIVE SUMMARY

Council, at its meeting on 26 July 2021, considered a report in respect of a Planning Proposal, which has sought to amend the Minimum Lot Size provisions under the Wellington Local Environmental Plan 2012 for part of Lot 244 DP 756920, 300 Nanima Village Road, Wellington from 4000 square metres to 600 square metres. Council in consideration of the report resolved to seek approval from the State Government Department of Planning, Infrastructure and Environment to place the proposal on public display.

The Applicant of the Planning Proposal is Lyons Advantage who is acting on behalf of the land owner, the Wellington Local Aboriginal Land Council. The Planning Proposal is part of NSW Government's "Roads to Home program," which aims to improve infrastructure and services for discrete Aboriginal communities across NSW.

The Planning Proposal and supporting documentation were placed on public display from 22 September 2021 to 6 October 2021.

The purpose of this report is to provide the results of the public exhibition period and for further consideration of the Planning Proposal.

No submissions were received during the public exhibition period.

Subject to endorsement of the Planning Proposal, Council will liaise with the Department of Planning, Industry and Environment to seek finalisation and gazettal of the Planning Proposal.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme: 1 Housing

CSP Objective: 1.3 Residential development opportunities are provided in the villages to facilitate rural lifestyle housing options

Delivery Program Strategy: 1.3.1 Adequate land is available in the villages for development

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

Gazettal of the Amendment will result in a change to minimum lot size provisions, on the subject land under the Wellington Local Environmental Plan 2012.

RECOMMENDATION

1. That the report of the Manager Growth Planning, dated 8 October 2021, be noted.
2. That the Planning Proposal attached as Appendix 1, to amend the Wellington Local Environmental Plan 2012, be adopted by Council.
3. That Council liaise with the State Government Department of Planning, Industry and Environment to finalise the proposed mapping amendment.
4. That Council request Notification of the Plan following receipt of the Opinion from Department of Planning, Industry and Environment that the Plan be made.
5. That the Chief Executive Officer be authorised to execute any required documentation to finalise the amendment to the Wellington Local Environmental Plan 2012.

Steven Jennings
Manager Growth Planning

BACKGROUND

Council is in receipt of a Planning Proposal to amend the Minimum Lot Size provisions under the Wellington Local Environmental Plan 2012 for part of Lot 244 DP 756920, 300 Nanima Village Road, Wellington, from 4,000 square metres to 600 square metres. The area subject to the proposed minimum lot size provision amendment is identified as yellow in **Figure 1**.



Figure 1. Locality map identifying location of the Planning Proposal Subject Area.

The Applicant of the Planning Proposal is Lyons Advantage who is acting on behalf of the land owner, the Wellington Local Aboriginal Land Council.

The Planning Proposal is part of NSW Government’s “Roads to Home program,” which aims to improve infrastructure and services for discrete Aboriginal communities across NSW.

Council, at its meeting on 26 July 2021, considered a report in respect of the Planning Proposal. In consideration of the report, Council resolved as follows:

1. That the report of the Senior Growth Planner, dated 9 July 2021, be noted.
2. That Council forward the Planning Proposal to NSW Department of Planning, Industry and Environment seeking a Gateway Determination to amend the Minimum Lot Size provisions under the Wellington Local Environmental Plan 2012 for part of Lot 244 DP 756920 from 2000 square metres to 600 square metres.
3. That Council support a minimum 28 day public exhibition period for the Planning Proposal, following receipt of a Gateway Determination.
4. That following the completion of the public exhibition period, a further report be provided to Council for consideration of the Planning Proposal, detailing the results of the public exhibition.”

The purpose of this report is to provide Council with the results of the public exhibition period and for further consideration of the Planning Proposal.

REPORT

1. Public Exhibition

In accordance with the conditions of the Gateway Determination, the Planning Proposal and supporting documentation were placed on public display from 22 September 2021 to 6 October 2021. A copy of the Gateway Determination is provided here in **Appendix 2**.

Due to the COVID-19 Pandemic, the display of public exhibition material was made available electronically via Council's website. In addition, an advertisement was placed in local print media on 22 September 2021 and notification letters were sent to adjoining land owners of the subject land.

No submissions were received during the public exhibition period. It should be noted that in accordance with the Gateway Determination, consultation with public authorities/organisations was not required to be undertaken.

2. Servicing Strategy

The report Council considered at its July 2021 meeting in respect of the Planning Proposal contained the following information (in part) regarding infrastructure and a servicing strategy:

"The proponent must submit an Infrastructure and Servicing Strategy for the subject land, prior to any public exhibition. The strategy must be in accordance with Dubbo Regional Council's engineering standards and requirements relating to the subdivision of land, and AUS-SPEC #1 Development Specification Series - Design and Construction, and Technical Schedules."

The Proponent has been in consultation with Council's Infrastructure Division in respect of the requirement and content of a Servicing Strategy for the Planning Proposal and the future development of the land. Once this Strategy has been received and finalised, the Strategy will be considered as part of the Development Assessment process.

Following consultation with Council's Infrastructure Strategy Branch, it is considered appropriate to progress the Planning Proposal through to completion.

3. Legal Drafting of Local Environmental Plan

In accordance with the conditions of the Gateway Determination, Council is authorised as the local plan-making authority.

Subject to endorsement of the Planning Proposal, Council will undertake the following steps to arrange for the Plan to be made.

Council, as the local plan-making authority under Section 3.36(2) of the Environmental Planning and Assessment Act, 1979, will liaise with the Department of Planning, Industry and Environment to prepare the draft Amendment which includes an amendment to lot size mapping.

Once the content has been finalised, the Department of Planning, Industry and Environment will provide Council with an Opinion stating that the plan can be made.

Following consideration of the Opinion, Council will request the Department of Planning, Industry and Environment to notify the Plan on the NSW legislation website.

SUMMARY

Council is in receipt of a Planning Proposal to amend the Minimum Lot Size provisions under the Wellington Local Environmental Plan 2012 for part of Lot 244 DP 756920, 300 Nanima Village Road, Wellington from 4,000 square metres to 600 square metres.

The purpose of this report is to provide Council with the results of the public exhibition period and for further consideration of the Planning Proposal.

In accordance with the conditions of the Gateway Determination, the Planning Proposal and supporting documentation were placed on public display from 22 September 2021 to 6 October 2021.

No submission were received during the public exhibition period.

Subject to endorsement of the Planning Proposal by Council, Council will liaise with the Department of Planning, Industry and Environment to finalise the Planning Proposal.

Appendices:

- 1 [↓](#) Planning Proposal
- 2 [↓](#) Gateway Determination



WELLINGTON ROADS TO HOME
PLANNING AMENDMENT PROPOSAL
MINIMUM LOT SIZES



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1. INTRODUCTION

This document provides a basic introduction and background of the NSW Department of Planning, Industry and Environment (DPIE) and the Wellington Local Aboriginal Land Council's Road to Home Project.

The Roads to Home Program is the successor to the New South Wales Aboriginal Land Council Subdivision Project undertaken at Walgett from 2010 to around 2013 that resulted in: agreed Planning Reports with Council; draft subdivision plans; and the building of roads, stormwater & sewage systems; and other general improvements to Nanima.

Lyons Advantage Pty Ltd has been engaged as Project Manager and is tasked with preparing a scope of works for the subdivision and infrastructure upgrade of the Nanima village. The delivery deadline associated with the stimulus funding for the project is 30 June 2022.

2. BACKGROUND

2.1. THE CLIENT

The client and project Principal is Wellington Local Aboriginal Land Council (LALC) and is supported by the Roads to Home team, DPIE.

The LALC is responsible for administering the project in partnership with the Roads to Home team, DPIE. The LALC will be assisted by the Project Manager with additional financial and human resources specific to the project delivery of this program.

2.2. PROGRAM OVERVIEW

Roads to Home Program is a planning and infrastructure upgrade program designed to sustainably address the legacy infrastructure and servicing inequality experienced in Reserves & Missions (discrete Aboriginal communities) across NSW.

This program is an NSW Government election commitment which involved a first rollout of the program to ten Aboriginal Communities across NSW. The program is staged so outcomes can be achieved, and information gathered to inform future tranches, preceding the roll out to the remaining 41 discrete Aboriginal Communities.

The program has recently been successful in securing another \$20M in stimulus funds to deliver a tranche of another eleven (11) discrete communities, including the Nanima village. These stimulus funds have a non-negotiable spend timeframe of 30 June 2022.

Reserves and Missions are considered by Aboriginal people as cultural and socially significant sites. While Aboriginal community members may move away from Reserves or Missions for education or work, they retain a deep spiritual attachment to these lands. They are special places and are called home by most Aboriginal people who are from NSW.

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2.3. THE SITE

Nanima Village is located on Wiradjuri land near the regional town of Wellington, NSW. It was the first inland Aboriginal mission and is Australia's longest continually operating reserve. The reserve is located on lot 244 of DP 756920 and managed by Wellington LALC. The Reserve is zoned as RU5- Village under Wellington LEP 2012, with a minimum lot size of 4000m². The Reserve consists of 19 single dwellings and three attached two-bedroom units.

2.4. EXISTING INFRASTRUCTURE

The existing village infrastructure includes:

- sewer connection to nearby sewerage treatment plant.
- Each dwelling has an individual water supply with smart meter fitted.
- Stormwater connection to street.

Basic stormwater management has been installed to sections of the roadway. The condition of the existing infrastructure is yet to be confirmed.

3. PART 1 – OBJECTIVES AND INTENDED OUTCOMES

3.1. PROPOSAL OBJECTIVE

The land on which Nanima village is situated is zoned as RU5 - Village and E3 - Environmental Management under Wellington LEP 2012, with a minimum lot size requirement of 4000m².

The objective of this Planning Proposal is to amend the Wellington LEP 2012 (and subsequent DRC LEP to be released), to reclassify part of Lot 244 DP 756920 to require a minimum lot size of 600m². Such an amendment will enable the existing buildings at Nanima to occupy individual lots (thereby enabling services and infrastructure to be connected at single addresses) and permit further development as community needs dictate.

3.2. PROGRAM OBJECTIVES

The Roads to Home Program has been established to:

- Provide infrastructure upgrades to enable municipal services in discrete Aboriginal communities to be delivered to the appropriate quality & standards
- Ensure the long-term sustainability of infrastructure through continued maintenance & provision of those services
- Create better social & economic connections to improve the way people travel to school & work
- Improve access for medical & emergency services as well as postal & delivery services
- Reduce health hazards from dust, waste issues, stormwater & road safety
- Reduce the risk, costs & disruption from flooding & evacuation
- Allow for the approval of proposed subdivision works to: -
 - Enable dedication, or care, control & management regimes, of roads to local authorities
 - Enable a variety tenancy choices & land management options for LALCs

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- Allow connection to municipal services (such as telecommunications and internet) via individual street addresses.
- Provide economic options, such as new businesses
- Enable the creation of diverse funding streams for LALCs

4. PART 2 – EXPLANATION OF PROVISIONS

The objectives and intended outcomes of the planning proposal will be achieved by amending the *Wellington Local Environmental Plan 2012*.

It is acknowledged that only the area in the vicinity of the existing urban development necessitates the revision. A nominal minimum region offsetting each side of the existing Lowrie Drive Road reserve is therefore presented in Figure 6.5 of the mapping. The proposed minimum area for lot size amendment is comprised of a ~200m wide strip to the west and a ~100m offset to the east of the existing Lowrie Dr kerbs a total of ~300m.

The current zoning of RU5 – Village is able to be retained, with only the minimum subdivision lot size requiring amendment from 4000m² to 600m². On page 39 of the *Wellington Development Control Plan 2013*, a minimum sewered lot size of 15m x 25m is specified for within RU5 zones, which this proposal satisfies.

According to the Wellington LEP 2012, the objectives of the RU5 zone are:

- To provide for a range of land uses, services and facilities that are associated with a rural village
- To encourage and provide opportunities for population and local employment growth commensurate with available services
- To minimise the impact of non-residential uses and ensure these areas are in character and compatible with the surrounding residential development

The proposed amendment is consistent with each of the objectives for the current zoning and will permit formalisation of the existing infrastructure at the site. The proposal not only meets the objectives and intentions of the existing RU5 – Village zoning framework of the Wellington LEP 2012 but amending the lot sizes enhances the character and intention of the original village zoning classification.

Although located within a rural area, there is no rural industry or land use within the subject site, including agriculture, extractive, or forestry activity. There is also no non-residential development anticipated, but any subsequent proposal would be managed through and bound by the existing statutory planning processes.

Beyond the existing village, the amendment will allow for further future residential subdivision in accordance with any expansion needs of the Nanima community, possibly permitting the local school to re-open, and facilitating additional dwellings and employment opportunities commensurate with the size of the community and associated services.

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5. PART 3 – JUSTIFICATION

5.1. NEED FOR PROPOSAL

An amendment to the LEP is the most effective and only reasonable way of achieving the objectives of the Roads to Home Program at Wellington.

It is not possible to complete the subdivision of the existing housing infrastructure at Nanima village, or enable further development, without amending the minimum lot sizes from 4000m² to 600m².

5.2. RELATIONSHIP TO PLANNING FRAMEWORK

The proposed amendment is not only consistent with the planning policies and framework of both the Orana Region and Dubbo Regional Council (Council), but it also advances DRC's own planning priorities and strategic aims for the region, particularly in relation to housing, villages, development, and the Aboriginal community.

The proposal not only meets the objectives and intentions for the existing LEP's RU5 zone, which this proposal does not seek to amend, but amending the lot sizes will further enhance the character and intention of the village zoning within the planning framework.

5.2.1. SECTION 9.1 MINISTERIAL DIRECTIONS

The proposal is consistent with the Ministerial Directions issued under Section 9.1 of EPA Act 1979. Specifically:

- **Direction 1.2 - Rural Zones**
The proposal does not seek to rezone or alter any zone boundaries of any rural land.

- **Direction 1.5 - Rural Lands**

When this direction applies

- (3) This direction applies when a relevant planning authority prepares a planning proposal that:
- (a) will affect land within an existing or proposed rural or environment protection zone (including the alteration of any existing rural or environment protection zone boundary) or
 - (b) changes the existing minimum lot size on land within a rural or environment protection zone.

Note: Reference to a rural or environment protection zone means any of the following zones or their equivalent in a non-Standard LEP: RU1, RU2, RU3, RU4, RU6, E1, E2, E3, E4.

The proposal land is entirely zoned RU5 – Village, and is therefore not included in the terms of the 1.5 Rural Lands Ministerial Direction

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- Direction 2.3 - Heritage Conservation

What a relevant planning authority must do if this direction applies

- (4) A planning proposal must contain provisions that facilitate the conservation of:
- (a) items, places, buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area, in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item, area, object or place, identified in a study of the environmental heritage of the area,
 - (b) Aboriginal objects or Aboriginal places that are protected under the *National Parks and Wildlife Act 1974*, and
 - (c) Aboriginal areas, Aboriginal objects, Aboriginal places or landscapes identified by an Aboriginal heritage survey prepared by or on behalf of an Aboriginal Land Council, Aboriginal body or public authority and provided to the relevant planning authority, which identifies the area, object, place or landscape as being of heritage significance to Aboriginal culture and people.

The proposal is being submitted by the Wellington Local Aboriginal Lands Council, in full understanding and acknowledgement of the heritage significance of the location to Aboriginal culture and people. A full cultural and heritage survey is currently being procured and will determine the conditions of any future development application.

The purpose of this planning proposal and DPIE's Roads to Home Program is to consolidate and improve existing infrastructure, rather than undertake new development on the relevant land parcel. After successful amendment of the LEP, any subsequent Development Application (DA) would be submitted for the purpose of formalising the existing usage on the parcel. Any future impact of proposed subdivision or development will be subject to the existing statutory planning processes, including environmental and heritage preservation conditions.

- **Direction 3.4 – Integrated Land Use and Transport**

The proposal is consistent with the intended outcomes and objectives of *Improving Transport Choice – Guidelines for planning and development (DUAP 2001)*, namely that the amendment will enable improvement of existing road, drainage, footpath, parking, and public transport infrastructure within the Nanima village.

- **Direction 4.4 – Planning for Bushfire Protection**

As discussed in Environment Impacts below, while the extremities of the subject land are within the exclusion zones of Bushfire Prone mapping (see Figures 6.6 (a) & (b)), no alterations or development is proposed within these areas of the land parcel. The proposal is centred around formalising the existing urban development of Nanima, which is 100m+ from any Bushfire Prone Areas, and no new development is suggested or intended in this planning proposal.

- **Direction 5.10 – Implementation of Regional Plans**

The proposal is submitted in accordance with the goals and objectives outlined in the *Central West and Orana Regional Plan 2036*, as treated in the following section.

- **Direction 6.3 – Site Specific Provisions**

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The existing zoning of the land permits the land use proposed by the planning amendment, subject to revision of minimum lot sizes. No development proposal on the existing site has been created, developed or finalised, so no drawings are included or referenced.

5.2.2. CENTRAL WEST AND ORANA REGIONAL PLAN 2036

The proposal is consistent with several goals and directions contained within NSW Planning's *Central West and Orana Regional Plan 2036*. These include:

Direction 7: Enhance the economic self-determination of Aboriginal communities

Direction 23: Build the resilience of towns and villages

Direction 24: Collaborate and partner with Aboriginal communities

Direction 25: Increase housing diversity and choice

(Action 25.5: Promote incentives to encourage greater housing affordability)

Direction 28: Manage rural residential development

Direction 7 expresses a focus towards "creating opportunities; increasing the Aboriginal community's capacity; providing choice; and empowering Aboriginal people to exercise that choice, as well as giving them the tools to take responsibility for their own future."

Integral to the foundation of the Roads to Home program and the proposed planning amendment, the regional plan also recommends:

- collaborative and inclusive planning that builds trust, integrity and empowers Aboriginal communities to identify their own issues, strategic directions and solutions.
- working with the LALC to see how best to plan, manage and develop the land for Aboriginal communities.
- that future land use planning should acknowledge, respect and consider the views and interests of Aboriginal people.
- developing practical solutions for the potential commercial use of the land – for example, for Aboriginal housing and employment opportunities.

5.2.3. DRC COMMUNITY STRATEGIC PLAN

The Dubbo Regional Council *Community Strategic Plan (2018)* highlights affordable housing as the first priority for the Dubbo Region over the next twenty years.

Of specific and relevant note, the report promotes village development (in 1.3), and the necessity for suitable and strategic zoning in existing communities, like Nanima, for future development and existing cohesiveness (in 1.4 & 1.5):

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1.3

Residential development opportunities are provided in the villages to facilitate rural lifestyle housing options

STRATEGY:

1.3.1 Adequate land is available in the villages for development

1.3.2 Opportunities for residential development in a village environment are promoted

1.4

An adequate supply of land is maintained close to established community services and facilities

STRATEGY:

1.4.1 There is adequate land suitably zoned to meet a variety of residential development opportunity

1.4.2 Planning instruments and policies reflect the intent and direction of adapted land use strategies and facilitate sustainable development

1.5

Neighbourhoods are designed and enhanced to ensure social cohesion and connectivity

STRATEGY:

1.5.1 The design of neighbourhoods reflects the form and function and promotes connectivity and social cohesion

As outlined previously, members of the Nanima community are unable to access services like telecommunications without subdivided addresses. The DRC CSP2018 also highlights this as a strategic priority for the region:

2.6 Community and business have access to the highest standard of telecommunications networks and facilities

2.6.1 Enhanced telecommunications coverage is available throughout the LGA

The proposed amendment will enable improved coverage and enhanced access to telecommunications networks within the Nanima community. The community does not currently have the ability to have individual internet access as an address is required by telecommunication companies to create the connection. The proposed subdivision will provide an address to each residential lot allowing the opportunity to be connected to telecommunication facilities and improving coverage for the village residents.

Finally, outcomes for the Aboriginal community within DRC are also prioritised in the CSP:

5.3 The lifestyle and social needs of the community are supported

5.3.3 The health, education and socio-economic status of the Aboriginal community is improved

5.2.4. DRC LOCAL STRATEGIC PLANNING STATEMENT

Further, Dubbo Regional Council's Local Strategic Planning Statement (June 2020) sets out several relevant planning priorities that this proposal aligns & is consistent with:

Priority 9: Provide diversity & housing choice to cater for the needs of the community

Priority 11: Provide for growth in villages

Priority 12: Create sustainable and well-designed neighbourhoods

Priority 17: Acknowledge and embrace Aboriginal culture

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5.2.5. WELLINGTON DEVELOPMENT CONTROL PLAN

Coming into effect on 1 July 2013, and applying to the former LGA of Wellington Council, this planning proposal is consistent with the considerations of the Wellington Development Control Plan (WDCP).

Subject to Council approval, we are also confident that any subsequent Development Application will be able to abide by and be consistent with the provisions and aims of the plan.

Specifically relevant, the WDCP specifies in D2.3.2 that lot dimensions within a sewerage RU5 zone are to be a minimum of 15m wide with 25m depth (375m²), which this planning amendment is consistent with.

5.2.6. STATE ENVIRONMENTAL PLANNING POLICY

A review of the current 39 SEPP's has been undertaken as set out in Table 5. Relevant SEPPs are discussed following the Table.

Table 1 – Relevance of SEPP's to proposed development

SEPP	Relevant (Y/N)
SEPP (Aboriginal Land) 2019	N (relates only to an area in the Hunter Valley)
SEPP (Activation Precincts) 2020	N (Not within a SAP)
SEPP (Affordable Rental Housing) 2009	N (No housing proposed)
SEPP (Building Sustainability Index: BASIX) 2004	N (No dwellings proposed)
SEPP (Coastal Management) 2018	N (Not within the area of the SEPP)
SEPP (Concurrences and Consents) 2018	N (Administrative only)
SEPP (Educational Establishments & Child Care Facilities) 2017	N (No educational establishments proposed)
SEPP (Exempt and Complying Development Codes) 2008	N (Only relevant to Developments, not this LEP amendment as permissibility is not being changed)
SEPP (Gosford City Centre) 2018	N (Not within SEPP area)

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SEPP	Relevant (Y/N)
SEPP (Housing for Seniors & People with a Disability) 2004	N (No new housing proposed)
SEPP (Infrastructure) 2007	N (Relates to consent requirements only, not this LEP amendment, which does not change permissibility requirements)
SEPP (Koala Habitat Protection) 2020	N (Does not apply to the RU5 Zone)
SEPP (Koala Habitat Protection) 2021	Y (Applies, see note below)
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	N (Not within SEPP area)
SEPP (Kurnell Peninsula) 1989	N (Not within SEPP area)
SEPP (Major Infrastructure Corridors) 2020	N (Not within SEPP area)
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	N (Not within SEPP area)
SEPP No 19 – Bushland in Urban Areas)	N (Not within SEPP area)
SEPP No 21 – Caravan Parks	N (Permissibility of this use not affected)
SEPP No 33 – Hazardous and Offensive Development	N (None present or proposed)
SEPP No 36 – Manufactured Home Estates	N (Permissibility of this use not affected)
SEPP No 47 – Moore Park Showground	N (Not within SEPP area)
SEPP No 50 – Canal Estate Development	N (Not within SEPP area)
SEPP No 55 – Remediation of Land	Y (Applies, see note below)
SEPP No 64 – Advertising and Signage	N (No changes are proposed that would affect advertising and signage)
SEPP No 65 – Design Quality of Residential Apartment Development	N (No apartment development of this type is, or would be permissible.

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SEPP	Relevant (Y/N)
SEPP No 70 – Affordable Housing (revised schemes)	N (No housing is proposed for construction under this proposal)
SEPP (Penrith Lakes Scheme)	N (Not within SEPP area)
SEPP (Primary Production & Rural Development) 2019	Y Applies, see note below
SEPP (State and Regional Development) 2011	N (No such development is in the vicinity of the site, and no changes are proposed that would impact on the operation of this SEPP)
SEPP (State Significant Precincts) 2005	Y Applies, see note below
SEPP (Sydney Drinking Water Catchment) 2011	N (Not within SEPP area)
SEPP (Sydney Region Growth Centres) 2006	N (Not within SEPP area)
SEPP (Three Ports) 2013	N (Not within SEPP area)
SEPP (Urban Renewal) 2010	N (Not within SEPP area)
SEPP (Vegetation in Non-Rural Areas) 2017	N (Not within SEPP area)
SEPP (Western Sydney Aerotropolis) 2020	N (Not within SEPP area)
SEPP (Western Sydney Employment Area) 2009	N (Not within SEPP area)
SEPP (Western Sydney Parklands) 2009	N (Not within SEPP area)

SEPP (Koala Habitat Protection) 2021

Although the RU5 zone is included within land affected by the SEPP, the proposal does not involve any development that would impact on koala habitat or potential koala habitat. In this regard, the variation to the minimum lot size, of itself, does not involve any works. Any subsequent development applications would be considered under the Policy.

SEPP 55 (Remediation of Land)

The SEPP applies, however any potential contamination (e.g. asbestos in dwellings) would not impact on or be impacted by the proposed lot size change. In this regard, the SEPP does not pose any obstacle to the proposal.

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SEPP (Primary Production & Rural Development)

The SEPP applies, however the land does not contain, nor would it contain in the future, any of the land uses that the SEPP addressed. In this regard, the SEPP does not pose any obstacle to the proposal.

SEPP (State Significant Precincts)

No such development is in the vicinity of the site, and no changes are proposed that would impact on the operation of this SEPP.

5.3. ENVIRONMENTAL, SOCIAL, & ECONOMIC IMPACT

5.3.1. ENVIRONMENTAL IMPACT

The planning proposal seeks only to reclassify the minimum lot sizes for subdivision of the subject site and will not generate any environmental effects. Any future impact of further subdivision will be managed through existing statutory planning processes.

The subject land parcel is classified as Bush Fire prone (as per Rural Fire Service website), however the associated mapping indicates limited impact only at the extremities of the LALC landholdings (see Figures 6.6 (a) & (b)). The proposed reclassifications are intended only to affect the existing urban development, which has 100m+ land clearance from any Bush Fire impact zone; i.e. any relevant land within a subsequent DA would not be classified as Bush Fire prone. The rest of the existing land parcel is not expected to be developed or have any other effect on the existing landscape, including within or adjacent to Bush Fire prone areas.

5.3.2. SOCIAL & ECONOMIC IMPACT

The planning proposal and the Roads to Home Program generally seeks to greatly improve the social and economic outcomes for the Nanima village community. Indeed, the core aim of the entire Roads to Home Program is to sustainably address the legacy infrastructure and servicing inequality experienced in Reserves & Missions (discrete Aboriginal communities) across NSW.

The proposal will formalise and consolidate the existing infrastructure at Nanima, permitting increased levels of service and amenity for existing residents, enabling increased social and economic outcomes.

The subsequent civil construction program will add to the amenity and viability of the Nanima village. This will enable increased serviceability, telecommunications and transport connectivity, and a stronger connection to the land. Upgrades to the roads and footpaths will increase transport amenity throughout the community.

The proposal also provides opportunity to improve and further develop the Nanima community to further enhance social and economic impacts for the area, such as the potential reopening of the existing primary school and/or local store.

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Maximising the employment & training outcomes of Aboriginal people throughout the Roads to Home Program is an important focus of the program & a priority for the Principal. This will provide further social and economic impacts, through activities including, but not limited to:

- Procurement of Aboriginal companies to undertake professional services
- Nominating individual Aboriginal community members to be employed to companies undertaking professional services
- Procurement of Aboriginal companies to undertake civil construction
- Nominating Aboriginal subcontractors and / or individual Aboriginal community members during the civil construction activities with the Principal Contractor

In addition, training can be supplemented by TAFE NSW or a Registered Training Organisation to undertake courses related to the project delivery such as:

- Civil construction certificates
- Construction Management
- Operations & supervision
- Heavy vehicle licences & operation
- Design
- Traffic management
- Surveying
- First aid

5.4. GOVERNMENT INTERESTS

The Roads to Home Program is an election commitment from the NSW Government, and this planning proposal sits within the second group of ten communities to receive State Government funding.

The DPIE is the nominated government agency responsible for the administration and outcomes of the Roads to Home Program and has entered into a Funding Deed with Wellington LALC.

The NSW Aboriginal Land Council will be consulted and be required to approve the subdivision works subsequent to the lot size change and issue the registration approval certificate.

The proposed lot size change will facilitate the upgrade of existing public infrastructure and to the standards of Dubbo Regional Council as a part of the subdivision process, before being handed over to Council.

Existing public transport infrastructure and links will be retained and improved, including turning bays for buses, thereby increasing utility and connections for the community.

The proposal is consistent with Federal Government Indigenous policy. The *Indigenous Advancement Strategy (2014)* is described as “a new approach to engaging with Aboriginal and Torres Strait Islander people to achieve real results.”¹ It consolidates the many different

¹ <https://www.indigenous.gov.au/indigenous-advancement-strategy>

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Indigenous policies and programs that were delivered by the Federal Government into five overarching programs:

- 1) **Jobs, Land and Economy:** Getting adults into work, fostering Indigenous business and assisting Indigenous people to generate economic and social benefits from the effective use of their land.
- 2) **Children and Schooling:** Getting children to school, improving education outcomes and supporting families to give children a good start in life.
- 3) **Safety and Wellbeing:** Ensuring that Indigenous people are healthy and enjoy the emotional and social wellbeing experienced by other Australians.
- 4) **Culture and Capability:** Supporting Indigenous Australians to maintain their culture, participate in the economic and social life of the nation and ensure that organisations are capable of delivering quality services to their clients.
- 5) **Remote Australia Strategies:** Addressing the social and economic disadvantage in remote Australia and supporting solutions based on community and government priorities.

This proposal is consistent with and advances the program outcomes associated with all of the five program priorities, particularly 'Jobs, Land and Economy' and 'Safety and Wellbeing'.

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6. PART 4 – MAPPING

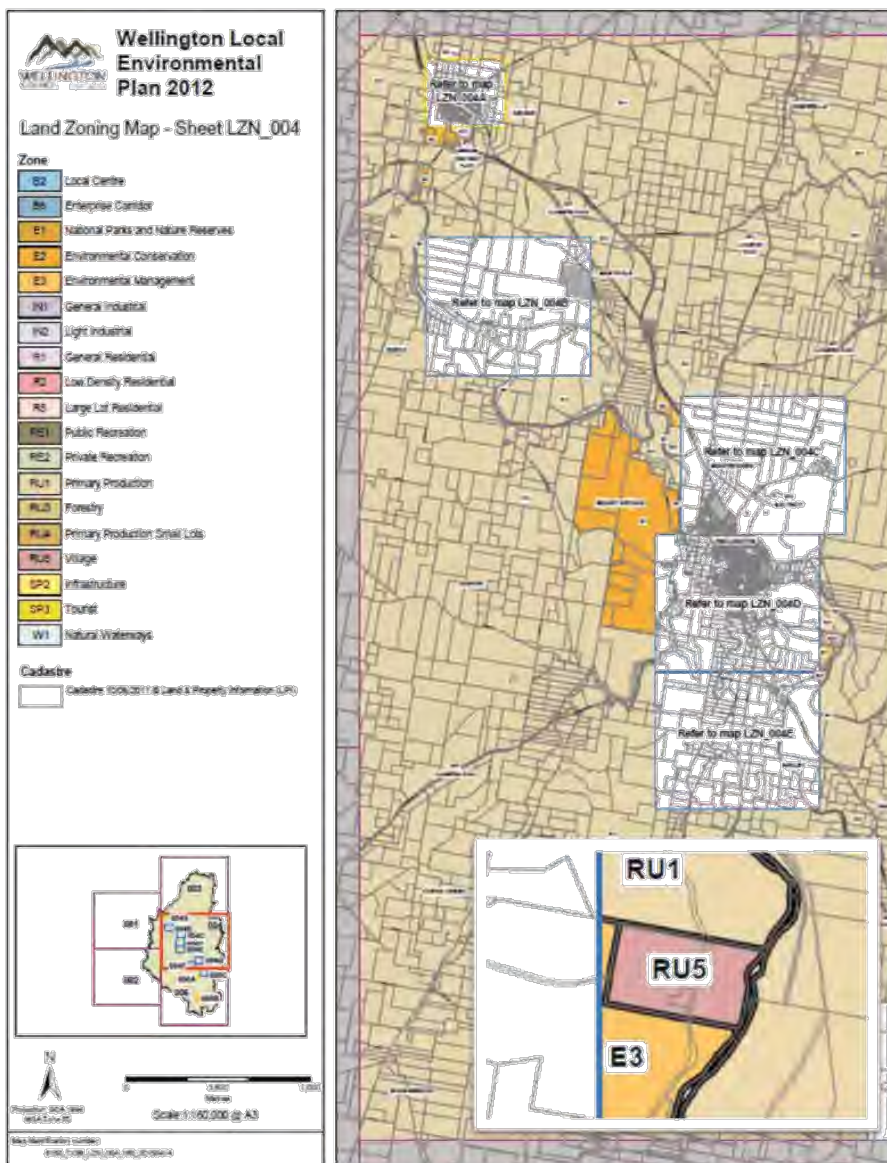


Figure 6.1 – Wellington LEP 2012 – Land Zone Map 004 (including Nanima zoom-out)

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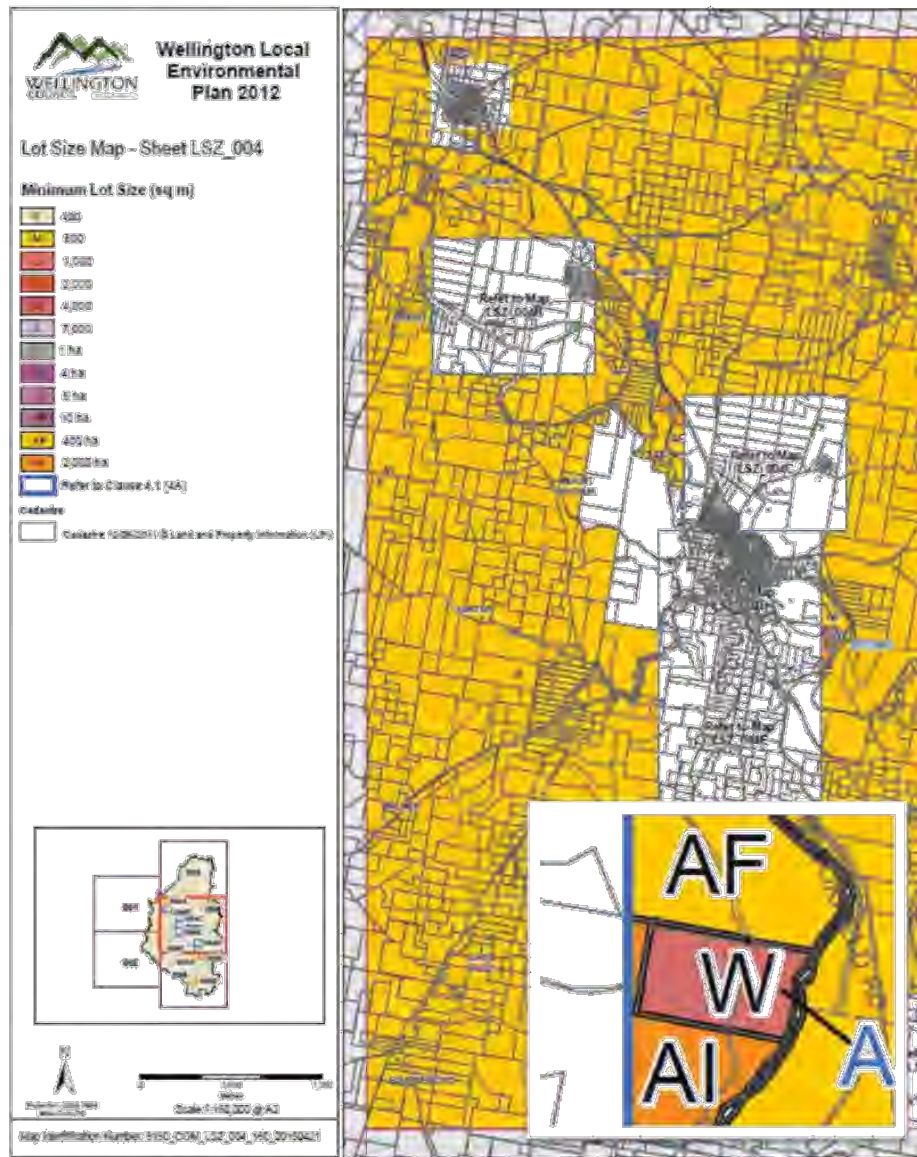


Figure 6.2 – Wellington LEP 2012 – Lot Size Map 004 (including Nanima zoom-out)

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Figure 6.3 - Wellington (incl Nanima village) – DRC Local Strategic Planning Statement, 26.



Figure 6.4 - Nanima Village Land Parcels

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Legend	
	Lot Outline
	Planning Proposal Scope Area

Figure 6.5 (a) & (b) –
Minimum required area
of proposed minimum
lot size amendment
(~300m wide)



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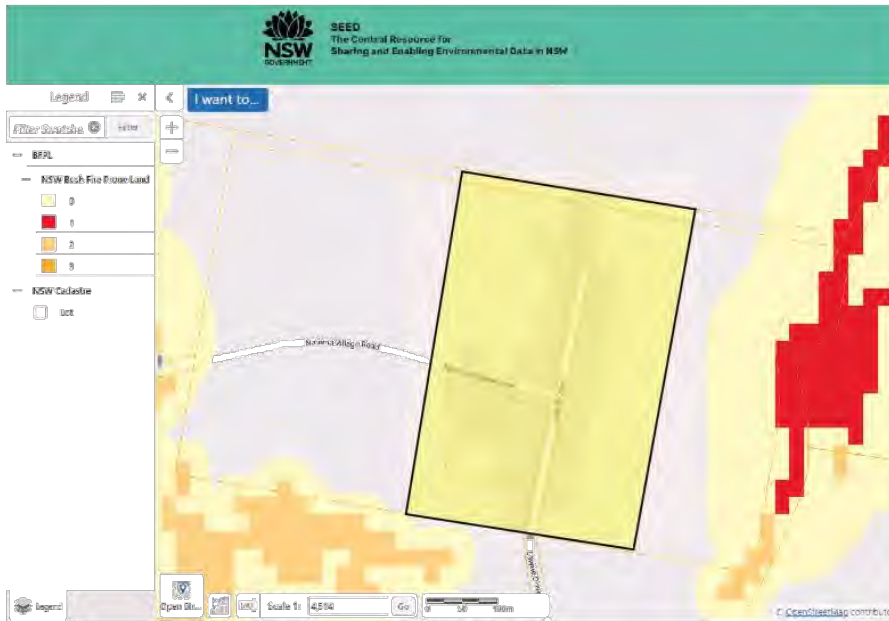


Figure 6.6 (a) & (b) – Bush Fire Prone Land Mapping Overlays



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Figure 6.6 – Extents of Existing and Proposed Development at Nanima

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7. PART 5 – COMMUNITY CONSULTATION

7.1. ABORIGINAL COMMUNITY

The Roads to Home program gives a choice to the Nanima Aboriginal community on how their land is used and empowers the community to decide what will work for them. As the client, the Wellington LALC is fully aware and supportive of the proposed planning amendment.

Fortnightly meetings are held between the Wellington LALC, DPIE and Lyons Advantage to discuss the proposed developments. Wellington LALC has engaged a Community Liaison Officer to communicate the findings and discussions of each meeting with community and raise any concerns from the community with the Project Control Group.

A cultural assessment of the Reserve will be undertaken as part of initial site investigations. The findings from the cultural assessment will be critical for design development to ensure that culturally significant areas are not affected in any way. All design development and proposals will be developed in consultation with Wellington LALC and Nanima Village through public consultation meetings.

A meeting with the LALC members will be scheduled for late 2021 to seek approval for the Land Dealing application. The meeting includes a detailed presentation and explanation of the plans and outlines the outcomes and impacts of the dealing on community. The approved application and associated documents will then be submitted for approval with NSWALC, prior to the lodgement of the DA.

Consultation with the local Nanima community on the proposed Civil Design options will take place before the final Development Application is submitted to Dubbo Regional Council.

7.2. DUBBO REGIONAL COMMUNITY

Pre-submission and consultation meetings will be arranged with representatives of Dubbo Regional Council as required or requested.

DRC will publicly exhibit the Planning Proposal in accordance with the requirements of Schedule 1, Clause 4 of the Environmental Planning & Assessment Act 1979. The exhibition will also comply with any other requirements determined by the Gateway determination under section 3.34 of the Environmental Planning and Assessment Act 1979.

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8. PART 6 – SCHEDULE / TIMELINES

8.1. PROJECT PROGRAM

It is anticipated that Stage 1 – Development will take 6 months and be complete by the end of 2021. The Project Manager has engaged consultants to commence site investigations & will commence preparing the subdivision DA submission. A land dealing meeting will be required to obtain Community approval to proceed with the subdivision & to lodge the DA with Local Council for Assessment. Subject to Community approval, NSWALC approval will be required prior to lodgement.

DPIE will undertake an estimated cost by an independent Quantity Surveyor on the DA Approved stamped plans and conditions of consent. This will form an estimated construction cost. A subdivision construction certificate will then be required from the Dubbo Regional Council or a Principal Certifier Authority.

It is expected that civil construction work will be undertaken in the first half of 2022 and be completed by 30 June 2022.

8.2. PLANNING PROPOSAL TIMELINES

The following timelines are proposed:

ITEM	DATE
Submission to DRC	July 2021
Submission to DPIE for Gateway Determination	August 2021
Community Consultation (14 days – Minor Proposal)	September 2021
Assessment and Reporting to Council	October 2021
Making of the Plan	October 2021

PP-2021-4261
IRF21/3340

Mr Murray Woods
Chief Executive Officer
Dubbo Regional Council
PO Box 81
DUBBO NSW 2830

Attention: Steven Jennings – Manager Growth Planning

Dear Mr Woods

Planning proposal (Department Ref: PP-2021-4261): Amendment to Wellington Local Environmental Plan 2012 – change to minimum lot size at part Lot 244 DP 756920, 300 Nanima Village Road, Nanima, Wellington.

I am writing in response to Council's request for a Gateway determination under section 3.34(1) of the Environmental Planning and Assessment Act 1979 (the Act) in respect of the planning proposal to amend the Wellington Local Environmental Plan 2012 to change minimum lot size from 4000m² to 600m² for part Lot 244 DP 754620, 300 Nanima Village Road, Nanima, Wellington.

As delegate of the Minister for Planning and Public Spaces, I have now determined that the planning proposal should proceed subject to the conditions in the enclosed Gateway determination.

I have considered the nature of Council's planning proposal and have conditioned the Gateway for Council to be authorised as the local plan-making authority.

The amending local environmental plan (LEP) is to be finalised within six (6) months of the date of the Gateway determination. Council should aim to commence the exhibition of the planning proposal within two (2) months of the date of the Gateway determination. Council's request to draft and finalise the LEP should be made directly to the Department as a 'map only amendment' six (6) weeks prior to the projected publication date. A copy of the request should be forwarded to the Department's Western Region Office (westernregion@planning.nsw.gov.au) for administrative purposes.

All related files for LEP Amendment, including PDF Maps, Map Cover Sheet, planning proposal document and GIS Data, if available, must be submitted to the Department via the Planning Portal Website www.planningportal.nsw.gov.au/planning-tools/online-submission-planning-data. To submit the data, Council is required to create an account and log in using these details.

188 Macquarie Street Dubbo NSW 2830 | PO Box 58 Dubbo NSW 2830 | planning.nsw.gov.au

The state government is committed to reducing the time taken to complete LEPs by tailoring the steps in the process to the complexity of the proposal, and by providing clear and publicly available justification for each plan at an early stage. In order to meet these commitments, the Minister may take action under section 3.32(2)(d) of the Act if the time frames outlined in this determination are not met.

Should you have any enquiries about this matter, I have arranged for Mr Wayne Garnsey, Manager Western Region, from the Department of Planning, Industry and Environment, Western Region office, to assist you. Mr Garnsey can be contacted on 5852 6800.

Yours sincerely



9 September 2021

Garry Hopkins
Director, Western Region
Local and Regional Planning

Encl: Gateway determination



Gateway Determination

Planning proposal (Department Ref: PP-2021-4261): Amendment to Wellington Local Environmental Plan 2012 to change minimum lot size at part Lot 244 DP 756920, Nanima Village, Wellington.

I, the Director, Western Region at the Department of Planning, Industry and Environment, as delegate of the Minister for Planning and Public Spaces, have determined under section 3.34(2) of the *Environmental Planning and Assessment Act 1979* (the Act) that the amendment to Wellington Local Environmental Plan 2012 to change minimum lot size from 4000m² to 600m² for part Lot 244 DP 754620, 300 Nanima Village Road, Nanima, Wellington should proceed subject to the following conditions:

1. The planning proposal must be exhibited within **2 months** from the date of the Gateway determination. Public exhibition is required under section 3.34(2)(c) and schedule 1 clause 4 of the Act as follows:
 - (a) the planning proposal must be made publicly available for a minimum of **14 days**; and
 - (b) the planning proposal authority must comply with the notice requirements for public exhibition of planning proposals and the specifications for material that must be made publicly available along with planning proposals as identified in section 6.5.2 of *A guide to preparing local environmental plans* (Department of Planning and Environment, 2018).
2. No consultation is required with public authorities/organisations.
3. A public hearing is not required to be held into the matter by any person or body under section 3.34(2)(e) of the Act. This does not discharge Council from any obligation it may otherwise have to conduct a public hearing (for example, in response to a submission or if reclassifying land).
4. The planning proposal authority is authorised as the local plan-making authority to exercise the functions under section 3.36(2) of the Act subject to the following:
 - (a) the planning proposal authority has satisfied all the conditions of the Gateway determination and
 - (b) the planning proposal is consistent with section 9.1 Directions or the Secretary has agreed that any inconsistencies are justified; and
 - (c) there are no outstanding written objections from public authorities.

PP-2021-4261 IRF21/3340

5. Prior to submission of the planning proposal under section 3.36 of the Act, the final LEP Lot Size Map must be prepared and be compliant with the Department's 'Standard Technical Requirements for Spatial Datasets and Maps' 2017.
6. The time frame for completing the LEP is to be **6 months** following the date of the Gateway determination.

Date 9 day of September 2021.



Garry Hopkins
Director, Western Region
Local and Regional Planning
Department of Planning, Industry and
Environment

Delegate of the Minister for Planning
and Public Spaces

PP-2021-4261 / IRF21/3340



REPORT: Planning Proposal - Additional Permitted Use of Information and Education Facility (Wiradjuri Tourism Centre) - Elizabeth Park - Lot 53 DP 259660, 2 Coronation Drive Dubbo

AUTHOR: Senior Growth Planner
REPORT DATE: 13 October 2021
TRIM REFERENCE: ID21/1762

EXECUTIVE SUMMARY

Council has prepared a Planning Proposal to amend Schedule 1 of the Dubbo Local Environmental Plan 2011 (Dubbo LEP 2011) to permit the additional permitted use of information and education facility on Lot 53 DP 259660, 2 Coronation Drive, Dubbo (Elizabeth Park). It is considered that the Planning Proposal has strategic merit and is broadly consistent with the objectives of the Dubbo LEP 2011. A copy of the Planning Proposal is provided here in **Appendix 1**.

It is recommended that the Planning Proposal be endorsed by Council and provided to the NSW Department of Planning, Industry and Environment (DPIE) to seek a Gateway Determination. In addition, it is also recommended that Council not use its delegation under Section 3.36 of the Environmental Planning and Assessment Act 1979 to process the amendment to the Dubbo Local Environmental Plan 2011 in this instance.

Subject to the receipt of a Gateway Determination, the Planning Proposal will be placed on public display and consultation will be undertaken with the public and stakeholders. A further report will be provided to Council for consideration following completion of the public exhibition period.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme: 3 Economy
CSP Objective: 3.1 Visitor economy growth is supported through product development, enhancement and strategic management
Delivery Program Strategy: 3.1.1 Diverse and unique tourism opportunities are explored, developed and supported

FINANCIAL IMPLICATIONS

State Government funding for the project has been received by Council and will be drawn from the 'Restart NSW Fund' and 'NSW Stronger Communities Fund' programs. This is supplemented by Council's own contribution towards the proposed Wiradjuri Tourism Centre as part of the 'Destination Dubbo' initiative.

POLICY IMPLICATIONS

The subject Planning Proposal, if successful, would amend Schedule 1 Additional Permitted Uses of the Dubbo LEP 2011, along with associated mapping.

RECOMMENDATION

- 1. That the report of the Senior Growth Planner, dated 13 October 2021, be noted.**
- 2. That the Planning Proposal provided in Appendix 1 be submitted to the NSW Department of Planning, Industry and Environment for a Gateway Determination to permit an information and education facility on Lot 53 DP 259660, 2 Coronation Drive, Dubbo as an additional permitted use under Schedule 1 of the Dubbo Local Environmental Plan 2011.**
- 3. That Council not use its delegation under Section 3.36 of the Environmental Planning and Assessment Act 1979 to draft the amendments to the Dubbo Local Environmental Plan 2011.**
- 4. That following completion of the public exhibition period, a further report be provided to Council detailing the results of the public exhibition.**

Shoilee Iqbal

Senior Growth Planner

BACKGROUND

Council has prepared a Planning Proposal to amend the Dubbo Local Environmental Plan 2011 to permit an information and education facility on Lot 53 DP 259660, 2 Coronation Drive, Dubbo (Elizabeth Park) as an additional permitted use under the provisions of the Dubbo LEP 2011. The proposed amendment will permit Council to deliver the Dubbo Wiradjuri Tourism Centre on the subject land.

The Dubbo Region is set to become the number one inland visitor destination in NSW and Australia. The “Destination Dubbo - International Ready” project is Council’s initiative to achieve this goal and includes a number of tourism related projects in the Dubbo Local Government Area. The proposed Dubbo Wiradjuri Tourism Centre is one of these projects and will create significant tourism opportunities for the Dubbo region, providing a place to display sacred carved trees, artefacts and local artwork painted by local Indigenous artists. The centre will also facilitate an enhanced and diversified cultural learning experience, including holding bush tucker tastings, smoking ceremonies and Wiradjuri dance events.

The Dubbo Wiradjuri Tourism Centre, once developed, is expected to attract approximately 50,000 visitors per annum. State Government funding for this project has been received by Council from the ‘Restart NSW Fund’ and ‘NSW Stronger Communities Fund’, supplemented by Council’s contribution to complete Stage 1 of the proposed centre.

The chosen site for the proposed Wiradjuri Tourism Centre is Lot 53 DP 259660, 2 Coronation Drive, Dubbo, which is also known as Elizabeth Park. This site was selected after extensive community consultation, including with the Dubbo Aboriginal Community. However, the subject land is zoned RE1 Public Recreation under the provisions of the Dubbo LEP 2011. This means that use of the subject land for the purposes of a visitor information/tourism centre is currently a prohibited form of development in the zone.

REPORT

1. Particulars of the Planning Proposal Application

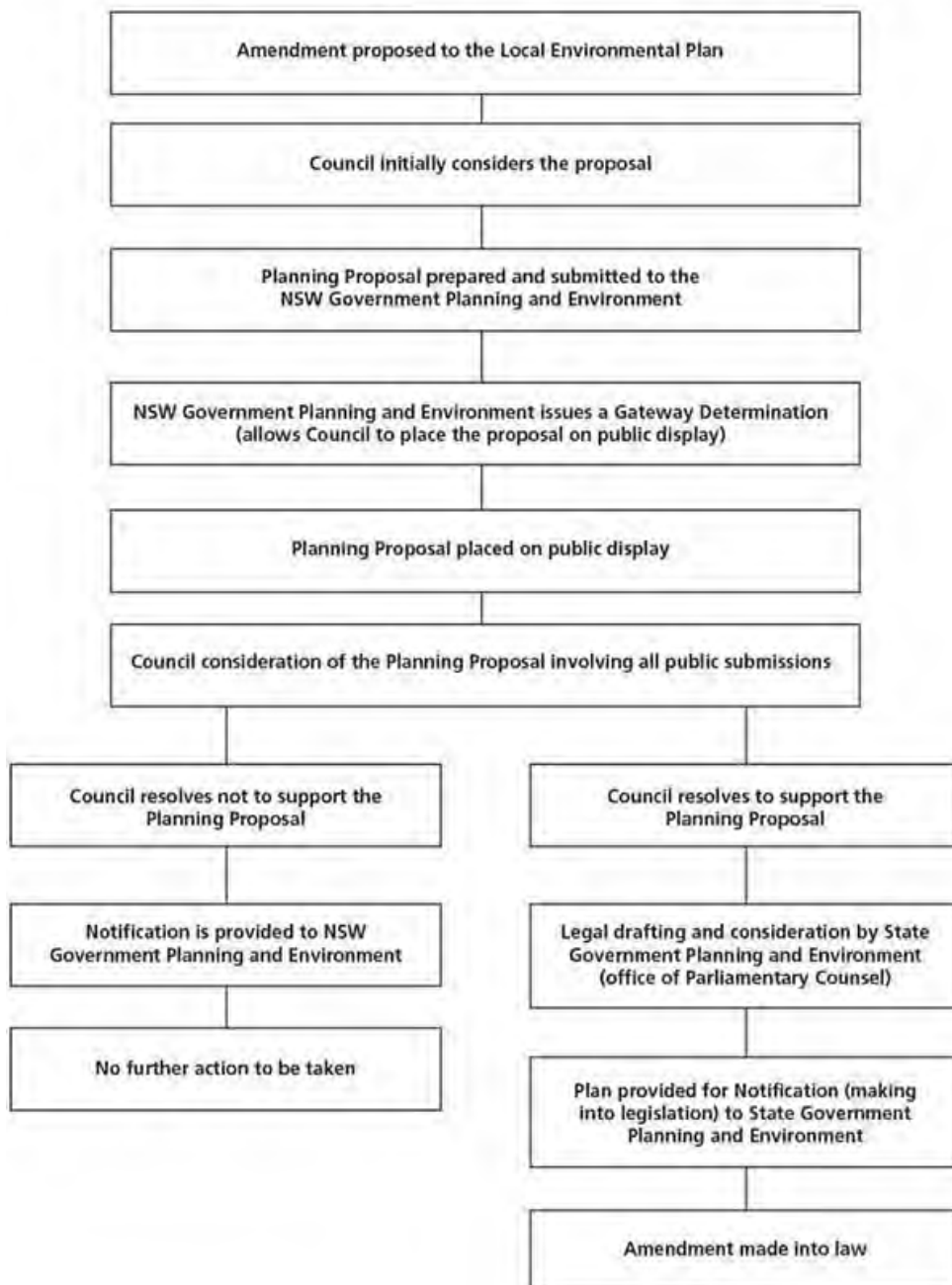
Owner and proponent:	Dubbo Regional Council
Calculated site area:	Approximately 10.15 hectares (total land area)
Current zoning:	RE1 Public Recreation under the provisions of DLEP 2011
Proposed LEP amendment:	Additional Permitted Use of an information and education facility at Lot 53 DP 259660, 2 Coronation Drive, Dubbo (Elizabeth Park) under the provisions of the Dubbo LEP 2011.

2. Amendments to Local Environmental Plans

The NSW DPIE has a process for the consideration of amendments to a Local Environmental Plan (LEP) which commences with Council’s consideration of a Planning Proposal. The role of a Planning Proposal is to explain the intended effects of a proposed Local Environmental Plan amendment and the justification for undertaking the amendment. If Council resolves to

endorse the Planning Proposal, it will be submitted to NSW DPIE to seek a Gateway Determination for the LEP Amendment. If a Gateway Determination is issued to Council, it will specify that the proposed amendment can proceed, as well as the level of public and State Government consultation required, and any other matters that require additional information. After any additional matters have been addressed and the required consultation carried out, a further report will be provided to Council for consideration. Following Council's consideration, the Planning Proposal will be submitted to NSW DPIE for finalisation of the LEP amendment. The Planning Proposal process is shown below.

PLANNING PROPOSAL PROCESS



3. Site Selection and Context

The subject site of the Planning Proposal is Elizabeth Park. Elizabeth Park is home to the Dubbo Regional Botanic Gardens and Adventure Playground, as well as the recently constructed Wiradjuri Garden. It is considered that an information and education facility on the subject site will complement the existing offerings, as can be seen in **Figure 1**.

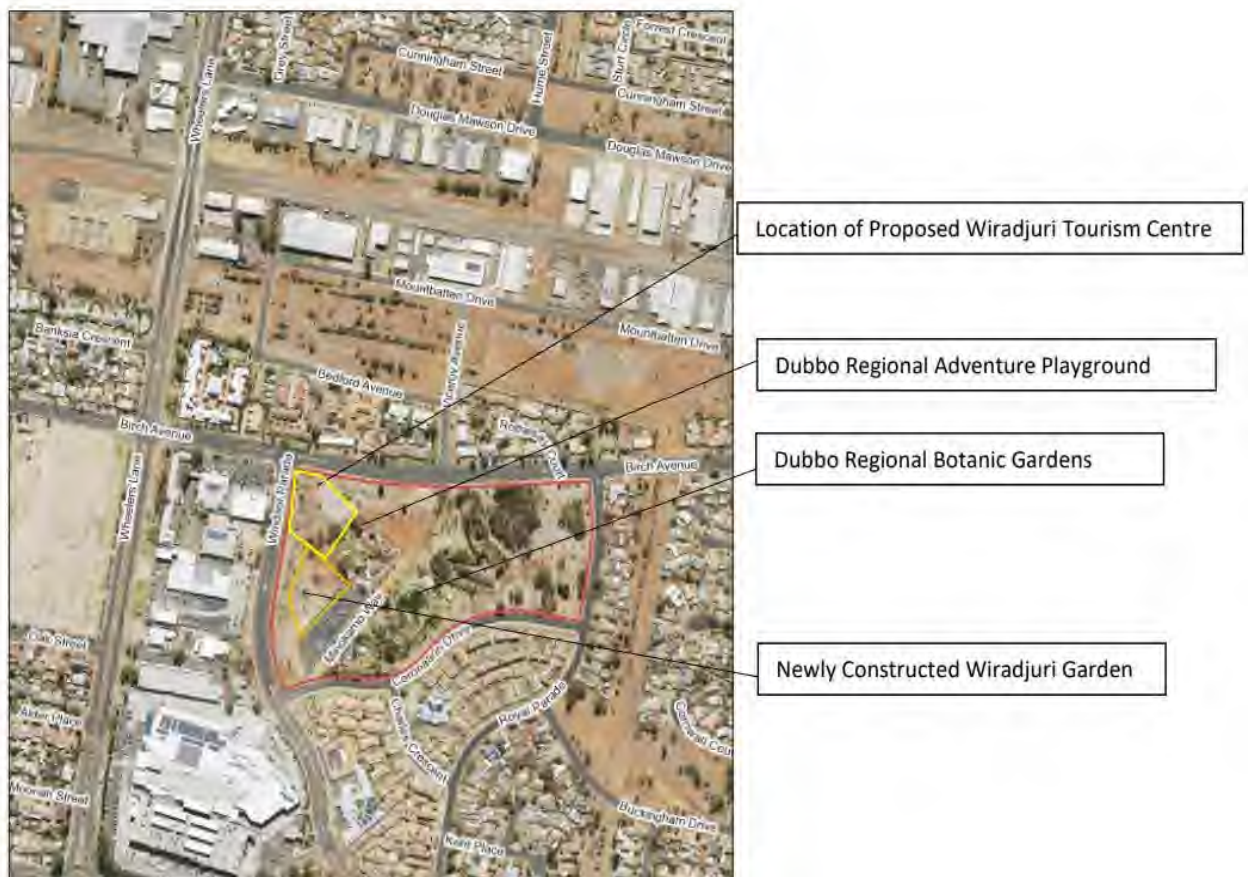


Figure 1. Subject Site - Local Context

It is understood that Council conducted engagement processes with the Wiradjuri Technical Advisory Group (WTAP), a community and cultural guidance advisory committee who assisted in selection of the subject site at Elizabeth Park as the proposed location of the Wiradjuri Tourism Centre. It is also understood that the WTAP provided significant input in the design of the proposed Wiradjuri Tourism Centre. Panel members represent over 51 organisations, including State agencies and various community groups, as well as traditional owners. A list of agencies consulted is included here in **Appendix 2**.

4. Proposed Amendment

The objective of the Planning Proposal is to amend Schedule 1 of the Dubbo Local Environmental Plan 2011 to permit the additional permitted use of an information and education facility on Lot 53 DP 259660, 2 Coronation Drive, Dubbo. This land is zoned RE1 Public Recreation under the provisions of the Dubbo LEP 2011, as shown in **Figure 2**.

The RE1 zone prohibits the use of an information and education facility, which is defined as follows:

“A building or place used for providing information or education to visitors, and the exhibition or display of items, and includes an art gallery, museum, library, visitor information centre and the like.”

The proposed Wiradjuri Tourism Centre will provide a place for the display of sacred carved trees, artefacts, local artwork painted by local Indigenous artists, bush tucker tastings, smoking ceremonies and Wiradjuri dance events, all of which are for visitors to the Dubbo Region.



Figure 2. Land Zoning of the site and surroundings

5. Planning Considerations and Strategic Merit Assessment

The purpose of this section is to discuss matters for consideration under Section 3.33 of the Environmental Planning and Assessment Act 1979, and merit assessment of the proposal within the overarching strategic planning framework, as outlined below:

(i) Central West and Orana Regional Plan

The Central West and Orana Regional Plan (CWORP) has been prepared by the NSW Government to broadly guide land use planning in the Central West and Orana Region. The following directions of the CWORP are applicable to the Planning Proposal:

- *Direction 4: Promote and diversify regional tourism*

The outcome of the Planning Proposal will enable the development of the Wiradjuri Tourism Centre and provide a unique Indigenous cultural experience for both domestic and international tourists visiting the Orana Region. The centre is expected to attract approximately 50,000 visitors per annum and will facilitate the cultural display of carved trees, artefacts, local artwork painted by local Indigenous artists, bush tucker tastings, smoking ceremonies and Wiradjuri dance events.

- *Direction 7: Enhance the economic self-determination of Aboriginal communities*

This Direction promotes “revitalising and promoting Aboriginal languages and culture; creating opportunities; increasing the Aboriginal community’s capacity; providing choice; and empowering Aboriginal people to exercise that choice, as well as giving them the tools to take responsibility for their own future”.

The Planning Proposal gives effect to the above Direction by offering a cultural space in the local community area where Aboriginal languages and culture will be celebrated and promoted. Furthermore, it is anticipated that the proposed Wiradjuri Tourism Centre will provide trade training opportunities and the facility will act as a tourism hub that supports business development of Aboriginal enterprises and entrepreneurs in the form of experience development and delivery, as well as business mentoring.

The centre is also planned to contain an added retail component for the sale of arts and crafts produced by local indigenous communities.

- *Direction 16: Respect and protect Aboriginal heritage assets*

The proposed Wiradjuri Tourism Centre aims to protect Aboriginal heritage in a respectful manner. This will include the return to country of sacred Aboriginal carved trees and artefacts currently stored at the Australian Museum. Furthermore, the proposed centre will act as a cultural space and contain a building designed by the renowned architect Peter Stutchbury, who has drawn from 23 years of experience working with Aboriginal Elder Uncle Max Dulumunmun to ensure that the proposed development will have a strong cultural alignment with the Wiradjuri community.

- *Direction 24: Collaborate and partner with Aboriginal communities*

The proposal aligns with the above direction by way of extensive communication that has already taken place with the local Aboriginal community, a key stakeholder of the Wiradjuri Technical Advisory Group (WTAP), as discussed earlier in the report. Council has worked together with the WTAP to select and co-design the proposed centre in a culturally respectful manner, ensuring Aboriginal culture and heritage assets are represented accurately and respectfully.

(ii) 2040 Community Strategic Plan

The 2040 Community Strategic Plan (CSP) is Council's highest level strategy that guides the actions and initiatives of Council, the community, all tiers of government and community stakeholders.

The Planning Proposal is consistent with the following CSP visions to ensure:

"3.1 Visitor economy growth is supported through product development, enhancement and strategic management:

3.1. Diverse and unique tourism opportunities are explored, developed and supported

3.1.4 Visitor experiences in the Local Government Area are of high quality, relevance and value for visitors

3.5.2 Opportunities and unique offerings in the Local Government Area are promoted

3.5.3 Government funding opportunities are strategically and proactively pursued

3.5.6 Investment in the Local Government Area as a driver of growth in the region is a key priority for government, industry and the local community"

Under the theme of 'Liveability' in the CSP, the Planning Proposal also aligns with the following CSP strategic objectives:

5.7.1 The community participates in and celebrates the high quality of cultural services and facilities available

5.7.2 Aboriginal culture is celebrated

5.7.3 Existing arts and cultural facilities are leveraged to provide and promote complementary facilities and opportunity"

It is considered that the Planning Proposal is consistent with the Community Strategic Plan.

(iii) Dubbo Regional Council Local Strategic Planning Statement

The Dubbo Regional Council Local Strategic Planning Statement (LSPS) represents Council's 20-year strategic land use vision for the Dubbo Regional Local Government Area. The Planning Proposal directly supports Action 17.4 of the LSPS, which is to ensure that:

"Council will support the delivery and promotion of the Wiradjuri Cultural Centre in Wellington and the Dubbo Wiradjuri Tourism Centre".

The intended outcome of the Planning Proposal will result in the Dubbo Wiradjuri Tourism Centre which will celebrate and showcase Aboriginal culture, and meaningfully enhance the cultural experience for all visitors to the Region. The Planning Proposal will also directly support Council's 'Destination Dubbo – International Ready' program and make Dubbo the number one inland visitor destination in not only in NSW but also Australia, drawing both national and international visitors to the Orana region.

(iv) Dubbo Recreational Areas Development Strategy

The *Dubbo Recreational Areas Development Strategy* was adopted in 1997 and forms the basis of recreational land use zonings and planning controls. Elizabeth Park, the subject land of the Planning Proposal, is identified in the Strategy as a ‘Regional Recreation Area’ capable of providing “*high quality and accessible recreation areas that are not common elsewhere in the region that specifically attract visitors beyond the city*”.

The *Recreational Areas Development Strategy* highlights the need to identify existing recreational areas that can be expanded or upgraded to accommodate at a regional level. The Strategy also encourages the need for diverse recreational opportunities within regional recreation areas, rather than dedication to a single use.

The Planning Proposal will allow a tourist/visitor information centre in an existing Regional Recreation Area, adding to significant recreation uses already existing within Elizabeth Park, including the Dubbo Regional Botanic Gardens and Adventure Playground, as well as the recently constructed Wiradjuri Garden on site. The proposal is therefore consistent with the Recreational Areas Development Strategy.

(iv) Dubbo Local Environmental Plan 2011

The RE1 zone under the provisions of the Dubbo LEP 2011 currently prohibits the use of an information and education facility. The Planning Proposal has sought to allow the additional permitted use under Schedule 1 for an information and education facility on the subject site.

It is considered that the proposed additional permitted use on the subject site is broadly consistent with the overall RE1 zone objectives, particularly as the proposal will enable the subject site at Elizabeth Park:

“to provide a range of recreational settings and activities and compatible land uses” and “to provide for facilities and amenities to enhance the use of public open space”.

(v) State Environmental Planning Policies

State Environmental Planning Policies applicable to the Planning Proposal are outlined below:

State Environmental Planning Policy [SEPP]	Comment
State Environmental Planning Policy No 64— Advertising and Signage	Any proposed signage in the future will be assessed separately through a Development Application.
State Environmental Planning Policy (Concurrences and Consents) 2018	It is considered that the Planning Proposal will not trigger any concurrence requirements.
State Environmental	The Planning Proposal is for an additional permitted use

Planning Policy (Building Sustainability Index: BASIX) 2004	only. However, this SEPP will be relevant if a Development Application is lodged in the future.
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	The Planning Proposal is consistent with the provisions of the SEPP.
State Environmental Planning Policy No 55—Remediation of Land	The site is not known to be potentially contaminated land. However, review of the subject site and the proposed intended use will include further contamination assessment at the Development Application stage.
State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017	The Planning Proposal is consistent with the provisions of the SEPP.

(vi) Section 9.1 Directions

The Planning Proposal's consistency with relevant Section 9.1 Directions are outlined below:

Direction	Consideration	Consistency/ Comment
2.3 Heritage Conservation	The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.	Although the Planning Proposal is not located on land identified as a heritage conservation item, the proposed additional permitted use will seek to preserve cultural artefacts and sacred scar trees. The Planning Proposal will also enable a significant space used by local Indigenous artists for the display and education of Aboriginal culture.
2.6 Remediation of Contaminated Land	The objective of this direction is to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered by planning proposal authorities.	The site is not known to be on Council's register of potentially contaminated land. This issue will be further addressed at the Development Application stage.
3.4 Integrating Land Use and Transport	This direction applies when a relevant planning authority prepares a planning proposal that will create, alter or remove a	The subject site, also identified as Elizabeth Park, is located within the broader Dubbo City area and will offer a tourism/visitor centre as an outcome of this Planning Proposal.

	<p>zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes.</p>	<p>The proposed use will attract both external visitors and local residents to the Centre. The subject site is accessible via Mitchell Highway for visitors to the Dubbo city area. The proposed Wiradjuri Tourism Centre and the existing land size of the subject land will allow for additional car parking where required.</p> <p>The site will also enjoy existing public transport benefits shared by the neighbouring Orana Mall and surrounding land uses, and is therefore consistent with this Direction.</p>
5.10 Implementation of Regional Plans	<p>The objective of this direction is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.</p>	<p>The Planning Proposal is considered to be consistent with the Central West and Orana Regional Plan.</p>
6.1 Approval and Referral Requirements	<p>The objective of this direction is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</p>	<p>The Planning Proposal is consistent with the Direction as it does not propose to create additional provision for concurrence, consultation or referral of a development application to a Minister or public authority.</p>
6.2 Reserving Land for Public Purposes Objectives	<p>(1) The objectives of this direction are: (a) to facilitate the provision of public services and facilities by reserving land for public purposes, and (b) to facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.</p>	<p>The Planning Proposal is for an additional permitted use of an information and education facility within an existing public Regional Park. The proposed use will provide an inclusive public space open to the broader community and is therefore consistent with the broader objectives of this Direction.</p>
6.3 Site Specific Provisions	<p>This direction applies when a relevant planning authority prepares a planning proposal that will allow a particular development to be carried out.</p>	<p>The proposal has sought an additional permitted use on the subject site, which is considered to be the most appropriate approach at this stage, rather than changing the zoning of the entire site.</p>

6. Open Space

Council's Liveability Division has provided information that the intended outcomes of the Planning Proposal are consistent with Council's strategic vision for the land through the Elizabeth Park Master Plan 2011, which envisaged:

"a building that was to serve as an educational centre and provide opportunities for refreshments and interpretation of the gardens, and also included a gallery space for the exhibition of artwork. While the position of the building has changed, the overall intent of the building remains consistent. The new location of the building is also complementary to the recently completed Wiradjuri Garden. This new garden will help create an appropriate entrance to the new facility. It is also considered that the Wiradjuri Tourism Experience builds further capacity of the Dubbo Regional Botanic Garden (Elizabeth Park) by developing a strong and important cultural element to the park, recognising the eight (8) original mobs of the Dubbo area as well as providing a secure repository for culturally significant objects".

It is understood that the subject site also contains existing native and exotic tree species. Detailed consideration will be required at the Development Assessment stage to mitigate any impact on vegetation. It is anticipated that all native trees will be retained, however, it is noted that:

"a number of exotic (Ulmus chinensis (Chinese Elms)) trees will need to be removed to enable (the proposed centre). There have been discussions (that) these trees will be salvaged, where possible, and reused within the broader landscape. As part of the Wiradjuri Tourism Experience additional tree planting that will complement the structure, and represent the endemic species of the Dubbo area, will be planted as part of the project."

As per above, the proposed additional permitted use is in line with Council's vision to provide a high quality recreation space, and appropriate consideration will be given to existing and future trees on site within future approval processes.

7. Social and economic considerations

The Planning Proposal is not considered to result in or be impacted by any negative economic or social impacts. The existing Botanic Gardens and Adventure Playground on site are already secured with fencing to restrict after-hours access. Council is currently in the process of providing further security to the entire site, with an application already underway to construct a new fence to limit pedestrian access movements between the Macquarie Inn Hotel and the residential areas to the east.

The proposed fencing is anticipated to prevent any potential anti-social behaviour from impacting the new Wiradjuri Tourism Centre. Further security and crime-safe design will be considered at the development assessment stage as required.

In relation to economic considerations, the proposed additional permitted use will become a unique tourism hub, attracting approximately 50,000 visitors per annum to the Dubbo region. It is anticipated that the proposed Wiradjuri Tourism Centre will also lead to significant growth in the international visitor market in NSW. Furthermore, the centre will provide trade and business development opportunities, particularly for local Aboriginal enterprises and entrepreneurs, including via sale of goods and services to visitors, as well as business development and mentoring opportunities.

8. Transport Considerations

The proposed additional use of an information and education facility will bring both tourist and local community traffic to the site. Located within 2 km of the Dubbo CBD, the site is easily accessible via the Mitchell Highway and will have ample car parking spaces.

Further traffic assessment, including site access assessment, will be undertaken at the Development Application stage.

9. Environmental Impacts

It is considered that the proposed use is unlikely to have any significantly negative environmental impacts. However, environmental assessment activities will be undertaken as a component of any future Development Application.

10. Site Infrastructure

It is considered that the outcomes of the Planning Proposal will not require any significant upgrading of water and sewage infrastructure available to the site. However, any infrastructure requirements will be assessed further at the Development Application stage.

11. Next steps and Community Consultation

The Planning Proposal, if endorsed by Council, will be provided to the NSW Department of Planning, Industry and Environment to seek a Gateway Determination.

Subject to a Gateway Determination being received, the Planning Proposal will be placed on public exhibition. Council will also undertake formal consultation with State Public Agencies if required by the Gateway Determination.

SUMMARY

Council has prepared a Planning Proposal to amend the Dubbo Local Environmental Plan 2011 to permit an information and education facility as an additional permitted use on Lot 53 DP 259660, 2 Coronation Drive, Dubbo. The Planning Proposal will essentially enable Council to develop the proposed Wiradjuri Tourism Centre on the subject land as a permissible use.

It is considered that the Planning Proposal has strategic merit and is broadly consistent with the objectives of the Dubbo LEP 2011.

It is recommended that the Planning Proposal be endorsed by Council and that a Gateway Determination be sought from the NSW Department of Planning, Industry and Environment.

Appendices:

- 1 [↓](#) Planning Proposal - Wiradjuri Centre - 2 Coronation Drive Dubbo PP-2021-5902 1
- 2 [↓](#) Wiradjuri Technical Advisory Group Inter-agency & Community Group Engagement



PLANNING PROPOSAL

ADDITIONAL PERMITTED USE OF INFORMATION AND EDUCATION FACILITY (WIRADJURI TOURISM CENTRE)

**ELIZABETH PARK, LOT 53 DP 259660, 2
CORONATION DRIVE, DUBBO.**

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EXECUTIVE SUMMARY

Dubbo Regional Council proposes to develop a new Wiradjuri Tourism Centre located at Lot 53 DP 259660, 2 Coronation Drive, Dubbo (Elizabeth Park). The subject land is zoned RE1 Public Recreation under the provisions of the Dubbo Local Environmental Plan 2011. Use of the subject land for the purposes of information and education facility is currently a prohibited form of development in the zone.

The proposed Wiradjuri Tourism Centre will share land with the existing Dubbo Regional Botanic Gardens and Adventure Playground. The Centre will provide essential infrastructure to support the broader precinct and will complement the recently opened Wiradjuri gardens at the site. The Centre is expected to attract approximately 50,000 visitors per annum through the display of sacred carved trees, artefacts, local artwork painted by local Indigenous artists, bush tucker tastings, smoking ceremonies and Wiradjuri dance events.

The development of the centre has been co-designed with the Dubbo Aboriginal Community. Once operational, a community led advisory board will strategically and culturally guide Council in the operation of the facility.

The Centre will also create additional commercial opportunities including a café and retail shop for sale of gifts in the form of arts and crafts produced by local indigenous communities.

The final site location of the Wiradjuri Tourism Centre was decided based on extensive community consultation and is consistent with Council's adopted Plan of Management for Elizabeth Park. Architectural concept designs have been completed and funding secured for the project with Stage 1 ready to commence construction, subject to obtaining the relevant planning approvals.

The Planning Proposal has been prepared in accordance with Section 3.33 of the Environmental Planning and Assessment Act, 1979 and the NSW Government Department of Planning, Industry and Environment's, *A Guide to Preparing Planning Proposals*.

PART 1 OBJECTIVES OR INTENDED OUTCOMES

The objective of this Planning Proposal is to allow an additional permitted use for the purposes of information and education facility on the subject land, by seeking an Amendment to Schedule 1 of the Dubbo Local Environmental Plan 2011.

PART 2 EXPLANATION OF PROVISIONS

The proposed objectives and intended outcomes will be achieved through undertaking an Amendment to the Dubbo Local Environmental Plan 2011.

The subject land is bounded by residential development to the north and east, seniors living to the south and a mix of commercial activities to the west including the Orana Mall, Caltex Service Station, Ambulance Station, Medical Centre, Clancy Ford Car Dealership, Dubbo Tenpin Bowling, Dan Murphy’s and the Macquarie Inn Hotel.

The subject land, also known as Elizabeth Park, current accommodates the Dubbo Regional Botanic Gardens and Adventure Playground facility as show in **Figure 1**. Additional site photos are provided as **Appendix 3**.

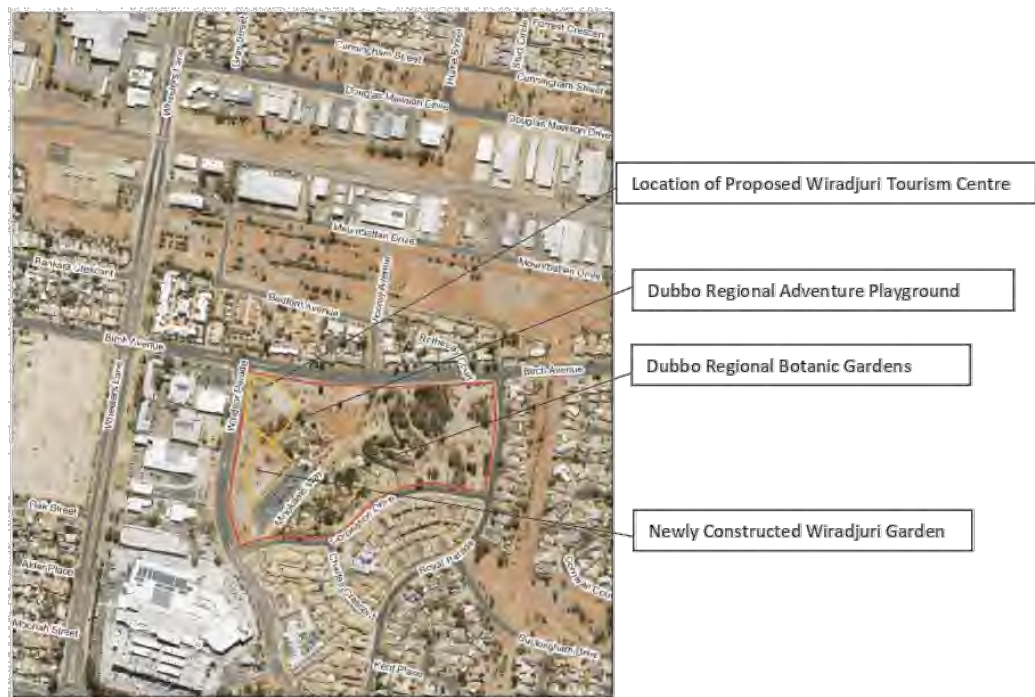


Figure 1. Location of Subject Land

The subject site is zoned as RE1 Public Recreation as shown in **Figure 2**. The Dubbo Local Environmental Plan 2011 prohibits development for the purposes of information and education facilities within the RE1 zone.



Figure 2. Existing Land Zoning Regime.

(a) Proposed Amendment to the Dubbo Local Environmental Plan 2011

The Planning Proposal seeks to undertake an amendment to Schedule 1 and the Additional Permitted Uses Map – Sheet APU_007 of the Dubbo Local Environmental Plan 2011. The proposed amendment will allow the development of an information and education facility on the land, subject to development consent from Council.

The Dubbo Local Environmental Plan 2011 defines an information and education facility as follows:

“information and education facility means a building or place used for providing information or education to visitors, and the exhibition of display of items, and includes an art gallery, museum, library, visitor information centre and the like.”

The proposed amendment will facilitate the development of the Wiradjuri Tourist Centre on the subject land and provide appropriate synergies between the existing Dubbo Regional Botanic Garden and Adventure Playground providing an enhanced cultural experience for both tourists and the local community alike.

It should also be noted that the existing provisions under the Dubbo Local Environmental Plan 2011 permit, with consent, use of land located in the RE1 Public Recreation zone for the development of a community facility.

The Dubbo Local Environmental Plan 2011 defines a community facility as follows:

*“community facility means a building or place –
(a) owned or controlled by a public authority or non-profit community organisation,
and
(b) used for the physical, social, cultural or intellectual development or welfare of the community, but does not include an educational establishment, hospital, retail premises, place of public worship or residential accommodation.”*

PART 3 JUSTIFICATION

A Need for the Planning Proposal

1. Is the Planning Proposal the result of any strategic study or report?

The Planning Proposal has been prepared to facilitate the implementation of the following Actions prescribed by the Dubbo Local Strategic Planning Statement as follows:

7.1 Implement the internationally ready tourism development strategy aligned with the NSW Destination Network to promote and expand tourism in the LGA."

Action 17.4 Council will support the delivery and promotion of the Wiradjuri Cultural Centre in Wellington and the Dubbo Wiradjuri Tourism Centre."

State Government funding for the project has been received by Council from the 'Restart NSW Fund' and 'NSW Stronger Communities Fund', and supplemented by Council's contribution to complete Stage 1 of the Wiradjuri Tourism Centre.

A copy of the Architectural Concept plans as prepared by Peter Stutchbury are attached as **Appendix 1**.

2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes or is there a better way?

It is considered that an Amendment to Schedule 1 of the Dubbo Local Environmental Plan 2011 is the best means of achieving the objectives or intended outcomes of the Planning Proposal. The proposed Amendment will facilitate the site specific development of an information and education facility on the subject land.

B Relationship to Strategic Planning Framework

3. Is the Planning Proposal consistent with the objectives and actions of the applicable regional or sub-regional strategy?

a) Does the proposal have strategic merit?

The Planning Proposal is considered to be consistent with the Central West and Orana Regional Plan 2036 as follows:

Central West and Orana Regional Plan 2036

The Central West and Orana Regional Plan was released by the Minister for Planning on 14 June 2017.

The Plan contains the following 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 the following Directions:

Direction 4: Promote and diversify regional tourism

The intent of the Planning Proposal is to facilitate the development of a new Wiradjuri Tourism Centre which is expected to attract approximately 50,000 visitors per annum through cultural display of carved trees, artefacts, local artwork painted by local Indigenous artists, bush tucker tastings, smoking ceremonies and Wiradjuri dance events. The Centre will provide a unique Indigenous cultural experience for both domestic and international tourists visiting the Orana Region.

The Planning Proposal will support the 'Destination Dubbo – International Ready' initiative with the aim to elevate Dubbo to be the number one inland visitor destination in NSW and Australia, both for Australian families and international visitors to NSW. The project will increase the Region's support to the NSW Government in achieving its overnight visitation expenditure targets of \$20 billion by 2025 and \$25 billion by 2030 in regional NSW.

Direction 6: Expand education and training opportunities

The proposed Wiradjuri Tourism Centre will facilitate an enhanced and diversified cultural learning experience that will provide additional learning opportunities for schools and other educational institutions.

Additionally, the proposed café area will provide trade training opportunities and the facility will act as a tourism hub to support the business development of Aboriginal enterprises and entrepreneurs in the form of experience development and delivery, sale of goods and services and community and business mentoring.

Direction 7: Enhance the economic self-determination of Aboriginal communities

The proposed Wiradjuri Tourism Centre will provide a space for the celebration of local Indigenous art and culture with an added retail component for the enhancement of economic self-determination of the local Aboriginal community.

Direction 16: Respect and protect Aboriginal heritage assets

The Dubbo Wiradjuri Tourism Centre, will enable the return to country of sacred Aboriginal carved trees and artefacts currently stored at the Australian Museum, which will deliver an Aboriginal cultural experience truly unique to Dubbo and support Dubbo in becoming a centre of cultural tourism, driving growth in the international visitor market.

Dubbo Regional Council has worked on a co-designed model of the centre with the Dubbo Aboriginal Community and has established the Wiradjuri Technical Advisory Panel (WTAP) which offers cultural guidance specific to this project. The WTAP formed in late 2019 and has met monthly to ensure every aspect of the project is developed in a culturally respectful manner, through a cultural lens to protect Aboriginal culture and Aboriginal heritage assets.

Direction 29: Deliver healthy built environments and better urban design

The building's design and cultural space has been professionally designed by Peter Stutchbury Architects, who has drawn on his 23 years of experience with Aboriginal Elder Uncle Max Dulumunmun to ensure that the proposed development has a strong cultural alignment with the Wiradjuri community.

Mr Stutchbury states the following in designing the proposed Wiradjuri Tourism Centre:

"The Wiradjuri Tourism Centre can initiate a foundation of changes within the cultures of Australia. This Centre for Wiradjuri Culture should foremost be a place of respect, where silence can be heard and wisdom accumulates. The building is designed to grow gracefully – to facilitate stories and be a beacon of wellness. It must inspire, healing, communication, awareness, visitation and respect."

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

b) Does the proposal have site-specific merit?

The proposed development will enhance and share synergies with the Dubbo Regional Botanic Gardens and Adventure Playground and will be located within a short distance from the regionally significant, Orana Mall shopping centre, which fronts the Mitchell Highway. Although not located within Dubbo CBD, the proposed development is relatively central and easily accessible to visiting tourists.

The Dubbo Botanical Cultural Gardens, comprises of five distinctive garden spaces: Japanese Shoyoen Garden, Sensory Gardens, Biodiversity Garden, Wiradjuri Garden and the Oasis Valley. In addition to the gardens, an Adventure Playground has been developed within the precinct. The gardens have been created as an inclusive culturally diverse safe space where cultural exchange is celebrated.

The proposed Wiradjuri Tourism Centre will provide an anchor for the surrounding gardens and attractions which will serve as a point of contact and information for tourists visiting the precinct.

4. Is the Planning Proposal consistent with a local strategy or other local strategic plan?

Dubbo 2040 Community Strategic Plan

The Dubbo 2040 Community Strategic Plan was adopted by Council on 25 June 2018. The visions from the community are as follows:

- *Provide for housing choice and housing affordability to meet the needs of our community;*
- *Achieve ongoing economic prosperity through a diverse employment base and visitor economy that makes use of our tourism assets;*
- *Key infrastructure and services are provided are provided to further enhance the quality of life of our community and to maintain economic growth;*
- *A united and cohesive Council that provides leadership to our community;*
- *We have access to a range of community, cultural and open space facilities and areas;*
and
- *We value our unique environment and ensure it's protected for future generations.*

The Planning Proposal is considered to be broadly consistent with Dubbo 2040 Community Strategic Plan and in particular the following economic and liveability strategies:

"3.1 Visitor economy growth is supported through product development, enhancement and strategic management

3.1. Diverse and unique tourism opportunities are explored, developed and supported.

3.1.5 Events that provide for activities that foster cultural and recreational opportunities and community interaction are supported.

5.7 The high profile of existing cultural services and facilities is maintained

5.7.1 The community participates in and celebrates the high quality of cultural services and facilities available

5.7.2 Aboriginal culture is celebrated."

The Planning Proposal will facilitate the development of a culturally significant facility that will foster a respectful cultural experience to be enjoyed by tourists and the community alike enjoy the added economic benefits provided to both the local Indigenous communities and the wider Dubbo Regional Local Government Area.

Dubbo Regional Local Strategic Planning Statement

The Local Strategic Planning Statement for the Dubbo Regional Local Government Area was adopted by Council on 22 June 2020. The Dubbo Local Strategic Planning Statement (LSPS) plans for economic, social and environmental land use needs of the community over the next 20 years.

The LSPS contains a total of 20 Planning Priorities for the Dubbo Region. The Planning Proposal is considered to give effect and maintain consistency with the following:

Planning Priority 7: Continue to support and grow our tourism industry

The Planning Proposal directly facilitates Action 7.1 as follows:

“Implement the internationally ready tourism development strategy aligned with the NSW Destination Network to promote and expand tourism in the LGA.”

In addition, the Planning Proposal supports the following Actions:

“7.2 Align with the CWORP Actions 4.1, 4.4 and 4.6 in exploring how diverse and unique tourism opportunities should be explored, developed and supported in Council’s LEPs.

7.3 Explore opportunities for Aboriginal and heritage tourism.”

Planning Priority 17: Recognise and embrace Aboriginal culture

The Planning Proposal directly facilitates Action as follow:

“17.4 Council will support the delivery and promotion of the Wiradjuri Cultural Centre in Wellington and the Dubbo Wiradjuri Tourism Centre.”

In addition, the Planning Proposal supports the following Actions:

“17.1 Encourage events that provide for activities that foster cultural and recreational opportunities and community interaction.

17.2 Incorporates community and cultural spaces within the Dubbo and Wellington town centres.

17.3 Seek opportunities to collaborate with Aboriginal communities and the Local Aboriginal Land Council to identify opportunities to share Aboriginal cultural heritage where appropriate.”

The Planning Proposal, including the proposed Wiradjuri Tourism Centre, is considered to be consistent with the Dubbo Regional Local Strategic Planning Statement. The Planning Proposal directly supports the Action 17.4 to meet Council’s obligation to deliver a Wiradjuri Tourism Centre in Dubbo through enacting Action 7.1 to implement an internationally ready tourism development strategy.

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
- D) Future Directions and Structure Plan.

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

Dubbo Recreational Areas Development Strategy

The Recreational Areas Development Strategy was adopted by Dubbo Council as the recreational areas policy component of the Urban Development Strategy by Dubbo City Council at its meeting on 24 February 1997. The Strategy forms the basis of the recreational land use zonings and planning controls provided in the Dubbo Local Environmental Plan 2011.

Elizabeth Park, the land subject of the Planning Proposal, is identified under the Recreational Areas Development Strategy as a Regional Recreation Area as follows:

“Large, high quality and accessible recreation areas that are not common elsewhere in the region that specifically attract visitors beyond the city. Also includes recreational areas which are often used by tourists as part of the city’s tourist attractions.”

The Recreational Areas Development Strategy states the need to identify existing recreational areas that can and should be expanded or upgraded to fill a regional function.

In addition, the Strategy also states the need to assist to allow for, and encourage diversity of, recreational opportunity within regional recreation areas rather than dedication to a single use (where different uses are compatible).

The Planning Proposal is considered to be consistent with the Recreational Areas Development Strategy and supports additional opportunities for Elizabeth Park as a Regional Recreation Area.

5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

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

State Environmental Planning Policy	Comment
SEPP (Aboriginal Land) 2019	
	N/A
SEPP (Activation Precincts) 2020	
	N/A
SEPP (Affordable Rental Housing) 2009	
	N/A
SEPP (Building Sustainability Index: BASIX) 2004	
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 BASIX commitments required to facilitate sustainable development.	The BASIX requirements will be addressed further as part of the development approvals process.
SEPP (Coastal Management) 2018	
	N/A
SEPP (Concurrences and Consents) 2018	
	N/A
SEPP (Educational Establishments and Child Care Facilities) 2017	
	N/A
SEPP (Exempt and Complying Development Codes) 2008	
The aim of this Policy is to provide streamlined assessment processes for development that complies with specified development standards.	The Planning Proposal seeks to allow information and education facility as a permissible land use on the subject land. The Planning Proposal does not intend on contravening the provisions of the SEPP and is therefore considered to be consistent with the State Policy.
SEPP (Gosford City Centre) 2018	
	N/A
SEPP (Housing for Seniors or People with a Disability) 2004	
	N/A
SEPP (Infrastructure) 2007	
The aim of this Policy is to facilitate the effective delivery of infrastructure across the State.	The Planning Proposal does not conflict with or refer to any of the infrastructure items prescribed under the SEPP and is therefore considered to be consistent with the State Policy.
SEPP (Koala Habitat Protection) 2020	
	N/A

SEPP (Koala Habitat Protection) 2021	
	N/A
SEPP (Kosciuszko National Park – Alpine Resorts) 2007	
	N/A
SEPP (Kurnell Peninsula) 1989	
	N/A
SEPP (Major Infrastructure Corridors) 2020	
	N/A
SEPP (Mining, Petroleum Production and Extractive Industries) 2007	
	N/A
SEPP No 19 – Bushland in Urban Areas	
	N/A
SEPP No 21 – Caravan Parks	
The aim of the Policy is to ensure the orderly and economic use and development of land used or intended to be used as a caravan park.	<p>The Planning Proposal seeks to facilitate an additional tourist attraction for the Dubbo Region. The land is currently zoned as RE1 Public Recreation and owned by the Dubbo Regional Council. The proposed additional use will complement the existing land uses shared on the subject site. Including the Dubbo Regional Botanic Gardens and Adventure Playground.</p> <p>Camping grounds are currently permitted with consent in the RE1 Public Recreation zone under the provisions of the Dubbo Local Environmental Plan 2011. With this said, Elizabeth Park is identified as a Regional Park under Council's Plan of Management. The objectives of park are prescribed under the Local Government Act as follows:</p> <p><i>“Park</i> <i>a. to encourage, promote and facilitate recreational, cultural, social and educational pastimes and activities, and</i> <i>b. to provide for passive recreational activities or pastimes and for the casual playing of games,</i> <i>c. to improve the land in such a way as to promote and facilitate its use to achieve the other core objectives for its management”</i></p>

	It is considered that the Planning Proposal would not restrict the development of camping grounds and is considered to be consistent with the State Policy
SEPP No 33 – Hazardous and Offensive Development	
	N/A
SEPP No 36 – Manufactures Home Estates	
	The subject land is zoned as RE1 Public Recreation and in accordance with Schedule 1 of the SEPP, not applicable to this Planning Proposal.
SEPP No 47 – Moore Park Showground	
	N/A
SEPP No 50 – Canal Estate Development	
	N/A
SEPP No 55 – Remediation of Land	
The aim of this Policy is to provide for a State wide planning approach to the remediation of contaminated land.	<p>The land is currently being used for the purposes of a park and includes the Dubbo Regional Botanic Gardens and Adventure Playground.</p> <p>The proposed site is not expected to be impacted by contamination and is therefore considered to be consistent with the State Policy.</p> <p>This matter will however be considered further as part of the Development Approvals Process.</p>
SEPP No 64 – Advertising and Signage	
The aim of this Policy is to provide a state-wide approach to the regulation of advertising signage including appropriate design quality for the respective locality.	<p>The proposed Wiradjuri Tourism Centre has been architecturally designed to incorporate appropriate signage which complements the overall development outcome.</p> <p>Although these details will be considered further as part of the Development Approvals Process, the Planning Proposal is considered to be consistent with the State Policy.</p>
SEPP No 65 – Design Quality of Residential Apartment Development	
	N/A
SEPP No 70 – Affordability Housing (Revised Schemes)	

	N/A
SEPP (Penrith Lakes Scheme) 1989	
	N/A
SEPP (Primary Production and Rural Development) 2019	
	N/A
SEPP (State and Regional Development) 2011	
	N/A
SEPP (State Significant Precinct) 2005	
	N/A
SEPP (Sydney Water Catchment) 2011	
	N/A
SEPP (Sydney Region Growth Centre) 2006	
	N/A
SEPP (Three Ports) 2013	
	N/A
SEPP (Urban Renewal) 2010	
	N/A
SEPP (Vegetation in Non-Rural Areas) 2017	
	The Dubbo Regional Local Government Area and subject land is not identified as an applicable local government area. It is considered that the SEPP does not apply to the subject Planning Proposal.
SEPP (Western Sydney Aerotropolis) 2020	
	N/A
SEPP (Western Sydney Employment Area) 2009	
	N/A
SEPP (Western Sydney Parkland) 2009	
	N/A

6. Is the Planning Proposal consistent with any applicable Section 9.1 Directions?

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

Direction	Requirement	Consistency
2.1 Environmental Protection Zones	The Direction applies when a Planning Proposal is prepared.	The subject site is not located within an environmentally sensitive area. The Wiradjuri Tourist Centre will be constructed within a cleared area of one of Dubbo's Regional Parks and will implement environmentally sustainable principles to ensure that the design remains sympathetic to the natural landscape.
2.3 Heritage Conservation	The Direction applies when a Planning Proposal is prepared.	Although the Planning Proposal is not located on land identified as a heritage conservation item, the proposed Wiradjuri Tourist Centre will accommodate cultural artefacts and sacred scar trees. The Centre aims to provide a place used by local Indigenous artists for the display and education of Aboriginal culture.
2.6 Remediation of Contaminated Land	The Direction applies when a Planning Proposal is prepared.	The subject land currently accommodates the Dubbo Regional Botanical Garden and Adventure Playground. The subject land is not anticipated to require remediation due to contamination and is therefore considered to be consistent with the State Policy. This matter will however be considered further as part of the Development Approvals Process.

Direction	Requirement	Consistency
3.2 Caravan Parks and Manufactures Home Estates	The Direction applies when a Planning Proposal is prepared.	The subject land is zoned as RE1 Public Recreation. Although caravan parks are prohibited within the RE1 zone, camping grounds are permitted with consent. Council's Plan of Management identifies the Elizabeth Park as a Regional Park. The Planning Proposal is considered to be consistent with the State Policy.
3.4 Integrated Land Use and Transport	This Direction applies when a Planning Proposal is prepared that will create, or remove a zone or a provision relating to urban land, including zoned for residential, business, industrial village or tourist purposes.	<p>Although the subject site is not located in one of the identified zones, Elizabeth Park is located within Dubbo's urban footprint.</p> <p>The Planning Proposal seeks to attract both tourist and local traffic to the Centre.</p> <p>The subject site is located in close proximity to Dubbo's second largest commercial node and in close proximity to the Mitchell Highway. The land size of the site adequately allows for additional car parking where required as well as enjoying the public transport benefits offered by the neighbouring Orana Mall.</p> <p>The Planning Proposal is considered to be consistent with the State Policy.</p>
5.10 Implementation of Regional Plans	The Direction applies when a Planning Proposal is prepared.	<p>The Planning Proposal is considered to be broadly consistent with the Goals and Directions of the Central West and Orana Regional Plan 2036.</p> <p>In particular, Direction 4: Promote and diversify regional tourism</p>

Direction	Requirement	Consistency
		<p>Direction 6: Expand education and training opportunities</p> <p>Direction 7: Enhance the economic self-determination of Aboriginal communities</p> <p>Direction 16: Respect and protect Aboriginal heritage assets</p> <p>Direction 29: Deliver healthy built environments and better urban design</p> <p>The proposed Wiradjuri Tourism Centre is expected to be an asset to the Orana Region by attracting tourists at an international scale.</p>
6.1 Approval and Referral Requirements	The Direction applies when a Planning Proposal is prepared.	The Planning Proposal is consistent with the Policy as it will not create additional provision for concurrence, consultation or referral of a development application to a Minister or public authority.
6.2 Reserving Land for Public Purposes	<p>The Direction applies when a Planning Proposal is prepared.</p> <p>The objectives of this direction are:</p> <p>(a) To facilitate the provision of public services and facilities by reserving land for public purposes, and</p> <p>(b) To facilitate the removal of reservations of land for public purposes where the land is no longer required for acquisition.</p>	<p>The Planning Proposal seeks to allow an additional permitted use of an information and education facility within an existing public Regional Park. The proposed information and education centre will be a Wiradjuri Tourism Centre which will provided an inclusive community space used by local Indigenous groups to share and provide cultural experiences to visitors.</p> <p>The proposed Centre is expected to enhance the public space through architectural design and cultural experiences and is therefore considered to be consistent with this Direction.</p>

Direction	Requirement	Consistency
6.3 Site Specific Provisions	The Direction applies when a Planning Proposal is prepared that will allow a particular development to be carried out.	The Planning Proposal seeks to undertake an Amendment to Schedule 1 of the Dubbo Local Environmental Plan 2011 to allow an additional permitted use for the purposes of information and education facility on the subject land. The Planning Proposal is considered to be consistent with the Direction.

C Environmental, social and economic impact

7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities or their habitats will be adversely affected?

It is considered that the Planning Proposal will not adversely affect critical habitat, threatened species, populations or ecological communities or their habitats.

8. Are there any environmental impacts and how will they be mitigated?

a) Groundwater Vulnerability

The subject site is mapped as containing moderately high groundwater vulnerability under the provisions of the Dubbo Local Environmental Plan 2011. The Planning Proposal is not considered to result in any significant adverse environmental impact.

b) Existing Vegetation

The subject site also contains a number of existing native and exotic tree species. Consideration has been given to the impact on these trees as a result of building the proposed Wiradjuri Tourism Centre.

All native trees will remain in place and works will be carried out to work within the confines presented by the mature trees.

Introduced species will be removed and replanted either within the Botanical Gardens or at identified Council owned precincts.

Planning for the removal and relocation of trees within the planned development site has been in close consultation with Dubbo Regional Councils, Manager Recreation and Open Space.

The details of this matter will be considered further as part of the Development Approval's Process.

c) Contamination

Aerial imagery from 1959, obtained from Dubbo Regional Council's records, shows that the subject land was originally used for the purposes of open grazing farm land.

Other areas of the subject land have since been developed and include the Dubbo Regional Botanic Gardens and Adventure Playground.

The subject land is unlikely to be impacted by contamination however further contamination studies may need to be undertaken and considered as part of the Development Assessment Process.

9. Has the Planning Proposal adequately addressed any social and economic impact?

The subject land is located in close proximity to the Macquarie Inn Hotel and Dan Murphy's bottle shop to the west making the existing park area a thoroughfare and creating an opportunity for antisocial behaviour. The existing Botanic Gardens and Adventure Playground have been adequately fenced and secured to restrict after-hours access.

Council submitted an application on 19 August 2021 for the Safer Communities Fund, to construct a new fence around the northern and western boundaries of the subject site. The proposed fence expects to limit pedestrian access movements between the Macquarie Inn Hotel and the residential areas to the east. The proposed fence is anticipated to prevent any potential anti-social behaviour from impacting the new Wiradjuri Tourism Centre.

The Planning Proposal is not expected to result in or be impacted by any negative economic or social impacts.

D State and Commonwealth interests

10. Is there adequate public infrastructure for the Planning Proposal?

Preliminary discussions have been held with Dubbo Regional Council's Manager Infrastructure Strategy. It is considered that the Planning Proposal is unlikely to result in any significant requirements for upgrading of public infrastructure. The detailed requirements for public infrastructure will be assessed further at the Development Application stage.

11. What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway Determination?

State and Commonwealth public authorities will be consulted in accordance with the Gateway Determination and will be given at least 21 days to comment on the Proposal.

PART 4 MAPPING

Council as a component of the Planning Proposal will be required to prepare a new Additional Permitted Uses Map - Sheet APU_007, to permit an information and education facility at Lot 53 DP 259660, 2 Coronation Drive, Dubbo (Elizabeth Park).

PART 5 COMMUNITY CONSULTATION

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 and Council's active engagement with the Wellington Technical Advisory Group (WTAP), 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 the Dubbo Regional Council's Growth Planning Branch.

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

PART 6 PROJECT TIMELINE

The following project timeline is intended to be a guide only and may be subject to changes in response to the public consultation process and/or community submissions.

Step	Task Name	Completion Date
1	Preparation of the draft Planning Proposal	24 September 2021
2	Consideration by Council at its Ordinary meeting.	25 October 2021
3	Request for Gateway Determination sent to DPIE	29 October 2021
4	Receive Gateway Approval	19 November 2021
5	Public Exhibition 14 days	24 November 2021 to 10 December 2021
6	Considered by Council at its Ordinary meeting	February 2022 (TBC)
7	Preparation of correspondence to the Department of Planning and Environment and/or the Office of Parliamentary Counsel in relation to legal drafting of the Planning Proposal	February 2022
8	Gazettal	Early April 2022

Appendix 1 – Architectural Concept Plans – Proposed Wiradjuri Tourism Centre

Appendix 2 – Parks and Landcare Division- Plan of Management for Community Land

Appendix 3 – Site Images



Image 1 taken on 23 August 2021 – Looking north from south-western corner of subject site.



Image 2 taken on 23 August 2021 – Looking north from south-eastern corner of subject site.



Image 3 taken on 23 August 2021 – Looking east from north-western corner of subject site.



Image 4 taken on 23 August 2021 – Looking south from north-western corner of subject site.

Destination Dubbo: WIRADJURI TOURISM CENTRE

Wiradjuri Technical Advisory Group Inter-agency & Community Group Engagement



Tubba-Gah (Maing) Wiradjuri Aboriginal Corporation	Department of Education
Dubbo Health Service, Western NSW LHD	Department of Family and Community Services
Indigenous Consumer Assistance Network	Dubbo Health Service, Western NSW LHD
Aboriginal Affairs	FACS NSW
Aboriginal Employment Services	First Lesson Cultural Tourism
Aboriginal Employment Strategy	Guide Dogs NSW / ACT
Aboriginal Housing Office	Housing Plus
Aboriginal Land Council	Indigeco
Local Aboriginal Land Council	Interrelate
NSW Aboriginal Land Council	Legal Aid NSW
Aboriginal Legal Service	Live Better
Australian Bureau of Statistics	Mission Australia
Charles Sturt University	Mission Australia, Youth on Track
Charles Sturt University, Dept of Rural Health	National Indigenous Australians Agency (NIAA)
Commonwealth Respite and Carelink Centres	Native Secrets
Connecting Community Services	NSW Aboriginal Education Consultative Group
Department of Communities and Justice, Housing Services	TAFE NSW
WACHS	Three Rivers Regional Assembly
Wellways	Transport for NSW
Wesley Mission	Tubba-Gah Maing Wiradjuri Aboriginal Corporation
Western Health NSW	Uniting, Aboriginal Families Together
Westhaven Association	Uniting, Brighter Futures & Communities for Children
Wiradjuri Technical Advisory Panel	University of Sydney, School of Rural Health
Dubbo Aboriginal Community Working Party (DACWP)	ICaN Nursery Owner
Indig Connect	Tubba-Gah Aboriginal Corporation



REPORT: Destination Events Fund 2021/2022

AUTHOR: Manager Regional Events
REPORT DATE: 22 September 2021
TRIM REFERENCE: ID21/1642

EXECUTIVE SUMMARY

This report provides for the consideration of Council funding allocations under the annual Destination Events Fund aimed at supporting events that deliver significant economic and reputational benefits for the Dubbo Region. An amount of \$35,000 was allocated to this channel of funding.

Applications opened on 6 August 2021 and closed 17 September 2021. Council received 10 applications totalling \$86,990. The determination of funding has been made in accordance with the resolution of Council dated 26 July 2021 whereby Council resolved (in part):

- “1. That the assessment criteria for applications to Destination, Emerging and Community Event funding programs include a weighting of 20% for any cancelled events from the 2020/2021 financial year.”*

Total funding recommended for Destination Event funding is \$35,000. The funding will support nine events to be held in the Dubbo Local Government Area (LGA) in 2022 calendar year. Combined, these events are expected to inject approximately \$3.1M into the local economy.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

- Theme: 3 Economy
- CSP Objective: 3.1 Visitor economy growth is supported through product development, enhancement and strategic management
- Delivery Program Strategy: 3.1.4 Visitor experiences in the Local Government Area are of high quality, relevance and value for visitors

FINANCIAL IMPLICATIONS

Funding for the 2020/2021 Event Assistance Program is contained within the Regional Events operating budget.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

- 1. That the information within the report from the Manager Regional Events, dated 22 September 2021, be noted.**
- 2. That event funding applicants be advised on the outcome of their applications.**
- 3. That funding be determined and conditional to each event supplying COVID-19 Safety Plans and meeting any conditions and restrictions in place under Public Health Orders.**
- 4. That should any funded events not proceed the funds be returned to Council, and applicants requested to reapply for future events, with no further assessment weightings be applied to such applications after 2021.**

Kim Hague
Manager Regional Events

BACKGROUND

Council, at its meeting held 22 June 2020, revised Council's Event Funding was streamlined and crafted to support events during the current COVID-19 pandemic enabling Council to determine funding conditional to future and unknown COVID-19 conditions. This report will recommend funding under the Destination Events Fund with funds released conditional to COVID-19 Safety Plans being in place or conditions/restrictions lifted to enable mass gatherings.

The Destination Events Fund aims to support major events delivering significant economic, tourism and reputational benefits to the Dubbo Region LGA. Events must be held in the following calendar year. This fund is an annual application in September with a maximum application amount of \$10,000.

In addition, on 26 July 2021, Council resolved (in part):

- "1. That the assessment criteria for applications to Destination, Emerging and Community Event funding programs include a weighting of 20% for any cancelled events from the 2020/2021 financial year."*

This report is in relation to the annual Destination Events Fund which opened for application on 6 August 2021 and closed on 17 September 2021. All applications were received online via the Smarty Grants Program.

REPORT

Council invited applications for funding under its annual Destination Events Fund for six weeks and the opportunity to apply was communicated as follows:

- Social media via Dubbo Regional Council channels
- Targeted emails to event owners (Dubbo Region Event Network)
- Broad communications via eBlast
- Advertising Dubbo Photo News

In accordance with Council's determination at its meeting on 26 July 2021, all event owners of events cancelled in 2020/2021 were invited to apply for funding. Council received 10 applications including two events that had received funding in the 2020/2021 financial year and the event was cancelled due to COVID-19 restrictions.

In accordance with Council's Financial Assistance Policy, an assessment panel was convened comprising of two staff from Council's Regional Events Branch and one staff member from Council's Liveability Division. The assessment process was undertaken based on the information provided by the applicant via the Smarty Grants program.

Destination Events Fund

Total funding available: \$35,000
Total funding amount applied for: \$86,990 (10 applications)
Total recommended funds: \$35,000 (9 applications)

Two events that applied for funding were cancelled in 2020/2021, Dubbo Bike Rally and NSW RSL Youth Club State Swimming Championships. Both events received a weighting of 20% which resulted in each event receiving the highest scores. The below table outlines all applications and funding recommendations.

Event	Date	Venue	Visitor Nights	Economic Benefit*	Application Request	Recommendation
Dubbo Bike Rally	7-May	Talbragar Street	5000	955,000	10,000	8,000
NSW RSL Youth Club Swimming Championships	12-Mar	Wellington ALC	2500	477,500	1,590	1,590
Dubbo Festival of Athletics	6- 9 January	Barden Park	3000	573,000	10,000	4,000
Dubbo Eisteddfod	27 May - 20 June	DRTCC	450	85,950	10,000	5,000
Dubbo Fringe Festival	12-15 May	Various (inc DRTCC/WPCC)	450	85,950	10,000	3,410
Wellington Eisteddfod	10-31 July	Wellington Civic Centre	210	40,110	10,000	5,000
Model T Ford National Rally 20T2	25 Sept - 2 Oct	Dubbo Showground	1960	374,360	9,900	3,000
Dubbo Winter Whisky Festival	17-18 June	DRTCC	600	114,600	10,000	2,000
Group XI Grand Final	11 September	Apex Oval	2000	382,000	5,500	3,000
Dubbo Show	27-29 May	Dubbo Showground	32,000	6,112,000	10,000	Nil
TOTALS				9,200,470	86,990	35,000

*visitor nights x domestic overnight stay spend (\$191)

Nine events are recommended for funding totalling \$35,000 with an economic value of \$3.1M. The Dubbo Show Society's application was not supported for the 2022 Dubbo Show as the organisation is already provided with \$35,000 of in-kind support from Council via their lease agreement with Council. Whilst there was an oversubscription of applications and event applicants are receiving less than requested, analysis of the funding requests specifically identified council venue hire fees and charges, which are largely being met within the recommended funding amounts.

Overview of Events Funded

The Dubbo Bike Rally's inaugural event successfully attracted 2,000 riders, has a high-level of public interest and will drive significant economic benefits based on a one to two night stay. NSW RSL Youth Club Swimming Championships will deliver solid economic benefits to the Wellington region. Dubbo Festival of Athletics has a forecasted significant economic impact, held during a soft visitation period, and activities include visits by Olympian and Paralympian athletes as well as a range of skill development activities targeting children and young people.

The following events have smaller economic benefits but still provide significant benefits to the region including significant cultural benefits. The Dubbo Eisteddfod is annual event injects economic benefits over a four week period and is an important platform for the development of the region's live entertainment industry and individual performers from a variety of disciplines. Similarly the Wellington Eisteddfod provides similar economic benefits and social benefits in the Wellington region. The Dubbo Fringe Festival has a recognised brand and is the second event for the Region driving the development of a variety of entertainment genres.

The Model T Ford National Rally 20T2 provides solid economic benefit over a seven day period and attracts a high-level of public interest. The Dubbo Winter Whisky Festival is a new event which may become a regular event on the regions calendar. The Group XI Grand Final has social, cultural and economic benefits for the Rugby League community.

Should any funded events not proceed, the funds will be returned to Council and applicants requested to reapply for future events. No further assessment weightings will be applied to such applications.

SUMMARY

The intent of Council's Destination Events Fund is to support major events that deliver significant economic and public relation benefits for the Dubbo Region. Nine events scheduled in 2022 will deliver more than \$3.1M in economic value to the region from a financial outlay of \$35,000. This is a return on investment of 88:1. These events will be key for driving economic benefit for accommodation providers, hospitality outlets and other suppliers that have been significantly impacted in the past 6 months.

It is expected that as vaccinations increase and government restrictions are lifted, so will the confidence in the organising of events and mass gatherings. The first funded event for the Destination Fund is expected in January 2022 with an estimated 3,000 visitor nights in January 2022. The return of event activity will continue to provide social and cultural benefits to drive economic activity across the Dubbo Region.



REPORT: Destination Dubbo International Ready - Old Dubbo Gaol Heritage Plaza - Design

AUTHOR: Tourism Product Development Manager

REPORT DATE: 8 October 2021

TRIM REFERENCE: ID21/1802

EXECUTIVE SUMMARY

Old Dubbo Gaol Heritage Plaza (working title) is the development of a new public plaza in front of the State Heritage listed Old Dubbo Gaol located in the heart of Dubbo's Central Business District. Reclamation and development of a public heritage plaza at Old Dubbo Gaol will contribute to creating a year-round destination for visitation based on an improved and culturally rewarding visitor experience.

This report outlines the community consultation process undertaken to finalise the concept design that was presented to Council in February 2021. Local firm Barnson have reworked the original draft concept designs in consideration of community feedback and in line with budget and space constraints.

The report also includes an update on the progression of the kinetic artwork, a significant element of the plaza development. The winning design "Dadarri" has been further developed by Dr Bianca Beetson a proud Kubbi Kubbi, Wiradjuri artist. Following an easing of boarder restrictions, it is Dr Beetson's intention is to finalise the artwork through a co-design process with community on the light scape colouring of her work.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme: 3 Economy

CSP Objective: 3.1 Visitor economy growth is supported through product development, enhancement and strategic management

Delivery Program Strategy: 3.1.2 Value and appeal to regional visitors is increased through packaging, trails and collaborative campaigns

Theme:	5 Liveability
CSP Objective:	5.8 The diversity of our heritage is maintained and promoted
Delivery Program Strategy:	5.8.3 The Old Dubbo Gaol is maintained as a premier tourist attraction

FINANCIAL IMPLICATIONS

The budget for the Old Dubbo Gaol Heritage Plaza is \$5,010,000. This is inclusive of property acquisition, plaza development and artwork façade.

The Destination Dubbo Project total budget is provided below.

Total	\$13,583,760 (100%)
Restart NSW Fund:	\$10,147,000 (75%)
Recipient co-contribution funding:	\$3,436,760 (25%)
Cash Contribution Dubbo Regional Council	\$2,536,760
NSW Stronger Communities Fund	\$900,000

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

- 1. That the report of the Tourism Product Development Manager, dated 8 October 2021, be noted.**
- 2. That Council endorse the heritage plaza design as outlined in the report.**

Nicola Chandler

Tourism Product Development Manager

BACKGROUND

Council at its meeting held 8 February 2021 resolved, in part, as follows:

“5. That the final design of the Plaza be provided to a future meeting of Council.”

The Old Dubbo Gaol Heritage Plaza development is being constructed as part of the \$13 million Destination Dubbo: International Ready project. Council has received funding from the NSW Government under its Regional Growth Environment and Tourism Fund to undertake three major developments: the Macquarie Foreshore Event Precinct, the Wiradjuri Tourism Centre and the Old Dubbo Gaol Heritage Plaza.

The project budget for the Heritage Plaza project is \$5,010,000, with such costs including the acquisition of 92 Macquarie Street to create the community precinct and a major public kinetic art installation on the Telstra exchange building behind the clock tower.

Following a Councillor workshop on 1 February 2021, concept designs for the plaza were placed on public exhibition provided for Community consultation. Community consultation on the concept designs was undertaken from 10 February 2021 to 31 March 2021.

In May 2021 a request for quote document was advertised on Vendor Panel for the engagement of a design firm to prepare DA for demolition and development of the Heritage Plaza. Barnson Pty Ltd was awarded the tender.

The plaza includes a significant kinetic artwork element. The winning design was announced in May 2021. Indigenous artist Dr Beetson’s design was chosen through a nationwide competitive process. Council partnered with Telstra and the Department of Regional NSW to create the largest public art project in regional Australia. The artwork competition was open to artists who identify as Indigenous Australian and artists from Wiradjuri Country were strongly encouraged to apply. The theme for the project was “Community Country Connection – Finding Common Ground”. The judging process took a two stage approach to shortlist applicants and make a final decision. The judging panel was made up of 11 positions representing local community, funding partners and arts industry.

REPORT

The construction of CBD tourism and public space infrastructure will deliver economic growth and support productivity and wellbeing within the Dubbo Region with flow-on effects across the NSW economy.

Summary of key deliverables of the Heritage Plaza:

- Procurement and demolition of 92 Macquarie Street
- Establish a much needed green, cultural and event space for locals and visitors to experience Dubbo's CBD and improve the accessibility and frontage of the Old Dubbo Gaol, one of the City’s most significant visitor attractions.
- Reclaim original footprint of oldest building in Dubbo.

- Interpretive signage within the Plaza of significant cultural milestones in Dubbo's history.
- Three phase power, lighting and infrastructure to accommodate growth in event capacity from maximum 500 people to 1,000 people.
- Significant public art installation on the Telstra exchange building themed Community, Country, Connection: Finding Common Ground

Extensive community consultation on the heritage plaza design was completed in March 2021 and community input has been used to inform the further detailed designs.

Public consultation occurred over a five week period to ensure thorough feedback was received from all facets of community.

Community engagement efforts included the following activities: meetings with the Police regarding safer by design concepts; invitations sent to 200 CBD businesses to attend exclusive information evening; one on one interviews held with 35 business owners surrounding the precinct; meetings with local heritage advisor; hosted public exhibition event at Old Dubbo Gaol for CBD businesses; presentation to the Dubbo Accommodation Network Group; presentation to Councillors; and 30 days of website displays and social media posts.

Close to 70 individual responses to the public exhibition of the Heritage Plaza were received. Feedback from the community was largely complimentary, constructive and insightful.

Strong themes and examples of the extensive feedback received included:

- Creates visual interest – variety of textures, finishes and colours.
- Lighting – modern, softer lighting will encourage visitation at night, Catenary lighting.
- Art wall – Love that art is featured.
- Cubes on footpath – modern look that helps define the Plaza precinct.
- Shade structure – Fantastic concept that makes the space feel innovative and light.
- Activation – Incorporation of area for bands etc. Art installation. Night activation. All positive.
- Seating design: proposed curvilinear lines to help draw the eye.
- Heat –Large expanse of unshaded dark pavers to north and east may act as a heat sink.
- Drought Proof - Water Sensitive Urban Design element that harvests, stores, and reuses Stormwater.
- Smart features, Sensors record the temperature within the plaza, track numbers, Free WIFI.
- Smart Bins, Bike racks.
- Plants and Vegetation, local native species of plants, would add character and cultural significance
- Water fill points / bubblers need to be provided.
- Cultural elements.
- Safer by design.
- Accessible access.
- Vandalism proof.

Additional concerns raised include potential startling impact on the plaza, security for the precinct at night and potential vandalism of the public space.

In May 2021 Barnson Pty Ltd was awarded the tender to prepare DA for demolition and development of the Heritage Plaza. Barnson has reworked the original draft concept designs in consideration of the community consultation feedback received and in line with budget and space constraints.

Council's Cultural Development staff have also provided input to the concept designs to support storytelling through physical elements including:

- Stage area defining the original footprint of the building;
- Dubbo civic milestones within paving of seating area;
- Light interpretation; and
- Communication about kinetic art wall.

Proposed heritage plaza design





Plant selection will be finalised as part of the final design stage and will consider shading, growth demands and site connection complimentary to and in consultation with the CBD beautification program and master plan. Specific location of the new substation in the southern corner is to be finalised. The substation will have appropriate walling that will be utilised for site interpretation.

Cultural interpretation throughout the open space will provide a connection to Old Dubbo Gaol, providing an early opportunity to engage with the Gaol story. It will also include acknowledgement of the early colonial uses of the site and its location as the site of the original courthouse and the original floor plan of the Gaol. It will also support the conceptual function of this site as a civic plaza focused on themes of justice, social equity, political and community growth.

The kinetic artwork element of the project is also progressing to the final stages of design development. Community response to the public announcement of the winning design “Dadarri” was overwhelmingly positive. Dr Bianca Beetson a proud Kubbi Kubbi, Wiradjuri artist has continued to work with technical contractors UAP on the artwork. After great consideration, investigation, and iteration they have pulled together the best of all elements and have produced a compelling and engaging artwork that will add enormous value to the site and to those that experience it.

The lighting component of the artwork has not been finalized, however artwork contractors UAP are collaborating with Barnson regarding electrical planning within detailed design

phase. UAP anticipate having a physical prototype upon which they can do physical testing to provide the lighting intent in the near future. Additionally, UAP intend to refine and tweak the lighting once the artwork is entirely installed to ensure it is maximized to its best.

The inspiration of the artwork is to represent the river and the process of asking for permission to enter Country. The unique design was developed through Cyanotyping, a process using sun, the giver of life, to develop the image. For this work, paper was coated with the cyanotype liquid and native kangaroo grass seeds were laid on top. In the sun, the native grasses left an imprint of negative space on the paper, whilst the exposed areas turned a deep blue. Cyanotyping becomes a poignant symbol for the imprints left by memory, of cultural continuity and living histories. The process of removing the kangaroo grass seeds and revealing of negative spaces is metaphoric of the removal of cultural objects from country. The native kangaroo grass seeds grow along the three Dubbo rivers and represent the land, growth, and new life. The kangaroo grass seeds represent our totems and our key protein food sources such as kangaroos.

The river represents the Wiradjuri people and the communities connected to and by the three rivers and its tributaries. The river also being a giver of life to the community and the central life blood of the community. The river is laser cut to allow reflections of coloured LED lighting sequences capture the essence and demonstrate the feeling of connection to Country.

Based in Brisbane, Dr Beetson is hopeful that, once travel restrictions have lifted, she can meet face to face with community to personally share the inspiration behind her work. It is Dr Beetson's intention to finalise the artwork through a co-design process with community on the light scape colouring of her work. She is also keen to share her knowledge and will host workshops with community in the New Year.



Project Timeline

Demolition works:	February 2022
Plaza Construction works:	February 2022 – June 2022
Artwork Installation:	June/July 2022

SUMMARY

This report outlines the progression to the final stages of design development for both the Heritage Plaza and Kinetic Artwork.

Following community consultation on a concept design, Barnson Pty Ltd was awarded the tender to create detailed designs. Barnson reworked the original draft concept designs in line with the community consultation feedback received and in line with budget constraints.

The kinetic artwork element of the project is also progressing to the final stages of design development. Dr Bianca Beetson a proud Kubbi Kubbi, Wiradjuri artist has continued to work with technical contractors UAP on the artwork. After great consideration, investigation, and iteration they have pulled together the best of all elements and have produced a compelling and engaging artwork that will add enormous value to the site and to those that experience it.



REPORT: Dubbo Transportation Strategy 2020

AUTHOR: Manager Infrastructure Strategy and Design
REPORT DATE: 5 October 2021
TRIM REFERENCE: ID21/1768

EXECUTIVE SUMMARY

Three strategic road strategy studies that precede the *Dubbo Transportation Strategy 2020* were undertaken in 1991, 1998 and 2012 by Transportation Environment Consultants (TEC), PPK Environment and Infrastructure Pty Ltd (PPK) and Dubbo City Council (DCC) respectively. Prepared in 2012 by DCC, the *Dubbo Road Transportation Strategy to 2045*, Council's currently adopted Transportation Strategy and attached as **Appendix 2**, draws on a strategic framework set forth by the *Dubbo City Planning and Transportation Strategy 2036*, also prepared by Stapleton Transportation and Planning Pty Ltd (STAP) in 2009 and attached as **Appendix 3**.

The Newell Highway, the longest highway in NSW, runs on a north-south axis through Dubbo, crossing the Macquarie River via the Emile Serisier Bridge. The existing Bridge is subject to a flooding Annual Exceedance Probability (AEP) of 12.5%, equivalent to a 1 in 8 year event.

Concerned with the relatively high risk of flood inundation, Transport for NSW (TfNSW) invited community feedback on six possible alignment options for a new bridge servicing the Newell Highway in May 2016. All community and stakeholder feedback was considered and in September 2016, the six alignment options were reduced to three.

Upon further review and consultation, TfNSW in May 2017, identified River Street as its preferred alignment for a new road bridge over the Macquarie River, citing such benefits including improved traffic flow during flood events, access between the Central Business District (CBD) and North Dubbo in times of flood, reduced delays, improved local freight traffic access, provision for future growth in the north-west of the City, and improved heavy vehicle access.

Currently known as the River Street Bridge, the new alignment proposes to connect the intersection of Bourke Street and River Street in the north, with the intersection of Whylandra Street and Thompson Street in the west. Traffic signals and major intersection upgrades are proposed at both ends of the project.

Council's preparation of a new Transportation Strategy is in direct response to the commitment made by TfNSW to build a new high-level Macquarie River crossing on the Newell Highway within the City limits. Council has the opportunity to benefit from this investment. As such, the *Dubbo Transportation Strategy 2020* considers the new Bridge and

its proposed alignment.

The draft *Dubbo Transportation Strategy 2020* was publicly exhibited via Council's website on 4 November 2020 along with concept designs and alignments for South Bridge. Public submissions for the Strategy closed on 5 February 2021, with Council receiving a total of 56 individual public submissions and 12 submissions on behalf of 11 organisations. These submissions related predominately to South Bridge, although some did discuss the broader transport network and proposed Strategy. All submissions have been attached as **Appendix 4** of this report and will be considered as part of future detailed works associated with the implementation of the projects contained within the Strategy.

Figure 17 below lists the projects that are required to accommodate traffic by 2030. The list is displayed in three parts, Current Commitments, mostly concerning the River Street Bridge, a 0 to 5 year project list, requiring immediate action, and 5 to 10 year project list, some of which requiring major design.

Figure 19 below lists the projects that are required to accommodate traffic by 2040. This is displayed in two parts, a 10 to 15 year list, requiring budgeting in the next few years, and a 15 to 20 year list where no action is required, unless of course development occurs ahead of the schedule used in this analysis.

Figure 21 below lists the projects that are required to accommodate traffic by 2055. New links are orientated to continue the dispersal of traffic after the year 2055, and start to concentrate demand on new employment and activity hubs, possibly along a linear extension of River Street. This is subject to further review in the future.

Project costings shown within **Figures 17, 19 and 21**, and within Section 5 of the *Dubbo Transportation Strategy 2020*, attached as **Appendix 1**, are indicative only and subject to further review and refinement by Council technical staff as part of the development of a new Section 7.11 Developer Contributions Scheme and long-term financing requirements to cater for the urban growth of Dubbo to 2055 and beyond.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme:	2 Infrastructure
CSP Objective:	2.2 Our road transportation network is safe, convenient and efficient
Delivery Program Strategy:	2.2.3 Council's road network meets the transport needs of users in terms of traffic capacity, functionality and economic and social connectivity

FINANCIAL IMPLICATIONS

There are no immediate financial implications as a result of this report. Projects listed in **Figure 17**, required within the 0 to 5 year timeframe, are not included in or budgeted for in Council's current Four Year Capital Works Program.

Project costings shown within **Figures 17, 19 and 21**, and within Section 5 of the *Dubbo Transportation Strategy 2020*, attached as **Appendix 1**, are indicative only and subject to further review and refinement by Council's technical staff as part of the development of a new Section 7.11 Developer Contributions Scheme and long-term financing requirements to cater for the urban growth of Dubbo to 2055 and beyond.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

1. That the report of the Manager Infrastructure Strategy and Design, dated 11 October 2021, be noted.
2. That the report entitled *Dubbo Transportation Strategy 2020*, prepared by Stapleton Transportation and Planning Pty Ltd, attached as Appendix 1, be formally adopted as the new Transportation Strategy for Dubbo.
3. That Council note that the proposed construction of the River Street Bridge (North Bridge), being undertaken by the Transport for NSW aligns with the Strategy presented within the report entitled *Dubbo Transportation Strategy 2020*, prepared by Stapleton Transportation and Planning Pty Ltd, attached as Appendix 1.
4. That Council note that the proposed construction of the River Street Bridge (North Bridge), and specifically the realigned section of the Newell Highway, between the proposed western abutment of the bridge and the northern edge of the existing Whylandra Street and Thompson Street intersection, being undertaken by Transport for NSW, does not currently allow for the further extension of River Street to the west, or 'The Riverside Boulevard' to the north, by way of an intersection, as proposed within the report entitled *Dubbo Transportation Strategy 2020*, prepared by Stapleton Transportation and Planning Pty Ltd, attached as Appendix 1, and as currently adopted within the report entitled *Dubbo Road Transportation Strategy to 2045*, prepared by Dubbo City Council, attached as Appendix 2.
5. That Council continue to negotiate with Transport for NSW and work towards a solution that allows for River Street to be extended further to the west, and 'The Riverside Boulevard' further to the north, by way of an intersection arrangement with the proposed realignment of the Newell Highway, to be constructed as part of the River Street Bridge (North Bridge) project and in accordance with the Strategy presented within the report entitled *Dubbo Transportation Strategy 2020*, prepared by Stapleton Transportation and Planning Pty Ltd, attached as Appendix 1.

6. That Council note that the report entitled *Dubbo Transportation Strategy 2020*, prepared by Stapleton Transportation and Planning Pty Ltd, attached as Appendix 1, proposes the construction of a new road bridge (South Bridge) to the south of the LH Ford Bridge, within the next five to 10 years, to support the further development of the South Western Sector of Dubbo.
7. That Council actively seeks to protect all existing and future road corridors associated with the projects listed in Figures 17, 19 and 21, subject to technical review of alignments, and in accordance with the report entitled *Dubbo Transportation Strategy 2020*, prepared by Stapleton Transportation and Planning Pty Ltd, attached as Appendix 1, and that all such road corridors be considered for future embellishment by way of planting trees and shrubs.
8. That Council note that project costings shown within Figures 17, 19 and 21, and within Section 5 of the report entitled *Dubbo Transportation Strategy 2020*, prepared by Stapleton Transportation and Planning Pty Ltd, attached as Appendix 1, are indicative only and subject to further review and refinement by Council's technical staff, as part of the development of a new Section 7.11 Developer Contributions Scheme and long-term financing requirements to cater for the urban growth of Dubbo to 2055 and beyond.

Chris Godfrey

Manager Infrastructure Strategy and Design

BACKGROUND

Three strategic road strategy studies that precede the *Dubbo Transportation Strategy 2020* were undertaken in 1991, 1998 and 2012 by TEC, PPK and DCC respectively. Prepared in 2012 by DCC, the *Dubbo Road Transportation Strategy to 2045*, Council's currently adopted Transportation Strategy and attached as **Appendix 2**, draws on a strategic framework set forth by the *Dubbo City Planning and Transportation Strategy 2036*, also prepared by STAP in 2009 and attached as **Appendix 3**.

The Newell Highway, the longest highway in NSW, runs on a north-south axis through Dubbo, crossing the Macquarie River via the Emile Serisier Bridge. The existing Bridge is subject to a flooding Annual Exceedance Probability (AEP) of 12.5%, equivalent to a 1 in 8 year event.

Concerned with the relatively high risk of flood inundation, TfNSW invited community feedback on six possible alignment options for a new bridge servicing the Newell Highway in May 2016. All community and stakeholder feedback was considered and in September 2016, the six alignment options were reduced to three.

Upon further review and consultation, TfNSW in May 2017, identified River Street as its preferred alignment for a new road bridge over the Macquarie River, citing such benefits including improved traffic flow during flood events, access between the Central Business District (CBD) and North Dubbo in times of flood, reduced delays, improved local freight traffic access, provision for future growth in the north west of the City, and improved heavy vehicle access.

Currently known as the River Street Bridge, the new alignment proposes to connect the intersection of Bourke Street and River Street in the north, with the intersection of Whylandra Street and Thompson Street in the west. Traffic signals and major intersection upgrades are proposed at both ends of the project.

Council's preparation of a new Transportation Strategy is in direct response to the commitment made by TfNSW to build a new high-level Macquarie River crossing on the Newell Highway within the City limits. Council has the opportunity to benefit from this investment. As such, the *Dubbo Transportation Strategy 2020* considers the new Bridge and its proposed alignment.

REPORT

The *Dubbo Transportation Strategy 2020* only considers the Dubbo urban area. The Strategy does not discuss the routing of highway traffic within the Local Government Area or advocates against the construction of the River Street Bridge, proposed by TfNSW.

The information presented below is to be read in conjunction with the *Dubbo Transportation Strategy 2020*, attached as **Appendix 1**.

Goals of the Strategy

- To respond to TfNSW investment in the River Street Bridge (North Bridge within the Strategy).
- To optimise public and private investment and a contributions system.
- To maintain Dubbo as a competitive community.
- To maintain quality of life for 20,000 new residents by 2055 by:
 - Reducing intrusive traffic;
 - Providing routing options to commuters; and
 - Reducing travel time and maintaining '10 minute city' status.

The Stapleton Study – Dubbo Transportation Strategy 2020

The *Dubbo Transportation Strategy 2020* sets an excellent strategic framework for the future of the Dubbo urban road network. It builds upon previously completed road strategies, undertaken in 1991, 1998 and 2012 by TEC, PPK and DCC respectively and is proposed to replace the currently adopted *Dubbo Road Transportation Strategy to 2045*.

The Strategy identifies the following as major and current transport issues within Dubbo:

- Overcrowding on the LH Ford Bridge;
- Excessive heavy vehicle movement in Erskine Street;
- Turning of heavy vehicles and all traffic at the intersection of Whylandra Street and Victoria Street (Newell Highway Mitchell Highway intersection); and
- Increasing traffic volumes on Cobra Street.

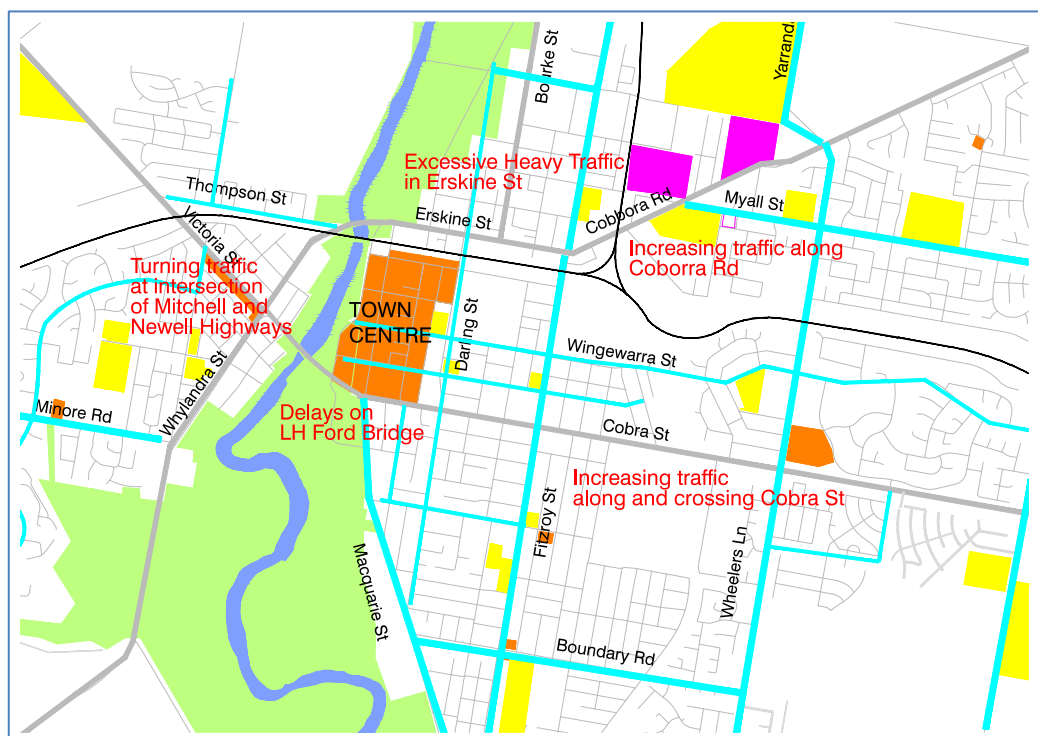


Figure 1 – Identification and locations of current transport issues within Dubbo. See the *Dubbo Transportation Strategy 2020* pp 3, attached as **Appendix 1** for further details.

Project Feedback

The draft *Dubbo Transportation Strategy 2020* was publicly exhibited via Council’s website on 4 November 2020 along with concept designs and alignments for South Bridge. Public submissions for the Strategy closed on 5 February 2021 with Council receiving a total of 56 individual public submissions and 12 submissions on behalf of 11 organisations. These submissions related predominately to South Bridge although some did discuss the broader transport network and proposed Strategy. All submissions have been attached as **Appendix 4** of this report and will be considered as part of future detailed works associated with the implementation of the projects contained within the Strategy.

Residential Staging

The Strategy predicts the construction of an additional 8,000 new dwellings, or approximately 250 new dwellings per year over a 35 year period. **Figure 2** below shows that Dubbo will have approximately 23,000 dwellings and a population of 55,000 by 2055.

TABLE 2.1 HOUSEHOLDS AND POPULATION PROJECTION						
		Projected Development	Households	Persons per household	Population	
Recent Trend	2015-2020	(1250)	14796	2.56	37878	
10 Year Contribution Plan	2020-2025	1250	16046	2.53	40667	
	2025-2030	1250	17296	2.51	43397	
20 Year Rolling Plan	2030-2040	2500	19796	2.46	48676	
35 Year Project Life	2040-2055	3050	22846	2.41	55052	

Figure 2 – Household and population projection within Dubbo. See the *Dubbo Transportation Strategy 2020* pp 9, attached as **Appendix 1** for further details.

As shown in **Figure 3** below, residential development is expected to continue to be concentrated in the South Eastern Sector in the next five years with 60% of new housing, and 20% in the South Western and North Western Sectors. In the following five years, the completion of the River Street Bridge is expected to concentrate 44% of new housing in the North Western Sector, whilst still maintaining 36% in the South Eastern Sector. No development is expected in the South Western Sector in the next 10 years, with only Delroy Estate being completed adjacent to Minore Road, in addition to some rural residential estates. The total development for 2020 is estimated to be 1,200 dwellings in the South Eastern Sector, 800 dwellings in the North Western Sector, and 500 dwellings in the South Western Sector that will be subject to a new roads Section 7.11 Contributions Scheme.

The capacity of the South Eastern Sector is expected to be complete with 800 dwellings built in the period of 2030 to 2040. The concentration of development during this period is expected to be in the South Western Sector, mostly along Joira Road and Chapmans Road. The South Western Sector will accommodate its first residential estates.

Development is expected to be contained mostly within a 5 km radius of the City Centre during the next 15 years until 2055. The majority of new housing, 51%, occurring in the North Western Sector, and a further 30% in the Central Western Sector, possibly low density lifestyle development. Only 3,050 new dwellings have been allocated into the sectors in the 2040 to 2055 period, this is 700 dwellings short of the 250 per year used in the Strategy's analysis, with the reason for such an assumption that increased density of housing in existing areas will have become a trend by this stage, due in part to the smaller household size and retirement housing.

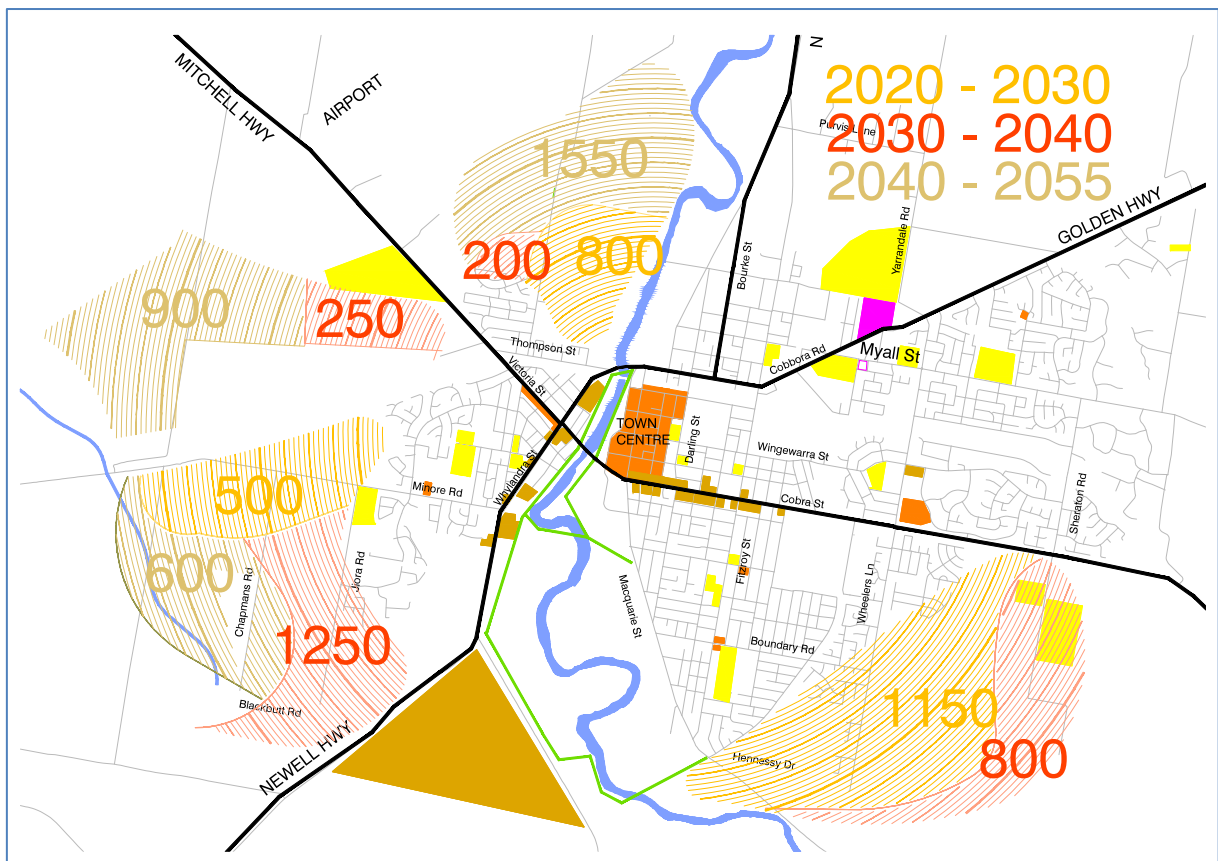


Figure 3 – Residential staging by decade. See the *Dubbo Transportation Strategy 2020* pp 10, attached as **Appendix 1** for further details.

Capacity of Residential Sectors

The physical limitations to development are a factor in the direction of development, as is connectivity. It is anticipated that the South Eastern Sector and the North Western Sector will be built out within the next 35 years, with 2,750 new dwellings in the South Eastern Sector and 2,600 in the North Western Sector.

As shown in **Figure 4** below, suitable land is available to expand West Dubbo in the Central Western and South Western Sectors. An arbitrary boundary has been drawn at Whylandra Creek. Taking out land that would most likely be assessed as natural open space, the capacity of these sectors is between 5,500 to 6,500 dwellings, the difference being the density of housing. For the purposes of examining the transport infrastructure needs, 1,150 dwellings have been allocated to the Central Western Sector from 2030 to 2055, all served by new roads and 1,850 in the South Western Sector, most served by existing roads with upgrades applied. This illustrates how development tends to follow the line of least resistance.

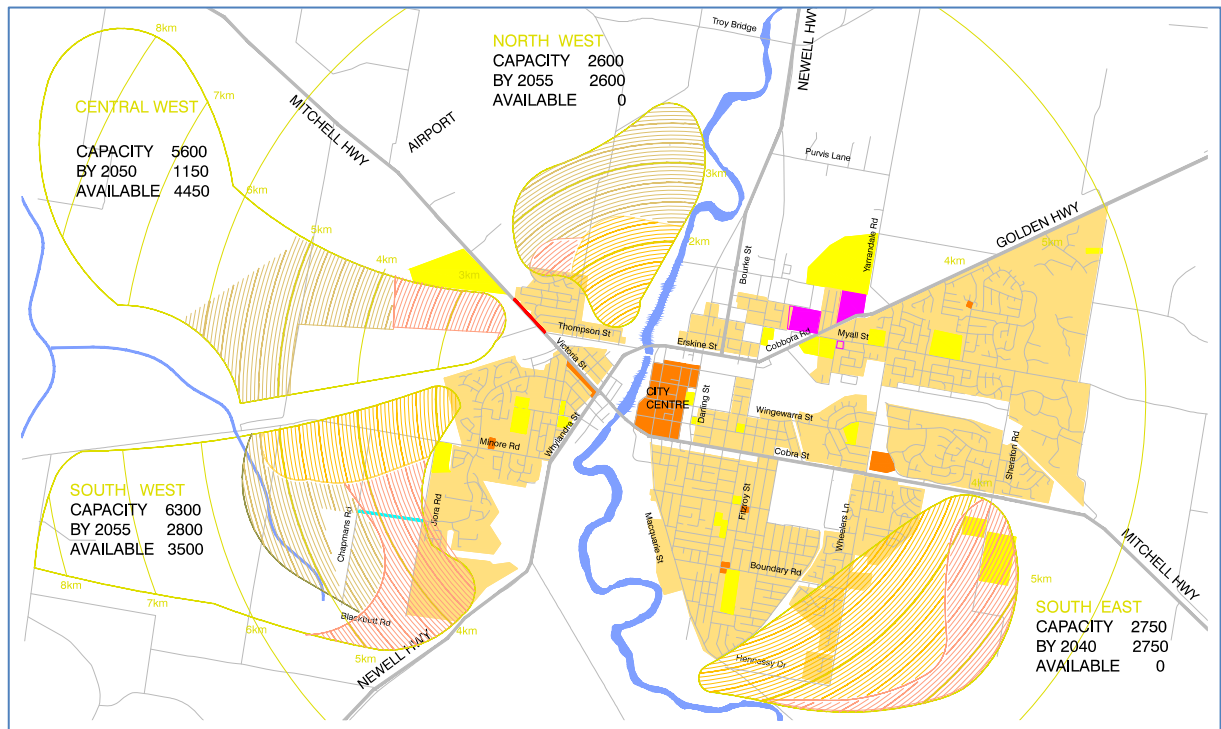


Figure 4 – Capacity of residential sectors in Dubbo. See the *Dubbo Transportation Strategy 2020* pp 12, attached as **Appendix 1** for further details.

Future Employment

Household sizes are changing, as are the number of employees per household. **Figure 5** below shows the combined impact of both trends with 8,050 new households, increasing the population by 17,174 from 2.56 persons per household to 2.41. In contrast, the workforce is expected to increase by only 6,413, with the rate of employment decreasing from 1.18 to 1.04 employed persons per household. These factors will drive the location of employment and subsequent traffic movement.

	2020 Verified	2025	2030	2040	2055	CHANGE 2020-2050				
HOUSEHOLDS	14796	1250	16046	1250	17296	2500	19796	3050	22846	8050
Trend in Pop/hh	2.56	2.53	2.51	2.46	2.41	2.13				
POPULATION	37878	2789	40667	2730	43397	5279	48676	6376	55052	17174
Trend in % in Work	0.46	0.46	0.45	0.44	0.43	0.43				
EMPLOYMENT	17424	1096	18520	1045	19565	1941	21506	2331	23837	6413
Employee/hh	1.18	1.15	1.13	1.09	1.04	1.04				

Figure 5 – Population and employment trends in Dubbo. See the *Dubbo Transportation Strategy 2020* pp 13, attached as **Appendix 1** for further details.

Currently, 55% of all employment takes place in the existing hubs; the City Centre, the Northern Manufacturing Area, West Dubbo, the Cobra Street Accommodation Strip, and the East End. A further 22% of employment is located in developing hubs, including 18% in the Health and Education Hub near the Dubbo Base Hospital. These hubs currently focus traffic movement.

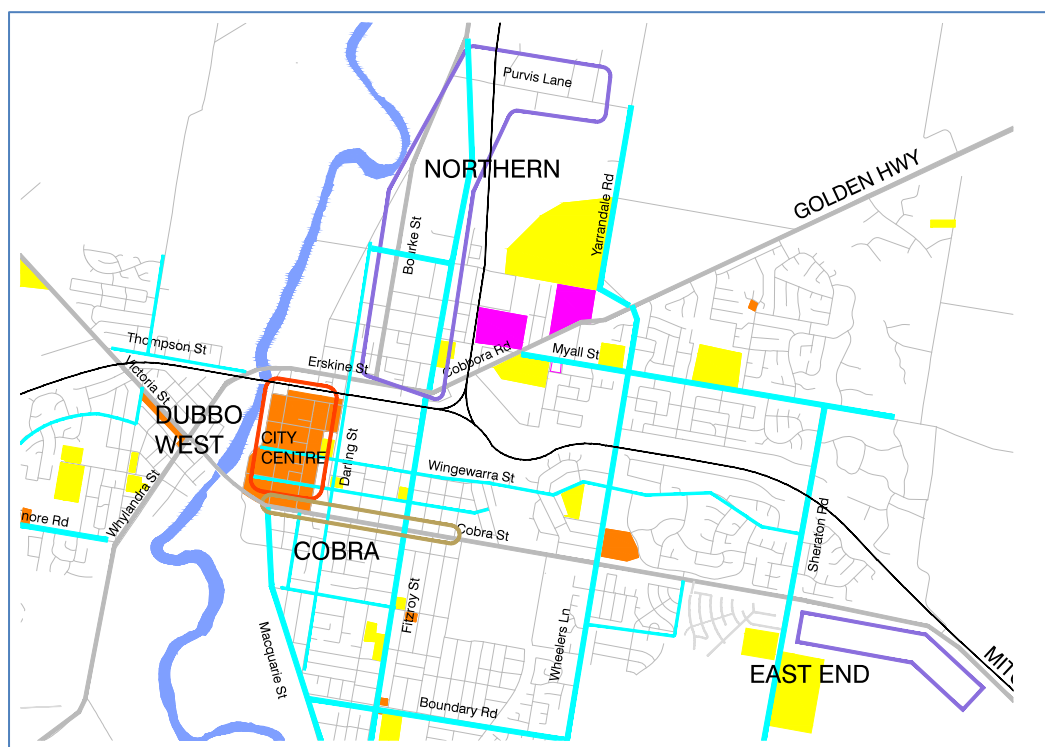


Figure 6 – Existing employment hubs. See the *Dubbo Transportation Strategy 2020* pp 13, attached as **Appendix 1** for further details.

Changing employment patterns will impact on the growth of employment hubs within Dubbo. Different employment categories exhibit different trip generation characteristics. Retail generates a high daily demand per employee/area, finance tends to be based in the City Centre, community is spread throughout the City including working from home and health, manufacturing is generally located in zones but also has a proportion spread throughout the City, and other is also multi-located.

Figure 7 below summarises the changes in employment projected to occur in Dubbo, with this information corresponding with total employment (including external commuters).

TABLE 2.4 TRENDS IN TYPE OF EMPLOYMENT							
	Ret	Fin	Com	Man	Other	Total	
2019	3088	1802	8875	2681	3378	20011	
% Total	15%	9%	44%	13%	17%		
2025	3210	1931	9893	2976	3406	21615	108%
% Total	15%	9%	46%	14%	16%		
increase	122	129	1018	295	28	1604	
2030	3241	2051	10771	3128	3503	22993	106%
% Total	14%	9%	47%	14%	15%		
increase	153	249	1896	447	125	2982	
2040	3270	2249	12100	3635	3542	25196	110%
% Total	13%	9%	48%	14%	14%		
increase	182	447	3225	954	164	5185	
2055	3319	2481	13627	4033	3967	27927	111%
% Total	12%	9%	49%	14%	14%		
increase	231	679	4752	1352	589	7916	
Overall Change	7%	38%	54%	50%	17%	40%	140%

Figure 7 – Employment trends in Dubbo. See the *Dubbo Transportation Strategy 2020* pp 14, attached as **Appendix 1** for further details.

Whilst the proportion of retail employment is projected to decrease from 15% to 12% by 2055, there is still an overall increase in the total number employed in retail at 7%, thanks to the increased population. As such, the vitality of the Dubbo City Centre will be retained. In addition, financial services are expected to increase by 38% in line with the growth in population. Employment in community services and manufacturing are predicted to have the greatest increases of 54% and 50% employees respectively. These factors will change the patterns of demand on the Dubbo road network and have a strong bearing on how to plan for the future.

Referring to **Figure 7** above, in anticipation of the predicted changes to future employment, Dubbo Regional Council has been actively planning for two Enterprise Zones; the Health and Education Precinct is currently the subject of a Master Plan. The Airport Precinct is also the subject of detailed future planning.

The shear strength of these two expanding hubs suggests an Enterprise Axis, shown in **Figure 8** below. This conveniently follows River Street and the proposed River Street Bridge crossing.

This axis strengthens the concept of a prime development corridor along the proposed realignment of the Newell Highway to the west of the Macquarie River, forming part of the River Street Bridge project, as the confluence of two highly strategic employment initiatives. Such a development was identified in the 2009 report prepared by STAP entitled *Dubbo City Planning and Transportation Strategy 2036*, attached as **Appendix 3**. This focuses on the intersection at the western side of the River Street Bridge and the Newell Highway. It is noted by Council that TfNSW is not providing an intersection at this location as part of the River

Street Bridge project and considers this section of the Newell Highway to have restricted access.

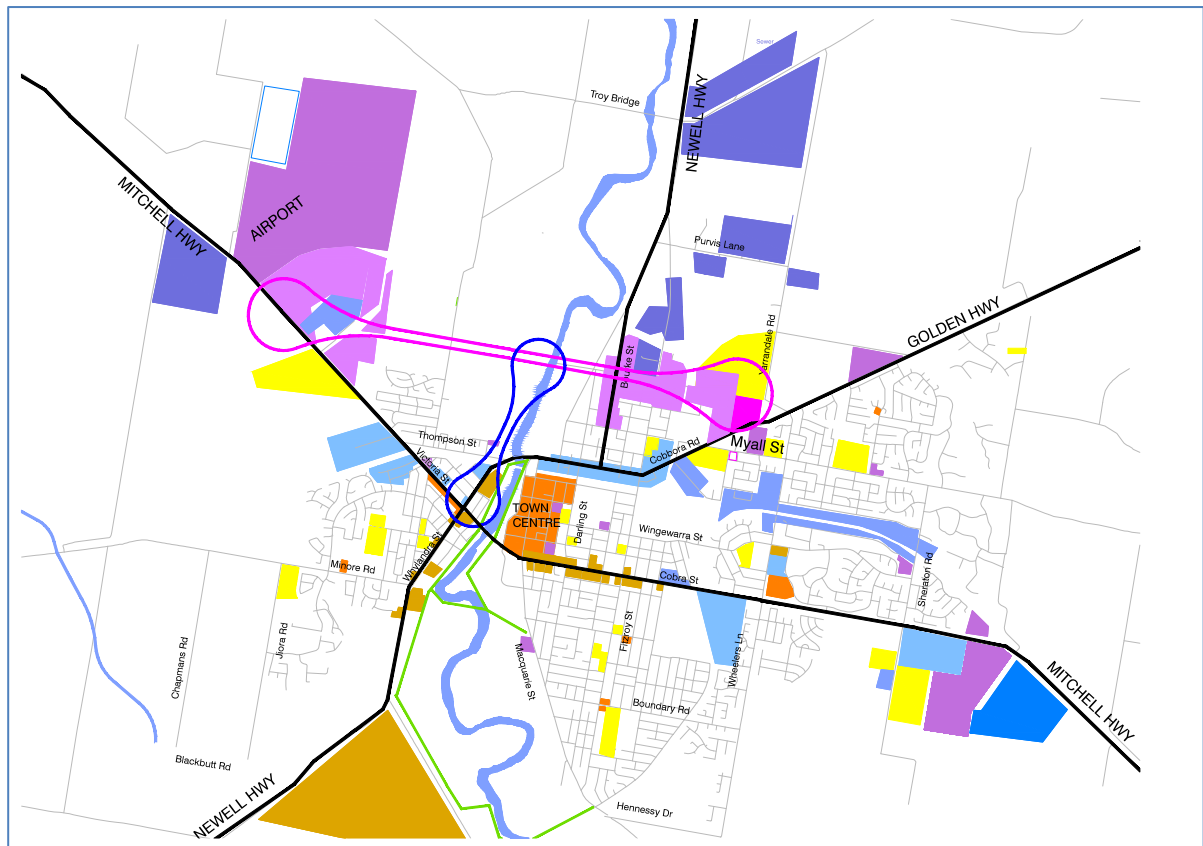


Figure 8 – The Enterprise Axis. See the *Dubbo Transportation Strategy 2020* pp 15, attached as **Appendix 1** for further details.

Patterns of Growth in Dubbo

The main attractors for all journeys are employment hubs. The future proportion of travel to each employment hub will change as employment changes, as shown in **Figure 7** above. At first the net result does not appear to be substantial. For example, whilst the existing employment hubs are expected to have an overall size increase of 26%, shown in **Figure 9** below, the proportion of total employment in the existing hubs is expected to reduce from 55% in 2020 to 50% by 2050. This is relevant to the City Centre, where the total number of employees is projected to grow by 26%, but the proportion of the total employment reduces from 22% to 20%. These changes in existing hubs are small and manageable, however the new employment hubs have an estimated increase of 75% in employment.

Considering the pattern of journeys, 2,000 additional trips need to be accommodated to the Health and Education Precinct, nearly half as much as the current employment in the City Centre. The Airport Precinct will have 1,000 additional trips, the same as the City Centre, with a further 1,000 to Cobra Street and West Dubbo combined. **Figure 10** below shows the locations of the major employment hubs.

	2019 (Calibration)		2025		2030		2040		2050		Change 2020 to 2050
	Count	%Tot	Count	%Tot	Count	%Tot	Count	%Tot	Count	%Tot	
EXISTING HUBS											
1 City Centre	4399	22%	4689	22%	4945	22%	5291	21%	5635	20%	128%
2 Dubbo West	1363	7%	1614	7%	1736	8%	1952	8%	2041	7%	150%
3 Cobra	1477	7%	1544	7%	1624	7%	1718	7%	1836	7%	124%
4 North	2706	14%	2734	13%	2811	12%	2909	12%	3121	11%	115%
5 East End	1083	5%	1136	5%	1168	5%	1198	5%	1234	4%	114%
	11028	55%	11717	54%	12284	53%	13067	52%	13866	50%	126%
NEW HUBS											
6 Health & Education Precinct	3509	18%	4133	19%	4536	20%	5037	20%	5617	20%	160%
7 Riverside Precinct	0	0%	27	0%	37	0%	245	1%	609	2%	165%
8 Airport Precinct	885	4%	930	4%	1071	5%	1267	5%	1457	5%	175%
	4395	22%	5091	24%	5644	25%	6549	26%	7683	28%	175%
SUBURBAN											
	4588	23%	4808	22%	5065	22%	5579	22%	6378	23%	139%
Total	20011		21615		22993		25196		27927		140%

Figure 9 – Employment by Hub. See the *Dubbo Transportation Strategy 2020* pp 23, attached as Appendix 1 for further details.

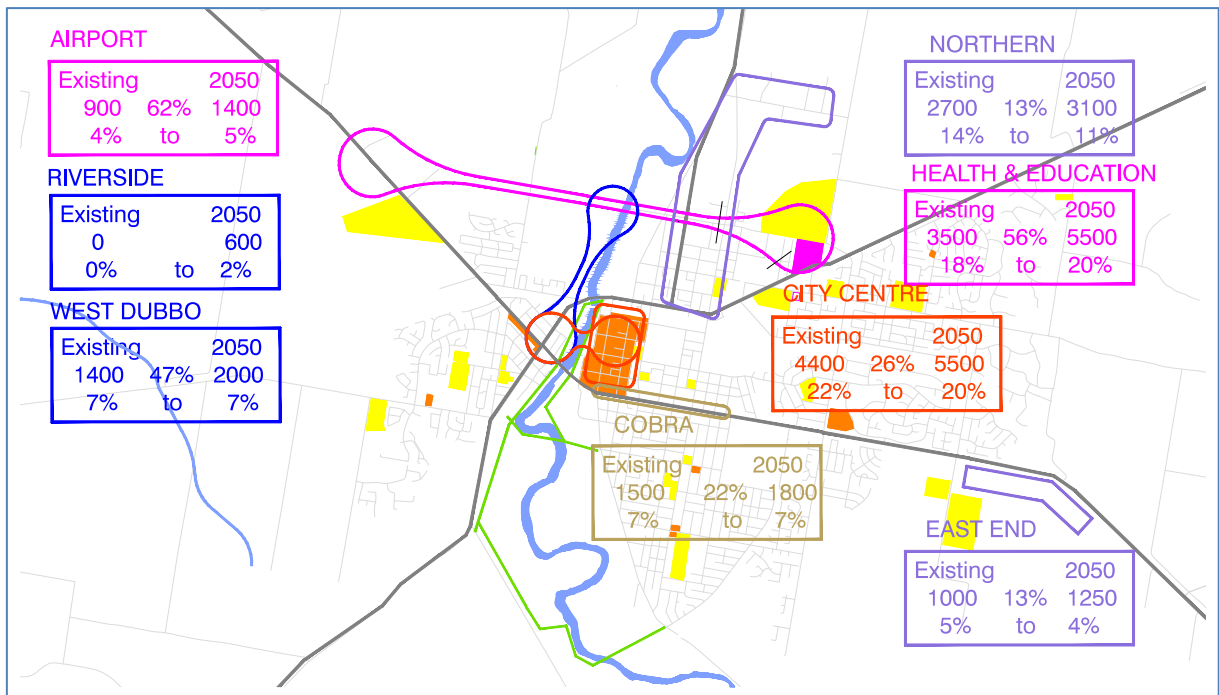


Figure 10 – Employment hub locations. See the *Dubbo Transportation Strategy 2020* pp 24, attached as Appendix 1 for further details.

This pattern shows how the east-west River Street axis will accommodate the same numeric change as the central areas of Dubbo, showing a clear need for more accessibility to the northern parts of Dubbo. The additional employment in the City Centre and Cobra Street will also attract more demand to the LH Ford Bridge with other demands needing to be dispersed.

Demand and Indicative Use of Roads

Figures 11 to 14 below illustrate the directional split of journeying to work from each residential sector. The light green bars show demand using new facilities and the remaining colours show demand using existing roads.

Pre-analysis continues to indicate the usefulness of new strategic infrastructure, in particular the River Street Bridge (North Bridge) and South Bridge, but also crossing the Main Western Railway Line at Chapmans Road.

Demand from the North Western Sector will concentrate on the riverside to the Emile Serisier Bridge with a proportion using the River Street Bridge and very little traffic using the LH Ford Bridge.

Demand from the South Eastern Sector primarily uses existing roads for the journey to work. The scale of this additional traffic needs to be considered at this stage. For example, **Figure 12** below indicates a strong demand using Hennessy Drive and the southern part of Macquarie Street. This represents 261 peak hour trips in 2030 from the South Eastern Sector, as shown in **Figure 15** below with 180 peak hour trips as contraflow from other new development. Cumulatively, this is less than 600 vehicles per hour, and therefore within the environmental goal for the neighbourhood grid. Demand increases later as shown in **Figure 16** to a maximum of 10,000 vehicles per day in 2055.

Demand from the Central Western Sector concentrates on the River Street Bridge and the LH Ford Bridge, indicating that some existing traffic must be diverted from this access and hence South Bridge is required.

Demand from the South Western Sector concentrates on South Bridge. Further, a new bridge over the Main Western Railway Line at Chapmans Road will spread traffic across West Dubbo and onto the River Street Bridge. When combined, these will successfully reduce impacts on Cobra Street and through West Dubbo. Traffic from the existing parts of the south-west will predominantly use South Bridge, although this is not reflected in **Figures 15** and **16**.

It is apparent that River Street Bridge will be well used by 2030. The figure of 6,000 vehicles per day (vpd) shown in **Figure 15** is higher than the demand from the new development of South Bridge at 4,000 vpd.

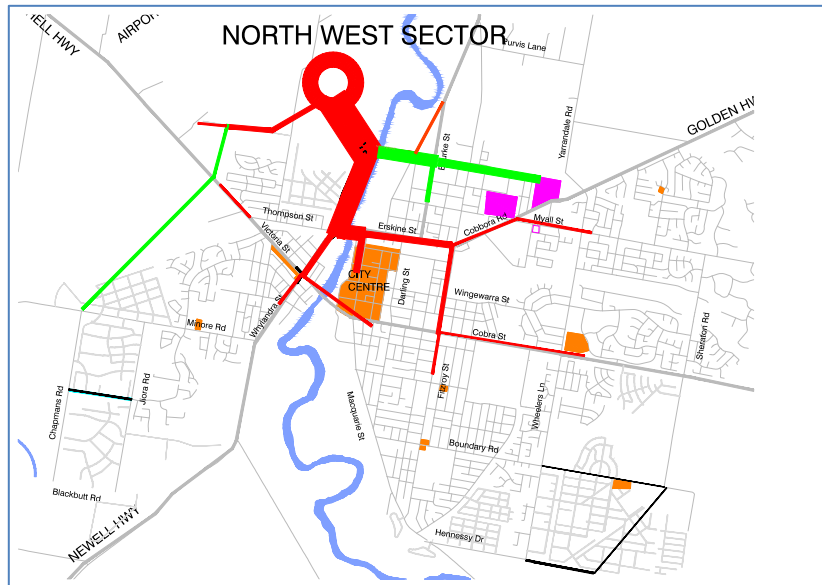


Figure 11 – Demand from North Western Sector. See the *Dubbo Transportation Strategy 2020* pp 25, attached as **Appendix 1** for further details.

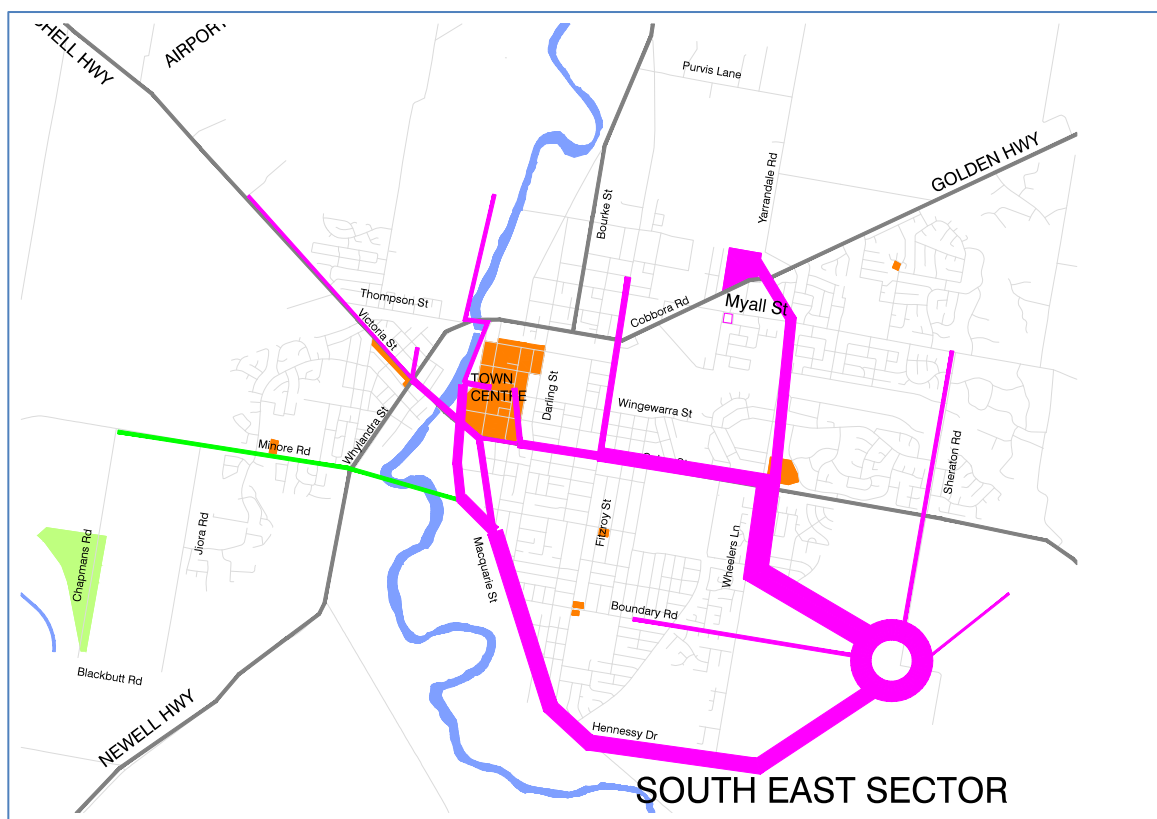


Figure 12 – Demand from South Eastern Sector. See the *Dubbo Transportation Strategy 2020* pp 25, attached as **Appendix 1** for further details.

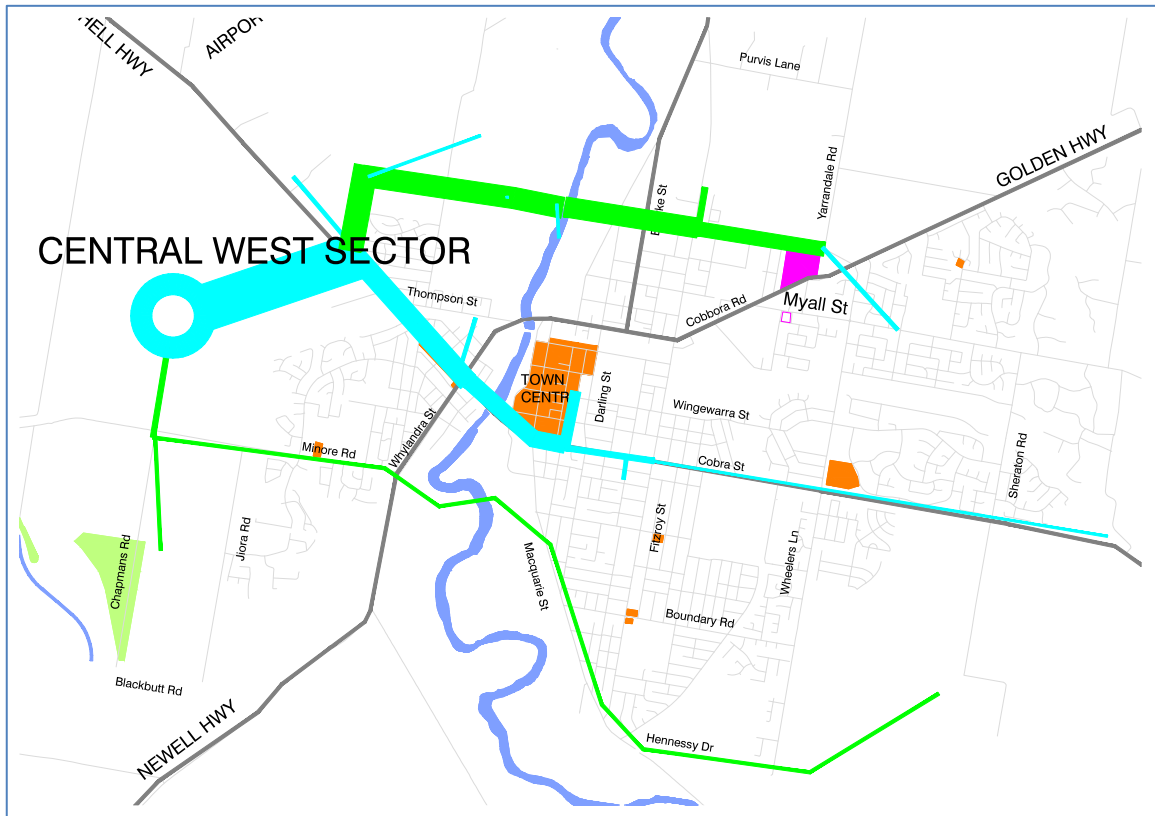


Figure 13 – Demand from Central Western Sector. See the *Dubbo Transportation Strategy 2020* pp 25, attached as **Appendix 1** for further details.

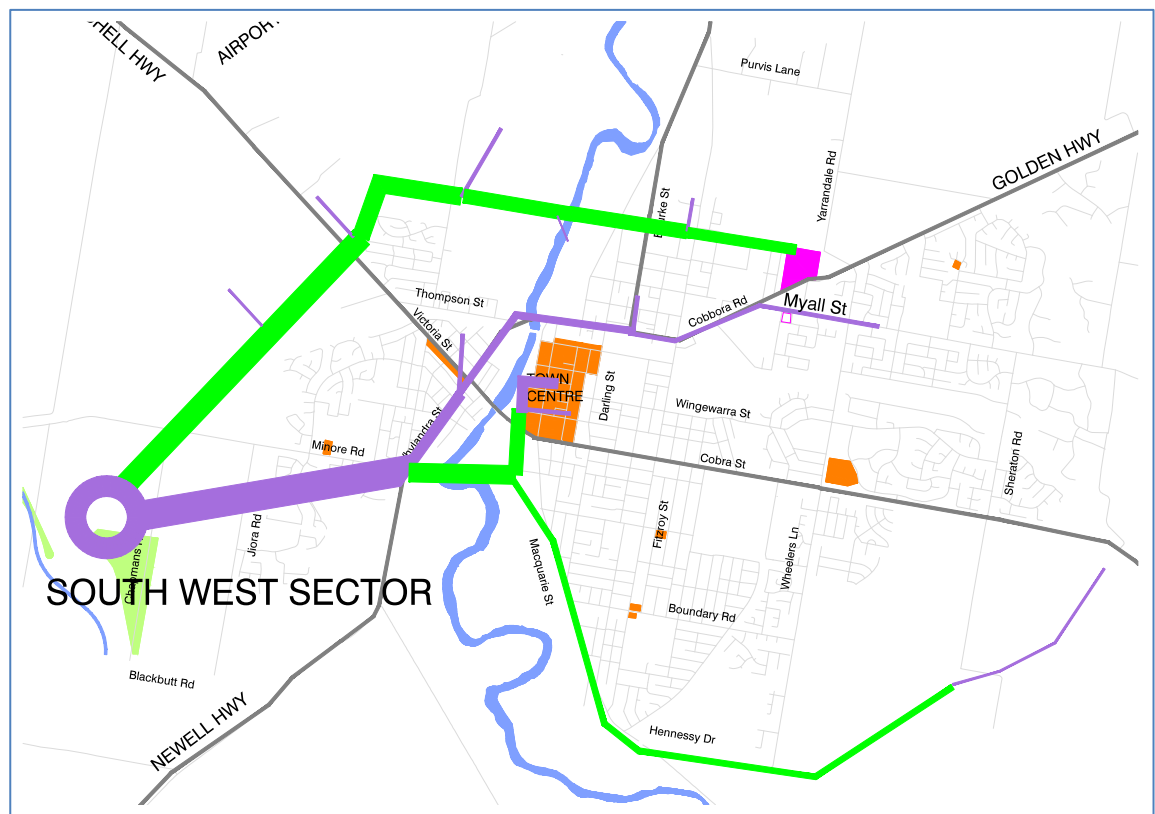


Figure 14 – Demand from South Western Sector. See the *Dubbo Transportation Strategy 2020* pp 25, attached as **Appendix 1** for further details.

TABLE 3.2A 2030 INDICATIVE USE OF NEW MAJOR INFRASTRUCTURE									
DEMAND FOR 2030 BY NEW DEVELOPMENT ONLY; EXISTING TRAFFIC WILL ALSO DIVERT TO NEW FACILITIES									
MAJOR NEW INFRASTRUCTURE	PEAK TRAFFIC GENERATION						TOTAL DAILY TRAFFIC 0.1		
	NW Sector		SE Sector		CW Sector			SW Sector	
	Total Gen	800	Total Gen	1450	Total Gen	0	Total Gen	700	
	Estimated % Using	Additional Traffic	Estimated % Using	Additional Traffic	Estimated % Using	Additional Traffic	Estimated % Using	Additional Traffic	
North Bridge	40%	320	0%	0	40%	0	40%	280	6000
South Bridge	0%	0	8%	116	12%	0	41%	287	4030
Blight St	0%	0	10%	145	0%	0	22%	154	2990
Hennessy	10%	80	18%	261	15%	0	15%	105	4460
Western Railway	2%	16	2%	29	3%	0	2%	14	590

Figure 15 – 2030 indicative use of new major infrastructure. See the *Dubbo Transportation Strategy 2020* pp 26, attached as **Appendix 1** for further details.

TABLE 3.2B 2055 INDICATIVE USE OF NEW MAJOR INFRASTRUCTURE									
DEMAND FOR 2055 BY NEW DEVELOPMENT ONLY; EXISTING TRAFFIC WILL ALSO DIVERT TO NEW FACILITIES									
MAJOR NEW INFRASTRUCTURE	PEAK TRAFFIC GENERATION						TOTAL DAILY TRAFFIC		
	NW Sector		SE Sector		CW Sector			SW Sector	
	Estimated % Using	Cumulative Additional	Estimated % Using	Cumulative Additional	Estimated % Using	Cumulative Additional	Estimated % Using	Cumulative Additional	
North Bridge	36%	702	0%	0	31%	357	31%	760	18180
South Bridge	0%	0	15%	338	8%	92	32%	784	12135
Blight St	0%	0	10%	225	0%	0	10%	245	4700
Hennessy	5%	98	25%	563	8%	92	11%	270	10215
Western Railway	8%	156	7%	158	16%	184	41%	1005	15020

Figure 16 – 2055 indicative use of new major infrastructure. See the *Dubbo Transportation Strategy 2020* pp 26, attached as **Appendix 1** for further details.

2020 to 2030 – The 10 Year Investment Program

Figure 17 below lists the projects that are required to accommodate traffic by 2030. The list is displayed in three parts, Current Commitments, mostly concerning the River Street Bridge, a 0 to 5 year project list, requiring immediate action, and 5 to 10 year project list, some of which requiring major design.

Entries in blue and green are the list requiring approval for the purposes of calculating developer contributions, black is either NSW Government or Council funding, orange is an estimate for the upgrade of existing streets. See **Figure 18** for the location of these projects.

TABLE 5.2.1 0 - 10 YEAR (2020 - 2030) TRANSPORT INFRASTRUCTURE PROGRAM							
CURRENT COMMITMENTS							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
1A	Riverside Boulevard Stage 1	Strategic Network	4	60km/h	Commercial Integrator	Passes through prime Macquarie River frontage	-
1B	Wynlandra Street Victoria Street	Strategic Network	Upgrade		Intersection	TfNSW funded	-
1C	North Bridge	Strategic Network	3	80km/h	Segregated Arterial	TfNSW funded	-
UP1	Boundary Road Extension Stage 2	Residential Grid	1	50km/h	Only Local Traffic	Urban construction	-
0 to 5 Years 2020 - 2025							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
2	Macquarie Street Hennessy Drive Upgrade	Future Strategic Option	2	60km/h	Urban Edge	Minor upgrade to Macquarie Street	\$ 1,969,000.00
3	Shearwater Road Extension to Hennessy Drive	Residential Grid	1	50km/h	Only Local Traffic		\$ 4,295,000.00
4	Blackbutt Road Extension Stage 1	Residential Grid	1	60km/h	No Access		\$ 1,950,000.00
UP2	Blackbutt Road Extension Stage 2					Item cost potential - Bligh Street circulation	\$ 2,000,000.00
5	Boundary Road Blackbutt Road Link					Start of Budden Creek loop	\$ 322,000.00
6	Boundary Road South Eastern Link					Required for South Eastern Sector (over 10 years)	\$ 2,689,000.00
7	Boundary Road North Link						\$ 663,000.00
5 to 10 Years 2025 - 2030							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
8	South Bridge (Low Level Bridge)	Strategic Network	3	80km/h	Segregated Arterial	No footpaths provided. Use existing pedestrian bridge instead	\$ 17,930,000.00
9	Bligh Street Link	Strategic Network	3	70km/h	Segregated Arterial	Footpaths with playing fields	\$ 5,076,000.00
10	Milare Road Widening	Existing Street Upgrade	Upgrade	50km/h	Special Event	Access to existing amenities	\$ 1,950,000.00
11	River Street West	Strategic Network	4	60km/h	Commercial Integrator	Passes through commercial	\$ 5,005,000.00
12	Riverside Boulevard Stage 2	Strategic Network	4	60km/h	Commercial Integrator	Passes through commercial	\$ 2,189,000.00
13	Blackbutt Road	Residential Grid	1	50km/h		Passes through active area (Health and Education Precinct). Also provides flood management	\$ 2,340,000.00
14	Blackbutt Link Road	Residential Grid	1	50km/h		Part with access, part without access	\$ 3,900,000.00
15	Shearwater Road Diversion	Future Strategic Option	5.1	60km/h	Residential Integrator Stage 1	Option for 3 carmelways at Type 4	\$ 1,271,000.00
UP3	Blackbutt Road Extension					Cobbler Road railway crossing	\$ 2,000,000.00
16	Boundary Road North Stage 2					River crossing	\$ 835,000.00

Figure 17 – 2020 to 2030 – The 10 year investment program. See the *Dubbo Transportation Strategy 2020* pp 33, attached as **Appendix 1** for further details.

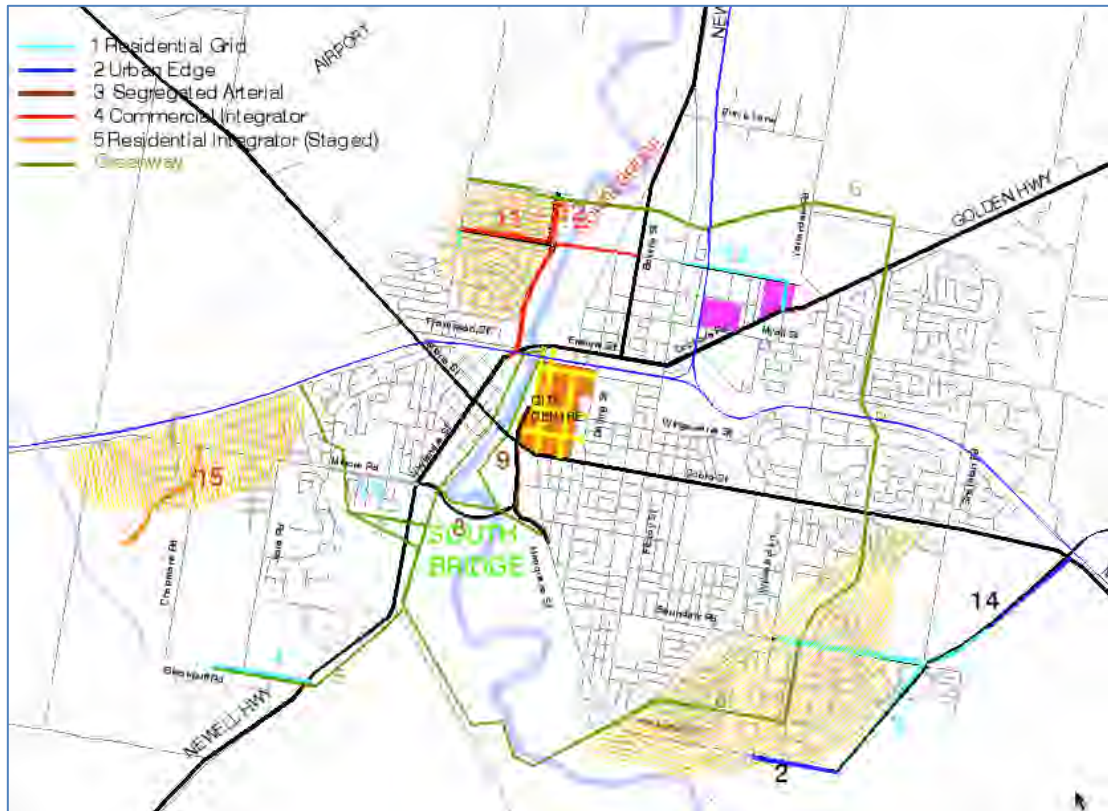


Figure 18 – 2020 to 2030 – The 10 year investment program project locations. See the *Dubbo Transportation Strategy 2020* pp 34, attached as **Appendix 1** for further details.

Details concerning each project associated with the 2020 to 2030 – 10 Year Investment Program are provided in Section 5.2 of the *Dubbo Transportation Strategy 2020*, attached as **Appendix 1**. Note that Council’s currently adopted *Dubbo Road Transportation Strategy to 2045* includes the construction of a Green Ring for Active Transport that circles the City Centre. Active transport networks can also be by small electric powered micro vehicles and in effect are becoming more viable as a transport network. The *Dubbo Road Transportation Strategy to 2045* concentrated on the Green Ring passing through the South Eastern Sector and Delroy Estate. The Greenways are an extension to the Green Ring, bringing active transport close to all new residents.

2030 to 2040 – The 20 Year Investment Program

New residential growth is expected to occur mostly in the south-west with 1,250 dwellings, and the south-east with 800 dwellings, with small developments in the Central West with 250 dwellings, and north-west with 200 dwellings. Infrastructure for the south-east is completed by this time, with the 20 Year Investment Program concentrating mostly on a strategic link in the Central West and residential grid roads in new development. The strategic link successfully spreads the newly generated traffic away from the LH Ford Bridge and across to the River Street Bridge.

Figure 19 below lists the projects that are required to accommodate traffic by 2040. This is displayed in two parts, a 10 to 15 year project list, requiring budgeting in the next few years,

and a 15 to 20 year project list, where no action is required, unless of course development occurs ahead of the schedule used in this analysis.

Projects listed in blue and green in the list have potential for a future Section 7.11 plan, orange is an estimate for the upgrade of existing streets. See **Figure 20** for the location of these projects.

TABLE 5.4.1 10 - 20 YEAR (2030 - 2040) TRANSPORT INFRASTRUCTURE PROGRAM

10 to 15 Years 2030 - 2040							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
17	Grange Road Drive Extension Stage 1	Residential Grid	1	50km/h	Only Local Traffic		\$ 1,658,000.00
UP4						Item cost potential - City circulation.	\$ 2,000,000.00
18						Opening forest.	\$ 550,000.00
15 to 20 Years 2035 - 2040							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
20	Liverpool West Extension Stage 1	Strategic Network	4	60km/h	Commercial Integrator	Could have access to school	\$ 4,140,000.00
21	Mitchell Highway Upgrade	Strategic Network	Upgrade		Existing		\$ 3,000,000.00
22	Leamot West Extension Stage 1	Future Strategic Option	2	60km/h	Urban Edge		\$ 6,132,000.00
23	Liverpool West Extension Stage 1	Future Strategic Option	2	60km/h	Urban	Draws traffic to North Bridge	\$ 2,414,000.00
24	Leamot West Link Road Stage 1	Residential Grid	1	50km/h	Only Local Traffic		\$ 2,438,000.00
25	Knoxwick Collector Road	Residential Grid	1	50km/h	Only Local Traffic		\$ 3,000,000.00
UP5							\$ 2,000,000.00
26							\$ 844,000.00
27	Greenway - Main Western Railway Crossing						\$ -280,000.00

Figure 19 – 2030 to 2040 – The 20 year investment program. See the *Dubbo Transportation Strategy 2020* pp 41, attached as **Appendix 1** for further details.

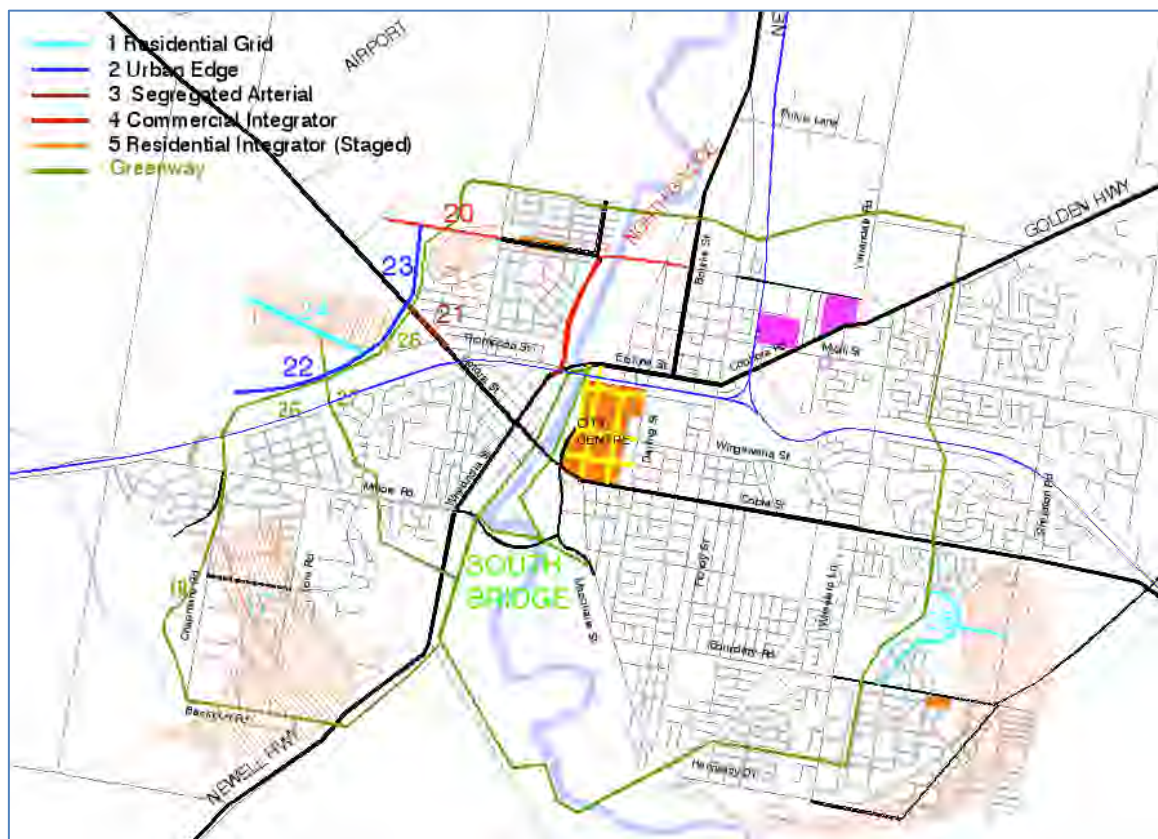


Figure 20 – 2030 to 2040 – The 20 year investment program project locations. See the *Dubbo Transportation Strategy 2020* pp 42, attached as **Appendix 1** for further details.

2040 to 2055 – The 35 Year Investment Program

Figure 21 below lists the projects that are required to accommodate traffic by 2055. The pattern for new development between 2040 and 2055 is entirely to the west of Dubbo with the assumption made that development will keep as close as possible to the City Centre. The North Western Sector is built out with 1,550 new dwellings, the first major expansion occurs in the Central West with 900 dwellings, and a slow continuation in the south-west occurs with 600 dwellings.

New links are orientated to continue the dispersal of traffic after the year 2055, and start to concentrate demand on new employment and activity hubs, possibly along a linear extension of River Street. This is subject to further review in the future.

Projects listed in blue and green have potential for a future Section 7.11 plan, orange is an estimate for the upgrade of existing streets. See **Figure 22** for the location of these projects.

TABLE 5.5.1 20 - 35 YEAR (2040 - 2055) TRANSPORT INFRASTRUCTURE PROGRAM							
20 to 25 Years 2040 - 2045							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
19	Channans Road Main Western Railway Crossing	Future Strategic Option	5:1	60km/h	Residential Integration Stage 2	Provision of railway bridge crossing.	\$ 764,000.00
26	Channans Road Line Extension	Residential Grid	1	50km/h	Only Local Traffic		\$ 1,950,000.00
29	Central West Link Road Stage 2	Future Strategic Option	5:1	60km/h	Residential Integration Stage 1	Option for 3 carriageways as Type 4.	\$ 2,243,000.00
30	North West Link Road	Residential Grid	1	50km/h	Only Local Traffic		\$ 3,900,000.00
31	Riverina Boulevard Stage 3	Future Strategic Option	1	60km/h	Urban Edge		\$ 5,106,000.00
UP6	Greenway - North West Link Road					Item cost not identified.	\$ 2,000,000.00
32	Greenway - North West Link Road					Green Ring complete.	\$ 238,000.00
32	Greenway - Central West Link Road						\$ 350,000.00
34	Greenway - Central West Link Road						\$ 584,000.00
25 to 35 Years 2045 - 2055							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
35	Manildra Road Extension Stage 2	Residential Grid	1	50km/h	Only Local Traffic	Draws traffic away from Minor Road.	\$ 975,000.00
36	South West Link Road Stage 1	Future Strategic Option	5:1	60km/h	Residential Integration Stage 1	Option for 3 carriageways as Type 4.	\$ 1,934,000.00
37	Southern Link Road Stage 1	Future Strategic Option	5:1	60km/h	Residential Integration Stage 1	Increases significance after 2050.	\$ 2,990,000.00
38	North West Link Road Stage 2					Increases significance after 2050.	\$ 168,000.00
UP7	Greenway - South West Link Road					Item cost not identified.	\$ 9,000,000.00
39	Greenway - South West Link Road						\$ 669,000.00

Figure 21 – 2040 to 2055 – The 35 year investment program. See the *Dubbo Transportation Strategy 2020* pp 45, attached as **Appendix 1** for further details.

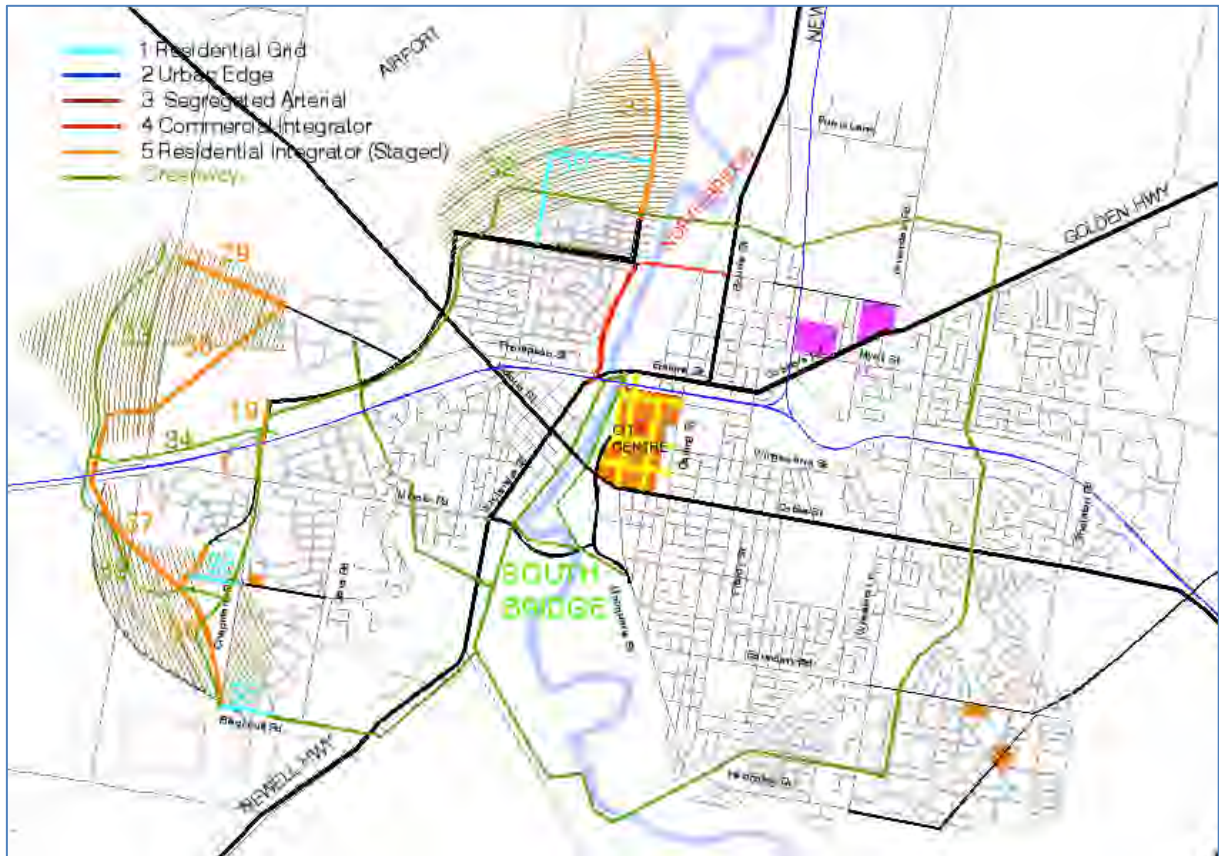


Figure 22 – 2040 to 2055 – The 35 year investment program project locations. See the *Dubbo Transportation Strategy 2020* pp 47, attached as **Appendix 1** for further details.

SUMMARY

Three strategic road strategy studies that precede the *Dubbo Transportation Strategy 2020* were undertaken in 1991, 1998 and 2012 by TEC, PPK and DCC respectively. Prepared in 2012 by DCC, the *Dubbo Road Transportation Strategy to 2045*, Council's currently adopted Transportation Strategy and attached as **Appendix 2**, draws on a strategic framework set forth by the *Dubbo City Planning and Transportation Strategy 2036*, also prepared by STAP in 2009 and attached as **Appendix 3**.

Council's preparation of a new Transportation Strategy is in direct response to the NSW Government's commitment to build a new high-level Macquarie River crossing on the Newell Highway within the City limits. Council has the opportunity to benefit from this investment. As such, the *Dubbo Transportation Strategy 2020* considers the new Bridge and its proposed alignment.

The draft *Dubbo Transportation Strategy 2020* was publicly exhibited via Council's website on 4 November 2020 along with concept designs and alignments for South Bridge. Public submissions for the Strategy closed on 5 February 2021 with Council receiving a total of 56 individual public submissions and 12 submissions on behalf of 11 organisations. These submissions related predominately to South Bridge although some did discuss the broader transport network and proposed Strategy. All submissions have been attached as **Appendix 4**

of this report and will be considered as part of future detailed works associated with the implementation of the projects contained within the Strategy.

Project costings shown within **Figures 17, 19 and 21**, and within Section 5 of the *Dubbo Transportation Strategy 2020*, attached as **Appendix 1**, are indicative only and subject to further review and refinement by Council's technical staff, as part of the development of a new Section 7.11 Developer Contributions Scheme and long-term financing requirements to cater for the urban growth of Dubbo to 2055 and beyond.

Appendices:

- 1 [↓](#) Dubbo Transportation Strategy 2020
- 2 [↓](#) Dubbo Road Transportation Strategy to 2045
- 3 [↓](#) Dubbo City Planning and Transportation Strategy 2036
- 4 [↓](#) Public Submissions



DUBBO TRANSPORTATION STRATEGY 2020

Prepared for Dubbo Regional Council

May 2020

Final Version October 2021

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2020 DUBBO TRANSPORTATION STRATEGY

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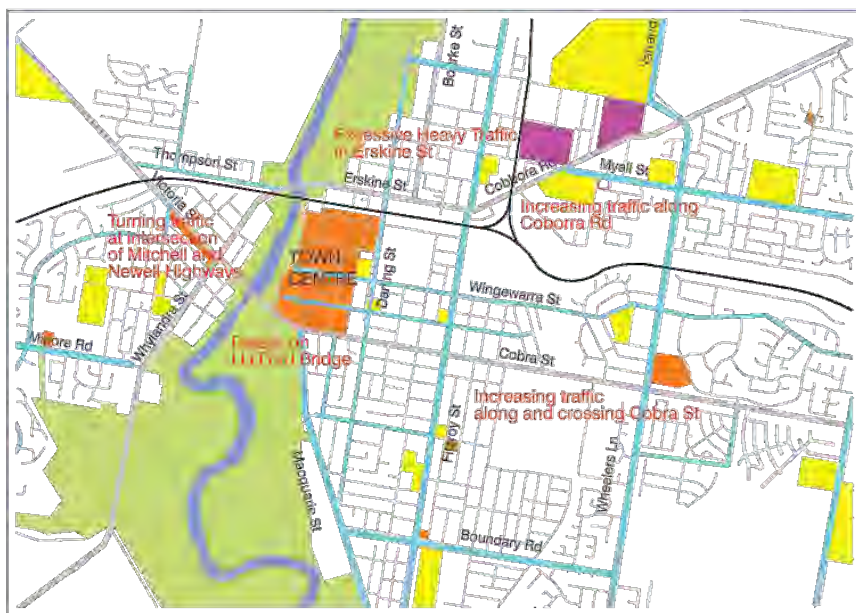
1. SCOPE OF WORK

1.1. Goals

1.1.1. Resolving Current Transport Issues

Dubbo is losing its 10 minute city feel where most trips can be made in under 10 minutes. Just a few delays can make the journey feel much longer. Whilst the rapidly growing changes in traffic conditions are observed throughout Dubbo, including crossing Cobra Street from South Dubbo or entering the Emile Serisier Bridge from Thompson Street, the main issues are associated with the highways.

Figure 1.1 Current Transport Issues



The major current transport issues are:

- Overcrowding on the LH Ford Bridge.
- Excessive heavy vehicle movement in Erskine Street.
- Turning of heavy vehicles and all traffic at the intersection of the Mitchell Highway and Newell Highway in West Dubbo.
- Increasing traffic volumes on Cobra Street.

2020 DUBBO TRANSPORTATION STRATEGY**1.1.2. Responding to State Investment for North Bridge**

The State Government is funding the construction of a second high level bridge, partly in response to the growing level of delays in Dubbo, more specifically to improving trucks manoeuvring through the city streets and as a State policy to upgrade the Newell Highway for operations during flood events, at least until the 1 in 20 year flood event (that is expected to increase in frequency). Council has the opportunity to benefit from this investment. This bridge is referred to as North Bridge.

1.1.3. Optimising Public and Private Investment

Development in Dubbo has always been encouraged and supported by Council. This includes Council having a robust developer contribution system that is both fair and equitable. There is an opportunity to direct these funds to facilitate current and future development in an efficient manner.

1.1.4. Maintain Quality of Life for 20,000 New Residents

The population of Dubbo has been increasing consistently over many years; this analysis is based on this increase continuing.

One of the primary attractions to Dubbo is its lifestyle, everything available at short notice using a high quality public realm. This is attracting younger people who grew up in Dubbo to return to the quality of life they remember. One element is the quality of the City Centre both in the facilities provided and in the public realm. Part of this is a general lack of intrusive traffic for, whilst the highways are busy, they have been generally free from congestion and therefore less pollution, and Macquarie Street has its own relaxed pace.

New transport infrastructure must support growth without decreasing amenity.

1.1.5. Maintain Dubbo as a Competitive Community

Another major attraction to Dubbo is job opportunities. Commercial investment is encouraged by a cohesive approach to location, amenity, accessibility and cost. This has been recognised by the development of Enterprise Zones. The East Dubbo area also has access to the Blueridge Business Park and bulky goods retailing.

Transport infrastructure needs to enhance commercial development.

2020 DUBBO TRANSPORTATION STRATEGY

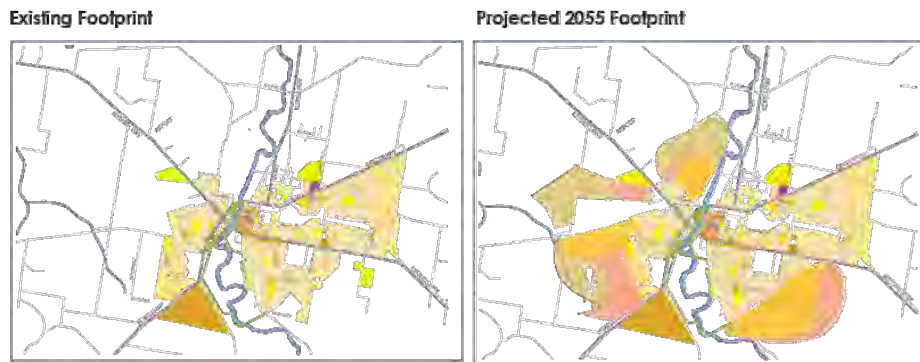
1.2. Scale of Development

The growth in population is a fixed input to this study. Residential development will occur in four Sectors.

The footprint for existing development is located predominantly on the eastern side of the Macquarie River. The eastern side will be fully built out in the next 10 to 20 years (excluding rural residential). Land is available for development to the west that is close to the City Centre. This will continue to deliver the efficient 10 minute city. Further details on the staging of development are discussed in Section 2.

The analysis of transport infrastructure is generally based on a detailed 10 year plan, when most variables can be estimated accurately; a 20 year plan that supports the continuing trends in population and employment; and a 35 year horizon with the main purpose being to measure the ongoing role of projects built in the first 20 years. This is relevant to major infrastructure. For example; a new bridge should accommodate the projected traffic flow for 35 years either by additional traffic lanes that are built on at the time, or plans to provide a second bridge during this period. This optimises public investment.

Figure 1.2 Existing and Future Footprints



1.3. Information Gathered – Outline of Work Conducted

The analysis of future transport infrastructure starts with an analysis of existing issues and data for future population and employment. The construction of new roads encourages development and hence the order of construction tends to lead to further development. Prospective new links are considered and then evaluated using the transport model. The model estimates trip generation from the residential and employment land uses, predicts a demand between areas, and assigns the journeys to the shortest time through the network. The process for modelling, including how it is calibrated to local conditions, is described further in Section 6. The model has the advantage of providing a logic to the initial concepts and placing them in priority with other potential projects. The patterns of movement are discussed in

2020 DUBBO TRANSPORTATION STRATEGY

Section 3 and indicate when links will be required. The type of roads required impacts on cost; these are described in Section 4. Different scenarios are considered for each time period, these and the conclusions are discussed in Section 5.

Firstly, in Section 2 below, is a discussion on how the goals can be directed to shape the expansion of Dubbo. These topics have been guided by a number of internal workshops where different skills have been applied to direct the value of the study.

2. DIRECTIONS

2.1. Priority for North Bridge

The construction of North Bridge and its associated infrastructure is a priority for the State Government.

The works include (See Figure 2.1):

1. A new high level bridge in the alignment of River Street.
2. A flood free river side connection road on the western bank of the Macquarie River.
3. Realignment of the intersection of the Emile Serisier Bridge and Thompson Street with Whylandra Street to provide flood free access to the new bridge via Thompson Street.
4. Reconfiguration of the intersection of the Mitchell Highway and Newell Highway in West Dubbo to facilitate the turning of trucks in all directions and to accommodate future demand.

2020 DUBBO TRANSPORTATION STRATEGY

Figure 2.1 North Bridge and Highway Works



2.1.1 Flood Free Route

The primary purpose of the North Bridge for the State of NSW is the provision of a second high level bridge operating during flood events. Recent flood events have resulted in chaos and extensive delays on the LH Ford Bridge. Unfortunately, the Newell Highway north of River Street (Bourke Street) and Fitzroy Street are flood affected beyond a 1 in 20 year event. Therefore, whilst a second bridge will reduce congestion during flood events (when just 2 of the 3 bridges will be operating), without further changes to the network traffic, the Newell Highway will be forced to return to Eskine Street and thence use Yarrandale Road to access the north at Troy Crossing. This issue has been considered with a proposed opening of River Street through to Yarrandale Road during flood events; this is discussed further in Section 5.2.4. This connection does not form part of the North Bridge construction project.

2.1.2 Integration with Prime Development Area

Another major issue to address is that the western side of North Bridge emerges in the centre of the primary riverside development area of the City. This area has been identified for development for over 20 years by Dubbo Regional Council. Figure 2.2 (a) illustrates an indicative road network for the Northwest Sector drawn up in the Dubbo City Planning and Transportation Strategy 2036 Structure Plan. The diversion of the Newell Highway from Eskine Street will also continue to pass directly (Figure 2.2 (b)) through West Dubbo,

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also identified in the Dubbo City Planning and Transportation Strategy 2036 Structure Plan as the next stage of development for the city Centre, required as the western parts of Dubbo expand.

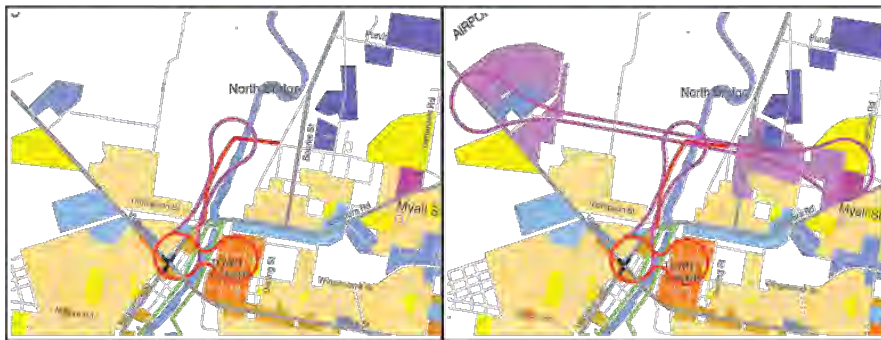
Figure 2.2 Opportunity for Prime Development

a) Indicative Development of Northwest Sector b) Indicative Twin Development of City Centre



The Dubbo City Planning and Transportation Strategy 2036 Structure Plan also identified (Figure 2.2 (c)) as a prime development corridor of the 'Riverside Boulevard'. This was identified to accommodate prime commercial development, which could include; hotels, accommodation, high end offices and health care; all set in front of residential estates with River Street West as a local centre. This was planned on the premise that highway traffic would, at some point be diverted to a Northern Bypass from Troy Crossing connecting to a Western Bypass at the Mitchell Highway and then continuing south to re-join the Newell Highway south of the Zoo. This was the Dubbo City Planning and Transportation Strategy 2036 plan and has been amended during the preparation of this strategy in response to the consequences of the North Bridge proposal.

c) Riverside Commercial Opportunity d) Twin Enterprise Zones



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The most recent incentive for attracting employment to Dubbo has been the twin enterprise zones near the Dubbo City Regional Airport and the Dubbo Base Hospital that will also impact on the State Government plan for a Highway connection using North Bridge. This is discussed further in Section 2.3.3.

2.1.3 Need for Long Term Resolution of Traffic Intrusion

The relocation of the Newell Highway to the proposed route still leaves the question of how to reduce the impact of the city traffic on highway traffic in the long term.

2.2. Future Population

2.2.1 Development Trends and Population

The basic predictor for this study has been the ongoing increase in the number of houses built in Dubbo.

		Projected Development	Households	Persons per household	Population
Recent Trend	2015 - 2020 ¹	(1250)	14796	2.56	37878
10 Year Contribution Plan	2020 - 2025	1250	16046	2.53	40667
	2025 - 2030	1250	17296	2.51	43397
20 Year Rolling Plan	2030 - 2040	2500	19796	2.46	48676
35 Year Project Life	2040 - 2055	3050	22846	2.41	55052

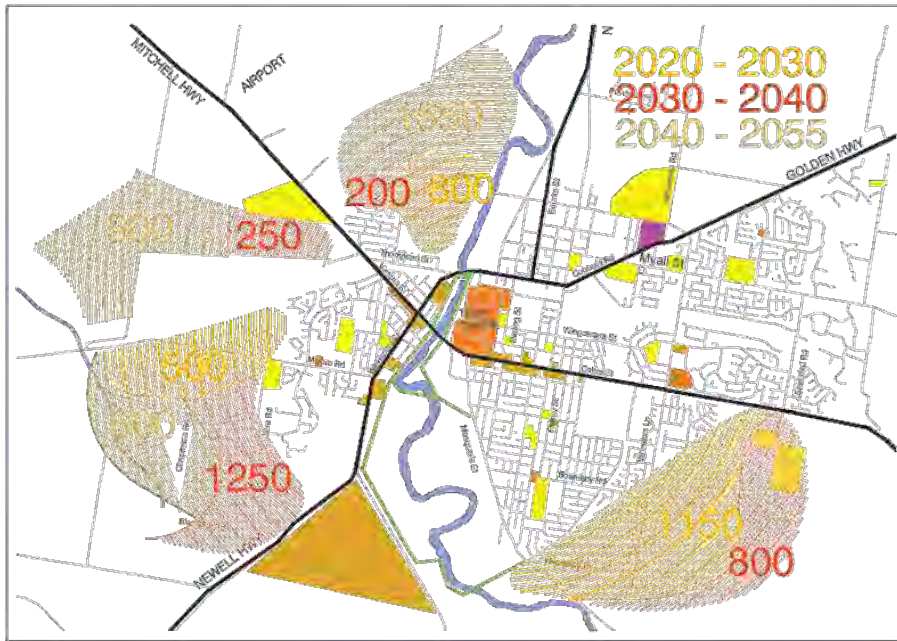
It has been assumed that the rate of 250 new households per year will be maintained into the future. No further discussion of this occurs within this report. There is an underlying statistic (Australian Bureau of Statistics or ABS) that household size is decreasing in Dubbo and throughout Australia, brought on by factors including an ageing population and more single parents. This statistic is relevant to the number of employees and therefore the journey to work. (See Section 2.3).

2.2.2 Distribution of Future Residential Development

The precise location of new development is not required for modelling because it will be served by only a few roads. Hence although the exact areas of each new estate have been identified, they are shown in Figure 2.3 as hatching per decade.

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Figure 2.3 Residential Staging by Decade



Note that Table 2.2 summarises the information in Figure 2.3.

Development is expected to continue to be concentrated in the South Eastern Sector in the next five years with 60% of new housing, and 20% in the South Western and North Western Sectors. In the following five years the completion of North Bridge is expected to concentrate 44% of new housing in the North Western Sector, whilst still maintaining 36% in the South Eastern Sector. No development is expected in the South Western Sector in the next 10 years with only Delroy Estate being completed adjacent to Minare Road in addition to some rural residential estates. The total development for 2020 is 1,200 in the South Eastern Sector, 800 in the North Western Sector, and 500 in the South Western Sector that will be subject to a new roads Section 7.11 (formerly Section 94) Contributions Scheme

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		SECTORS			
		SE	NW	SW	CWc
Recent Trend					
2015 - 2020	1250	750	50	450	0
		60%	4%	36%	0%
Total Households		Proposed Distribution			
PROJECTION					
2020 - 2025	1250	750	250	250	0
		60%	20%	20%	0%
2025 - 2030	1250	450	550	250	0
		36%	44%	20%	0%
2030 - 2040	2500	800	200	1250	250
		32%	8%	50%	10%
2040 - 2055	3050	0	1550	600	900
		0%	51%	20%	30%

The capacity of the South Eastern Sector is expected to be complete with 800 dwellings built in the period 2030 – 2040. The concentration of development during this period is expected to be in the South Western Sector, mostly along Joira Road and Chapmans Road. The South Western Sector will accommodate its first estates.

Development is expected to be contained mostly within a 5km radius of the City Centre during the next 15 years until 2055. The majority of new housing, 51%, occurring in the North Western Sector, and a further 30% in the Central Western Sector, possibly low density lifestyle development. Only 3,050 new houses have been allocated into the sectors in the 2040 – 2055 period, this is 700 short of the 250 new households per year used in this analysis. The reason for this is an assumption that increased density of housing in existing areas will have become a trend by this stage, due in part to the smaller household size and retirement housing. Funding for transport upgrades in existing areas is considered separately.

2.2.3 Capacity of Sectors

The physical limitations to development are a factor in the direction of development, as is connectivity.

It is anticipated that the South Eastern Sector and the North Western Sector will be built out within the next 35 years with 2,750 new dwellings in the South Eastern Sector and 2,600 in the North Western Sector.

Suitable land is available to expand West Dubbo in the Central Western and the South Western Sectors. An arbitrary boundary has been drawn at Whylandra Creek. Taking out land that would most likely be assessed as natural open space, the capacity of these sectors is between 5,500 to 6,500 dwellings, the difference being the density of housing. For the purposes of examining the transport infrastructure needs (in the modelling), 1,150 dwellings have been allocated to the Central Western Sector from 2030 to 2055, all served by new roads and 1,850 in the South Western Sector, most served by existing roads (with

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upgrades applied). This perhaps illustrates how development tends to follow the line of least resistance, and how good planning can 'direct' efficient outcomes.

Figure 2.4 Capacity of Each Sector



2.3 Future Employment

2.3.1 Changes in Employment

As previously discussed, household size is changing, as is the number of employees per household. These trends (ABS) determine the future number of employees per household.

Table 2.3 shows the combined impact of both trends with 8,050 new households, increasing the population by 17,174 from 2.56 persons per household to 2.41. In contrast, the workforce is expected to increase by only 6,413, with the rate of employment decreasing from 1.18 to 1.04 employed persons per household. These factors drive the location of employment and therefore traffic movement.

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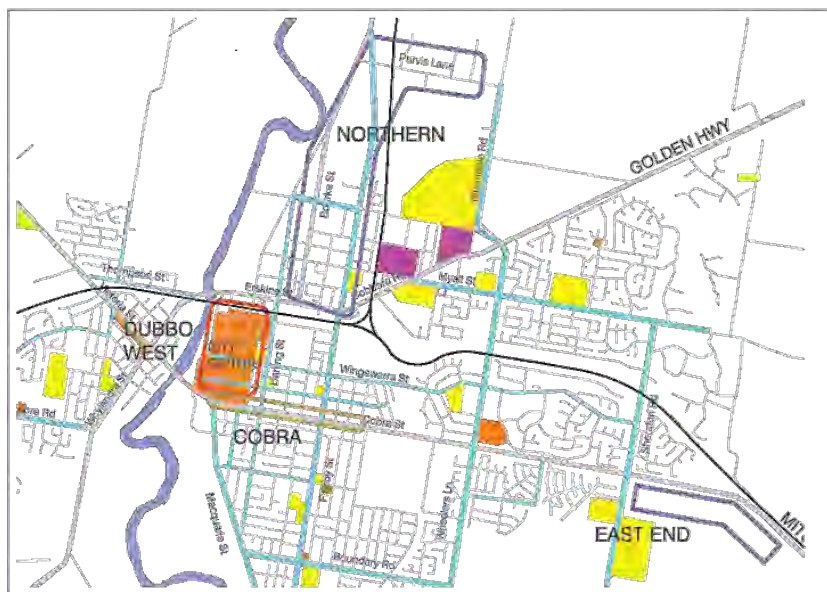
	2020 Verified	2025	2030	2040	2055	CHANGE 2020-2050				
HOUSEHOLDS	14798	1250	16046	1290	17296	2500	19796	3050	22846	8050
Trend in Pop/hh	2.56	2.53	2.51	2.46	2.41	2.13				
POPULATION	37876	2789	40667	2730	43397	5279	48676	6376	55052	17174
Trend in % in Work	0.46	0.46	0.45	0.44	0.43					
EMPLOYMENT	17424	1096	18520	1045	19565	1941	21506	2331	23837	6413
Employee/hh	1.18	1.15	1.13	1.09	1.04					

2.3.2 Existing Hubs

Currently, 55% of all employment takes place in the existing Hubs; the City Centre, the Northern Manufacturing Area, West Dubbo, the Cobra Street Accommodation Strip, plus the East End (Table 3.1). A further 22% of employment is located in developing Hubs, including 18% in the Health and Education Hub near the Dubbo Base Hospital.

These currently focus traffic movement.

Figure 2.5 Employment Hubs



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Employment is changing and this impacts on the growth of Hubs. Many categories used in ABS data, have different trip generation characteristics. Retail generates a high daily demand per employee/area; finance tends to be based in the City Centre, community is spread throughout the town including homework and health, manufacturing is generally located in zones but also has a proportion spread throughout the town, and 'other' is also multi-located.

Table 2.4 summarises the changes in employment projected to occur in Dubbo and this corresponds to the total employment (including external commuters) (Source: Dubbo Regional Council).

	Ret	Fin	Com	Man	Other	Total	
2019	3088	1802	8875	2681	3378	20011	
% Total	15%	9%	44%	13%	17%		
2025	3210	1931	9893	2976	3406	21615	108%
% Total	15%	9%	46%	14%	16%		
increase	122	129	1018	295	28	1604	
2030	3241	2051	10771	3128	3503	22993	106%
% Total	14%	9%	47%	14%	15%		
increase	153	249	1896	447	125	2982	
2040	3270	2249	12100	3635	3542	25196	110%
% Total	13%	9%	48%	14%	14%		
increase	182	447	3225	954	164	5185	
2055	3319	2481	13627	4033	3967	27927	111%
% Total	12%	9%	49%	14%	14%		
increase	231	679	4752	1352	589	7916	
Overall Change	7%	38%	54%	50%	17%	40%	140%

Whilst the proportion of retail employment is projected to decrease from 15% to 12%, there is still a small increase in the total number employed in retail (7%), thanks to the increased population. Hence, the vitality of the City Centre will be retained. In addition, financial services are expected to increase by 38% in line with the population. Employment in community services and manufacturing are predicted to have the greatest increases of 54% (4,752 employees) and 50% (1,352) employees respectively.

These factors will change the patterns of demand and have a strong bearing on how to plan the future.

2.3.3 The Enterprise Axis

Referring to the statistics above, in anticipation of changes to future employment, Dubbo Regional Council has been actively planning for two Enterprise Zones; the Health and Education Precinct is currently the subject of a Master Plan. The Airport Precinct is also the subject of detailed future planning.

The shear strength of these two expanding Hubs suggests an Enterprise Axis. This conveniently follows River Street and the new North Bridge river crossing.

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This East West axis strengthens the previously discussed Riverside Boulevard (Section 2.1.2) as the confluence of two highly strategic employment initiatives. This focuses on the intersection at the western side of North Bridge and the Riverside Boulevard. It is noted that Transport for NSW (TfNSW) is not providing an intersection at this location as part of the North Bridge project at this time.

Figure 2.6 The Enterprise Axis



This mutual attraction is perfect for development but not so easy to reconcile with the TfNSW objective for a free flowing Newell Highway sharing part of the East West axis and the Riverside Boulevard. Dubbo Regional Council cannot afford to lose the opportunity to coordinate with TfNSW in designing the public realm for the mutual benefit of employment for the City and ease of passage for the Highway. This can be achieved.

2.4 Strategic Roads

The design of roads suitable for their future role in the transport network efficiently is a key objective of the study, and in particular the development of a new Developer Contributions Plan for Roads.

Four fundamental directions dictate the design of strategic roads for Dubbo, discussed further below.

2.4.1 Maintain Flexibility of Movement

The secret of success in Dubbo for the, until recently, lack of congestion has been the flexibility offered by the grid network of roads that serve the City. This provides intuitive flexibility, with some road users choosing their traditional route from A to B, while others thinking of avoiding a short delay.

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2.4.2 Maintain Amenity

The grid network, with a few notable exceptions, provides roads with a maximum flow of 600 vehicles per hour or less (many less). This is a threshold to amenity; relatively easy to cross; relatively easy to be polite and let the slow cross at ease; relatively, but not perfectly quiet. Many of course choose to live in the even quieter local streets and only need to travel a short distance to join the grid network.

2.4.3 Enhanced Quality Of Life

The ease of movement allows residents to maintain a high quality of life, there is very little thought given to 'getting there' on time or easily. This is an ideal condition for transport that is recognised by many returning residents.

2.4.4 Provide an Efficient Transport Network

It could be said that most strategic roads are initially under designed and then regretted a few years later. The Dubbo grid network has kept on delivering convenient movement with little need for upgrades.

The challenge for the upgraded street designs (Section 4) is to continue this legacy and anticipate future trends.

2.5 Natural Assets

2.5.1 Macquarie River

Dubbo was settled along the Macquarie River and the flood plain provides the setting for recreational open space. The proposed Riverside Boulevard extends this opportunity. Unfortunately, Macquarie Street does not address the open space riverfront through the City.

2.5.2 Vistas/Lookouts

Less well known are the vistas from the ridge to the west of the Macquarie River, shown in Figure 2.7. These can lead urban development as lookouts or other community focus points and are utilised in the Active Transport Plan (Section 2.6.1). A third potential lookout has also been identified at the drive-in cinema site in West Dubbo and this features later in the discussion.

2.5.3 Connectivity of Open Space

The existing urban area contains many areas of recreational open space. The previous Strategic Plan identified some existing linear connections in eastern parts of Dubbo and adopted plans to extend this as a continuous ring around Dubbo (Figure 2.8). This network is suitable for Active Transport.

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Figure 2.7 Natural Features



2.6 Future Transport Modes

2.6.1 Active Transport

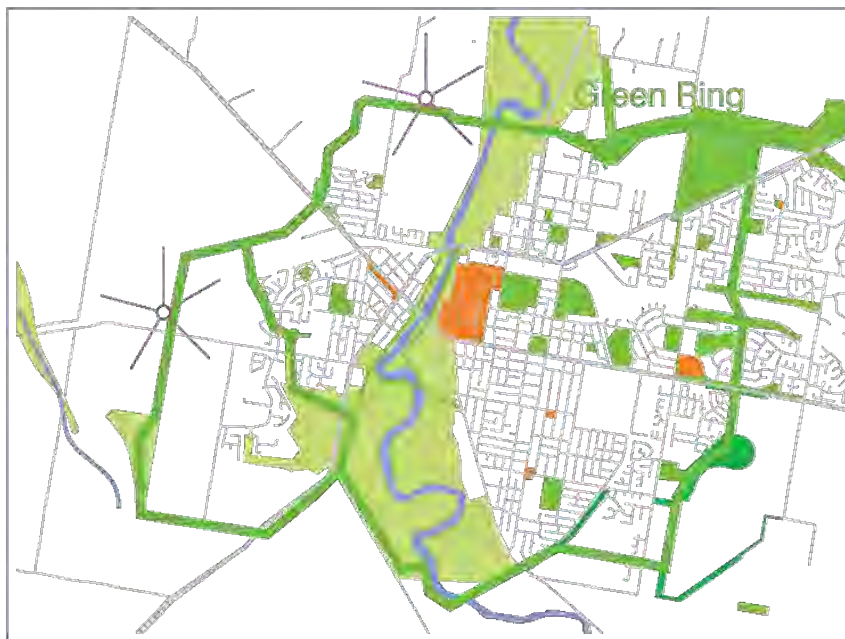
Active Transport networks are being developed in Dubbo. With the exception of paths along the Macquarie River, these are predominantly on-road facilities following bike lanes or quiet streets.

Recent developments in electronics have led to an upsurge of new micro vehicles ranging from electric assisted bicycles to boards and scooters. Mobility scooters are also undergoing changes in range and capability and are seen as a transport mode for deliveries and car replacements.

These vehicles are permitted to use cycleways and will become part of the mainstream movement. This will alter the balance and priority given to the Green Ring and its extension. Works on this network have been included in this Strategic Transport Plan. This follows on from previous Transport Strategies.

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Figure 2.8 Green Ring

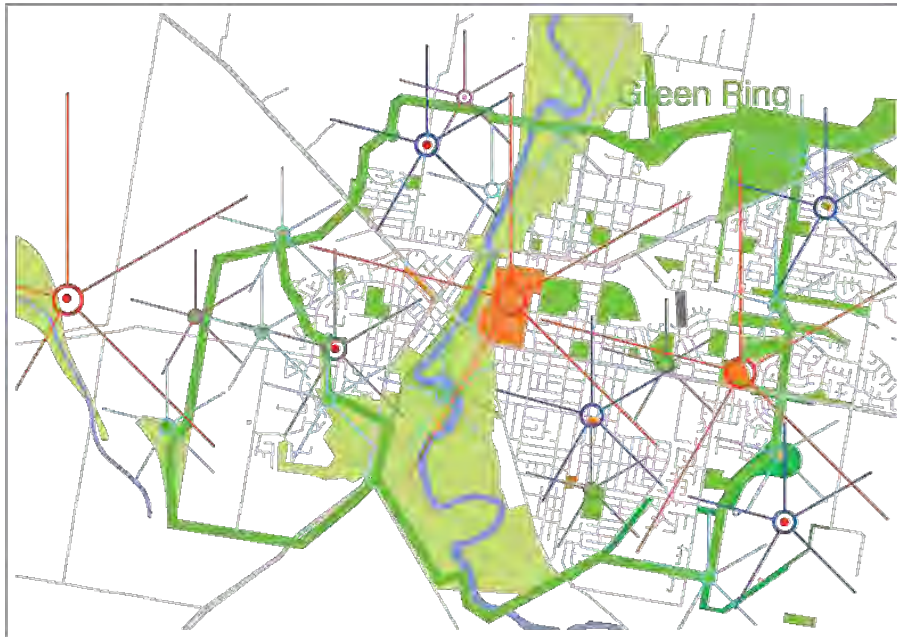


These electric powered vehicles are also using footpaths to the detriment of more vulnerable pedestrians, including the mobility limited and parents with small children.

Figure 2.9 illustrates the need for local connectivity. This intrusion is not the subject of this report but needs to be addressed as part of a future hierarchy of integrated networks.

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Figure 2.9 Active Transport Connectivity



2.6.2 Autonomous Vehicles

The introduction of larger electric powered vehicles is also on the agenda. All new vehicles have some form of driver assistance and are becoming to some degree 'autonomous'. This will have no impact on traffic operations in Dubbo in the short-term. Driver advisories for congestion are already assisting in rural highways in Europe and the United States but again will have no impact in Dubbo.

The next generation of autonomous vehicles are aiming to have surveillance to protect pedestrians as well create efficient traffic platoons. This application will not be in general operation for at least 20 years although some truck operations may become more autonomous earlier.

Nevertheless, the Transport Strategy can address the possibilities for autonomous vehicle operations in new areas and this has been considered in Section 4.

2020 DUBBO TRANSPORTATION STRATEGY**2.6.3 Public Transport**

Public transport will continue to provide a service to bring residents from the residential areas into the City Centre, schools, and to work and recreation throughout Dubbo. The route system is efficiently designed for this role with all services focusing on Macquarie Street and providing the opportunity to transfer to every other service and therefore move throughout Dubbo.

A detailed review of the existing function of public transport is not required for this study.

Given the time lag for the introduction of autonomous vehicles, public transport will continue its important role in accessibility.

All street styles are capable of accommodating bus services.

2.6.4 Electric Vehicles and Noise

One goal is the reduction of noise and the intrusion of highway traffic in Dubbo and hopes for a bypass to the west of the City.

During the course of this work, it has become apparent that further State investment on a Bypass is unlikely to be justified even in the long term (35 years plus).

The introduction of electric powered heavy vehicles, to start with in towns, will reduce noise as well as pollution, and this will achieve some of the goals to remediate intrusion. This is further discussed in Section 4.

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3. TRANSPORT PATTERNS

The modelling calculates the three shortest routes through an average of ten road sections between each of the 280 zone pairs, (2.3 million digits of information). The intention of this Section is to illustrate how traffic is manipulated through the existing and future roads. Firstly, to disperse current congestion and secondly, to spread traffic throughout the network and in particular to show how new links contribute to the dispersal of traffic. This is summarised numerically in Section 6.

3.1. Current Patterns**3.1.1. Traffic Conditions**

Results from the modelling include diagrams that measure sections of road under 'stress'. This is calculated by measuring the 'Level of Service or LoS' of street sections and intersections. This is a standard measure of traffic congestion, progressing from excellent to complete stand still.

The associated diagrams are colour coded. Circles (there are none in Figure 3.1) indicate where an Intersection may require attention, and bars indicate where the street 'link' itself may require attention. The links are less critical than the Intersections because the measure is an indication of the lack of opportunity to pass that is more suited to rural conditions than urban streets. It could be argued that some 'bars'/congestion in streets busy with pedestrian activity are a sign of good traffic management.

The output from the modelling is an indicator of the urgency of creating the alternative, with emphasis on alternative rather than necessarily upgrading the location in stress. For example; in traditional engineering a blocked main street can sometimes be resolved by a new bypass.

The diagrams of 'stress' are used in the analysis for future networks in Section 5, and need to be considered in that light.

Referring to the formal LoS terminology and its impact on travel in Dubbo:

- Green – LoS D – warns of the need for attention in the near future.
- Blue – LoS E – requires an alternative to be designed.
- Orange – LoS F – should not be reached because the alternative should be in place.

Many Dubbo residents are intolerant of delays and indeed the free flow traffic conditions are an attraction to living in the 10 minute City of Dubbo. A lower tolerance is more applicable in Dubbo where LoS C (that is not illustrated in the associated diagrams) is a sign that some Dubbo drivers are finding conditions unacceptable and might seek an alternative way to avoid the intersection.

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This analysis consistently shows Cobra Street with Green sections and not moving to Blue. This is because the Strategy consistently aims to marginally reduce traffic on Cobra Street. The question of how much time difference is summarised in Section 6 with measurements of the time taken to move along Cobra Street from near Wheelers Lane to near Macquarie Street and is in the order of 5 to 7 seconds on a 6 minute trip. This is considered within a tolerable range of changing conditions.

Figure 3.1(a) shows the working analysis of existing conditions and indicates stressed conditions on the LH Ford Bridge, in Coborra Road at the railway crossing, both being difficult to avoid and along short sections of Cobra Street (It is considered that the LH Ford Bridge experiences unacceptable queuing for a short period in the morning peak). Because these areas of congestion occur for a short time period, they are subsequently not reflected in this analysis but recognised in the Strategy.

The same delays occur if nothing were done in 2025 (Figure 3.1.(b)), with Coborra Road moving to unacceptable delays, requiring an alternative and with the LH Ford Bridge being stressed in both directions during the morning peak (this by the way with the intersection of Whylanda Street and Victoria Street upgraded) Note that Figure 3.1.(b) has some new local links added (in the South Eastern Sector and others that are not being used at this time).

Figure 3.1. a) 2019 Level of Service b) 2025 No Minimum Level of Service



As a planning tool, this representation shows how efforts must be made to move a small proportion of existing traffic off Cobra Street and confirms that conditions on the LH Ford Bridge are deteriorating rapidly.

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3.2. Patterns Of Growth

3.2.1. Employment

The main attractors for all journeys are the employment Hub. The future proportion of travel to each Hub will change as employment changes (Section 2.3.2). At first the net result does not appear to be substantial. For example, whilst the existing Hubs are expected to have an overall increase of 26% (Table 3.1) the proportion of total employment in the existing Hubs is expected to reduce from 55% in 2020 (Table 3.1) to 50% by 2050. This is relevant to the City Centre, where the total number of employees is projected to grow by 26%, but the proportion of the total employment reduces from 22% to 20%.

These changes in the existing Hubs are small and manageable, however the new Hubs have an estimated increase of 75% in employment.

Considering the pattern of journeys, 2,000 additional trips need to be accommodated to the Health and Education Precinct, nearly half as much as the current employment in the City Centre. The Airport Precinct will have 1,000 additional trips, the same as the City Centre, with a further 1,000 to Cobra Street and West Dubbo combined. See Table 3.1 for concise estimates and Figure 3.2 for areas of the City.

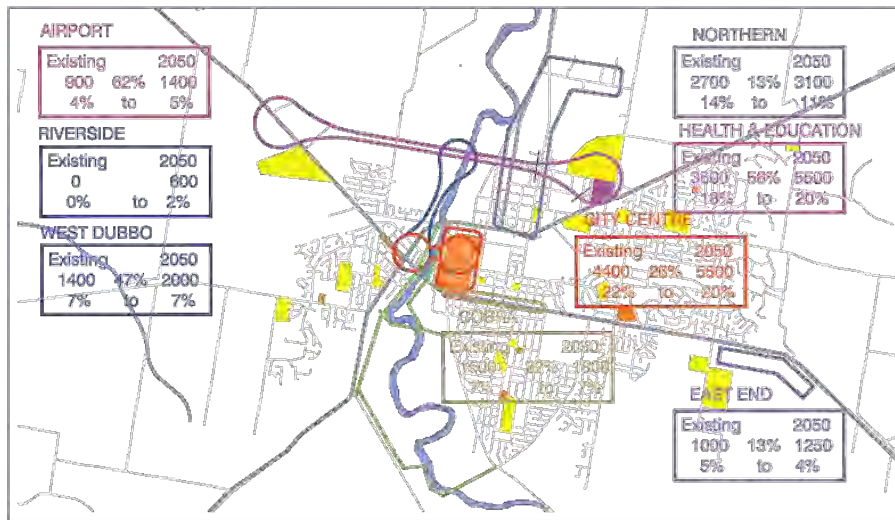
TABLE 3.1 EMPLOYMENT BY HUB

	2019 (Calibration)		2025		2030		2040		2050		Change 2020 - 2050
		% Tot		% Tot		% Tot		% Tot		% Tot	
EXISTING HUBS											
1 City Centre	4399	22%	4689	22%	4945	22%	5291	21%	5635	20%	1289%
2 Dubbo West	1363	7%	1614	7%	1736	8%	1952	8%	2041	7%	150%
3 Cobra	1477	7%	1544	7%	1624	7%	1718	7%	1836	7%	124%
4 North	2706	14%	2734	13%	2811	12%	2909	12%	3121	11%	115%
5 East End	1083	5%	1136	5%	1168	5%	1198	5%	1234	4%	114%
	11028	55%	11717	54%	12284	53%	13067	52%	13866	50%	126%
NEW HUBS											
6 Health & Education Precinct	3508	18%	4133	19%	4536	20%	5037	20%	5617	20%	160%
7 Riverside Precinct	0	0%	27	0%	37	0%	245	1%	609	2%	
8 Airport Precinct	885	4%	930	4%	1071	5%	1267	5%	1457	5%	165%
	4395	22%	5091	24%	5644	25%	6549	26%	7683	28%	175%
SUBURBAN											
	4588	23%	4808	22%	5065	22%	5579	22%	6378	23%	139%
Total	20011		21615		22993		25196		27327		140%

This pattern shows how the River Street axis will accommodate the same numeric change as the central areas, a clear need for more accessibility to the northern parts of Dubbo. The additional employment in the City Centre and Cobra Street will also attract more demand to the LH Ford Bridge and some other demands need to be dispersed. (2055 projections are used in the modelling and are not illustrated here).

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Figure 3.2 Employment Hubs



3.2.2. New Residents

Figures 3 (a) to (d) illustrate the directional split of journey to work from each residential Sector, the light green bars showing demand using new facilities, the base colour showing demand on existing roads.

This 'pre-analysis' before the modelling continues to indicate the usefulness of new strategic infrastructure; in particular North Bridge and South Bridge but also crossing the railway line at Chapmans Road (referred to below as Main Western Railway). This summary was then used to make first calculations of the potential scale of demand on new facilities to indicate the number of new links required.

Demand from the North Western Sector will concentrate on the riverside to the Ernie Serisier Bridge with a proportion using North Bridge and practically no traffic on the LH Ford Bridge.

Demand from the South Eastern Sector primarily uses existing roads (for the journey to work). The scale of this additional traffic needs to be considered at this stage. For example; Figure 3.1 (b) indicates a strong demand using Hennessy Drive and the southern part of Macquarie Street. This represents 261 peak hour trips in 2030 from the South Eastern Sector, (Table 3.3 (a)) with (a surprising) 180 peak hour trips as contraflow from other new development. Cumulatively, this is less than 600 vehicles per hour, and therefore within the environmental goal for the neighbourhood grid. Demand increases later (Table 3.3. (b)) to a maximum of 10,000 vehicles per day in 2055.

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Figure 3. a) Demand from NW Sector

b) Demand from SW Sector



In conclusion, the connection to South Bridge via Macquarie Street south is suitable in the foreseeable future and no other option, such as the Southern Bypass (Refer to Figure 5.7.1) needs be considered for 10 years.

As a point of clarification, whilst there may be concern over the accuracy, figures estimated for 20 or 35 years will be reviewed regularly and other options will be considered at the time. This analysis gives a sense of direction.

Figure 3. c) Demand from CW Sector

d) Demand from SW Sector



Demand from the Central Western Sector concentrates on North Bridge and the LH Ford Bridge, indicating that some existing traffic must be diverted from this access and hence South Bridge is required.

Demand from the South Western Sector concentrates on South Bridge. Further, a new bridge over the railway at Chapmans Road will spread traffic across West Dubbo and onto North Bridge. When combined, these will successfully reduce impacts on Cobra Street and through West Dubbo. Traffic from the existing parts of the South West will predominantly use South Bridge, this is not reflected in these figures.

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Again, before starting the modelling, it is apparent that North Bridge will be well used by Dubbo traffic by 2030. The figure of 6,000 vehicles per day (vpd) (Referring to Table 3.2 (a)) is higher than the demand from the new development of South Bridge, at 4,000 vpd. See Section 6 for modelled results.

TABLE 3.2A 2030 INDICATIVE USE OF NEW MAJOR INFRASTRUCTURE
DEMAND FOR 2030 BY NEW DEVELOPMENT ONLY; EXISTING TRAFFIC WILL ALSO DIVERT TO NEW FACILITIES

MAJOR NEW INFRASTRUCTURE	PEAK TRAFFIC GENERATION								TOTAL DAILY TRAFFIC 0.1
	NW Sector		SE Sector		CW Sector		SWSector		
	Total Gen	800	Total Gen	1450	Total Gen	0	Total Gen	700	
	Estimated % Using	Additional Traffic	Estimated % Using	Additional Traffic	Estimated % Using	Additional Traffic	Estimated % Using	Additional Traffic	
North Bridge	40%	320	0%	0	40%	0	40%	280	6000
South Bridge	0%	0	1%	116	12%	0	41%	287	4030
Bligh St	0%	0	10%	145	0%	0	22%	154	3980
Hennessy	10%	80	16%	261	15%	0	15%	105	4460
Western Railway	2%	16	2%	29	3%	0	2%	14	550

Taking these initial estimates to 2055 indicates that North Bridge will be stressed (18,000 vpd, similar to current flows on the LH Ford Bridge), South Bridge will be relatively small from newly generated traffic (4,000 vpd), Hennessy Drive, as mentioned above will be close to capacity for a Residential Grid Road, and a bridge over the Railway in the South West off Chapmans Road should be working well (15,000 vpd).

TABLE 3.2B 2055 INDICATIVE USE OF NEW MAJOR INFRASTRUCTURE
DEMAND FOR 2055 BY NEW DEVELOPMENT ONLY; EXISTING TRAFFIC WILL ALSO DIVERT TO NEW FACILITIES

MAJOR NEW INFRASTRUCTURE	PEAK TRAFFIC GENERATION								TOTAL DAILY TRAFFIC
	NW Sector		SE Sector		CW Sector		SWSector		
	Estimated % Using	Cumulative Additional	Estimated % Using	Cumulative Additional	Estimated % Using	Cumulative Additional	Estimated % Using	Cumulative Additional	
North Bridge	36%	700	0%	0	31%	557	31%	760	18190
South Bridge	0%	0	15%	338	8%	92	32%	794	13195
Bligh St	0%	0	10%	225	0%	0	10%	245	4700
Hennessy	5%	48	25%	563	8%	82	11%	270	10215
Western Railway	5%	156	7%	156	18%	194	41%	1005	15020

These patterns will form from residential development.

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3.2.3. Scale of External Traffic and Heavy Vehicles

The third pattern of movement is external traffic. This often dominates public discussion but is a small proportion of total traffic movement and is essential to the economy as Dubbo is the regional centre for 120,000 residents.

Through-traffic forms approximately 20% of external traffic (Table 3.3). Regional traffic is considered in two types: commuters and other regional traffic. Currently, of the total regional traffic, 50% is journey to work commuter traffic and 50% are regional visitors; shopping, business, school recreation etc.

	2019 Survey	Applied Annual Increase	2025		2030		2040		2055	
Through traffic	2460	103%	1.16	2852	1.16	3306	1.34	4443	1.56	6922
Commuter	5174	Varies	1.13	5847	1.1	6431	1.08	6946	1.07	7432
Regional Movement	5271	101%	1.03	5404	1.03	5540	1.05	5824	1.08	6276
TOTAL EXTERNAL	12905			14103		15278		17213		20631
				109%		118%		135%		160%

Through-traffic is expected to increase on the existing trend of 3% per year. Regional movement is expected to increase in line with the anticipated small increase in population, generally 1% per year.

Commuting from rural areas has increased over the last decade and is expected to continue in line with changing types of employment in Dubbo.

Considering the total increase in employment, the resident employees in the Dubbo study area (ABS) are currently made up of 87% internal residents and 13% regional commuters. This is not expected to vary in the future.

ORIGIN OF EMPLOYEES	2020	2025	2030	2040	2055
Internal Resident	17424 87%	18520 86%	19565 86%	21506 86%	23837 87%
External Commuters	2587 13%	2923 14%	3216 14%	3473 14%	3716 13%
Total	20011	21443	22781	24979	27553

External traffic will increase faster than internal traffic (60% and 40% respectively). This will not have an impact on traffic in Dubbo in the foreseeable future.

In conclusion to this Section, the Transport Strategy has been a response to the current pattern that centralises demand, the movement of employment more to the north and the centroid of population moving more to the west and little change in the proportion of external traffic.

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4. ROADS FOR THE FUTURE

The purpose of this Section is to establish suitable sections for new transport infrastructure that can be costed for use in the Developer Contributions Plan and to make estimates of future infrastructure programs.

The actual traffic requirements, traffic lanes, parking, footpaths and landscape are based on typical Arterial Roads. The traditional Dubbo Suburban Road is included as a comparison for costing and amenity. The design originated with the need to accommodate trucks and turning traffic and evolved to accommodate pedestrian amenity with central refuges. Streets include Cobra Street and Fitzroy Street, and tended to spread to older grid roads.

Unit-cost Prices have been provided by Dubbo Regional Council. They include the cost (Table 4.2) per square metre of pavement, parking lanes, footpaths, bridges, lineal metre of footpaths, and cubic metre for earthworks (earthworks are only estimated for flood plains). Acquisition costs are not included.

Based on these costs, the typical existing Dubbo Suburban Road with a 14m wide heavy duty pavement and 4.2m wide parking pavement costs in the order of \$4,000 per metre length.

Five situations have been considered.

1 Residential Grid - a typical grid road within a neighbourhood.

Many new links will have similar characteristics to the existing layout of the grid roads in Dubbo; frontage housing and low volumes of predominantly local traffic. Whilst the traditional streets are very attractive, and part of the Dubbo identity, more recent Suburban roads, such as Boundary Road have been built to the standards of more typical metropolitan streets with 6m of pavement plus two parking lanes (Table 4.1 Costing Infrastructure).

The reserve width is reduced to 15m.

These are primarily internal suburban streets and cost \$2,000 per metre length; half of the traditional street style.

2 Urban Edge - located at the edge of residential development and requiring one residential service road and a separate carriageway for other traffic (note, not through-traffic but simply other local traffic). The per-metre cost of this profile is still a moderate \$2,800.

The reserve width is maintained at 22m.

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The use of Urban Edge street is recommended at a number of locations, either at the edge of development or where there is a strong linear barrier to development. For example; Hennessy Drive could eventually (and not in the 35 year horizon) become part of the Southern Bypass and is situated on the edge of the floodplain (Hennessy Drive is already designed using this profile).

TABLE 4.1 COSTING OF INFRASTRUCTURE

UNIT PRICES		Unit Price					
Pavement/drainage	\$/m ²		\$220				
Parking Pavement	\$/m ²		\$120				
Kerbs	\$/m		\$75				
Footpaths Width	\$/m ²		\$90				
Bridge Water	\$/m ²		\$6,000				
Bridge Land	\$/m ²		\$4,800				
Earthworks	\$/m ³		\$2,106				
OPTIONS FOR ROAD SECTIONS							
		Width	Pavement	Light	Footpath	Kerbs	TOTAL
		m	m	Pavement	m	m	Per m
EXISTING ARTERIALS							
Central turning and pedestrian refuge	Quantity	22	14	4	3	2	
	\$		\$3,080	\$480	\$270	\$150	\$3,980
1 RESIDENTIAL GRID							
No Regional Traffic or wider footpaths/verges	Quantity	15	6	4	0	2	
	\$		\$1,320	\$480	\$0	\$150	\$1,950
2 URBAN EDGE							
Local and passing traffic	Quantity	22	10.5	2	0	3	
	\$		\$2,310	\$240	\$0	\$225	\$2,775
3 SEGREGATED ARTERIAL							
Limited pedestrian access	Quantity	19	13	0	0	2	
	\$		\$2,860	\$0	\$0	\$150	\$3,010
4 COMMERCIAL INTEGRATOR							
Three carriageways	Quantity	33	17	4	0	4	
	\$		\$3,740	\$480	\$0	\$300	\$4,520
5 RESIDENTIAL INTEGRATOR							
5.1 Stage 1 Single carriageway	Quantity	33	5.5	0	1.5	2	
	\$		\$1,210	\$0	\$135	\$150	\$1,495
5.2 Stage 2 Two Carriageways	Quantity	33	5.5	0	1.5	2	
	\$		1210	0	135	150	\$1,495
5.3 Three Carriageways	Quantity	30	8	10	3	2	
	\$		1760	1200	270	150	\$3,380

- 3 Segregated Arterial** - crossing floodplains or permanently outside the Urban Expansion (e.g. under airport flight path).

A number of links are built across floodplains or outside the future urban areas. Operating at a higher speed, they require larger carriageways. Given the higher speed, and given that a Greenway network is

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included in the costing of infrastructure, it is desirable to segregate pedestrians from these roads and hence there are no footpaths. The per-metre cost reflects the wider carriageway at \$3,000.

- 4 Commercial Integrator** - passing through mixed development requiring service roads accommodating heavy vehicles and a central carriageway for passing traffic.

This situation was identified in the previous Strategic Transport Plan (River Street west). This is the most flexible means of bringing high volumes of traffic through a commercial area. The 33m width (Table 4.2 Road Design Options) allows for landscaping and therefore provides an attractive street environment.

The per-metre cost of \$4,500 reflects the stronger carriageways.

- 5 Residential Integrator** - also with the potential for three carriageways but passing through residential development where Service Roads can be used to accommodate local traffic and not requiring heavy duty use (southern part of Wheelers Lane).

The Residential Integrator can be staged to suit development. This provides the ultimate in flexibility, particularly if the future role of the link is not settled, as is the case for the 20 to 35 year plan.

Stage 1; Residential development on one side of the reserve requiring one Service Road. At a cost of \$1,500 per-metre length, this is the least cost for a Strategic Road. But because this style is built in stages, the Service Road is built for heavy duty use and to a width of 5.5m.

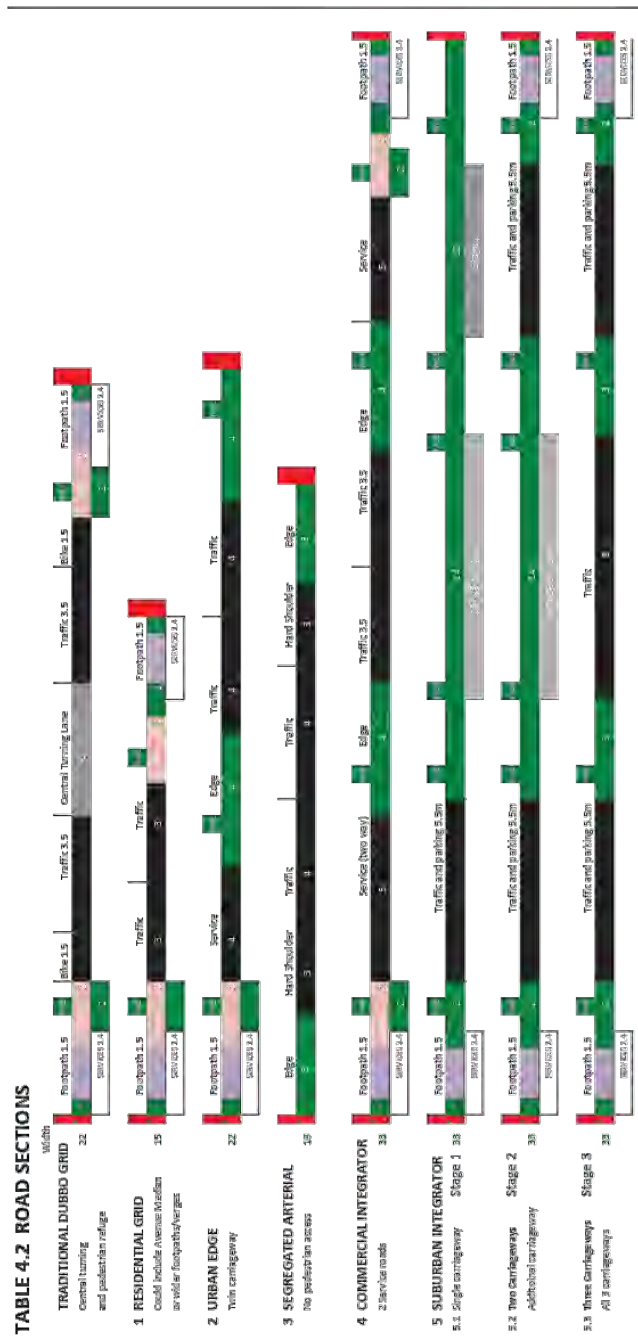
Stage 2; Residential development on the second side of the reserve requiring a second Service Road. Suitable when there is still no certainty on the future use of the central carriageway.

Stage 3; Build the three carriageways concurrently with two light duty Service Roads. The per-metre cost of \$3,400 is less than adding the central carriageway to two heavy duty service roads and less than the Commercial Integrator (\$4,520).

Also, note the specification requires space for an 8m central carriageway, not the 7m for a Commercial Integrator. Also, light duty Service Roads can always be upgraded if the need arises in the future.

In conclusion, using a series of sections that offer flexibility for future transport demands can make substantial savings to the alternative of simply adopting to continue to use the current grid road Section and furthermore provide a more sustainable long term transport network.

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5. CONCLUSIONS

It should be noted that the conclusions are based on an assumed location of development. This is known with some accuracy in the short term but becomes progressively less certain as the timeline expands. The location of the residential grid will normally only occur when development is underway. The order might change but the intent is the same, i.e. the network is connected and must be maintained.

5.1. Reference to Modelling

The conclusions reached in this study are assisted by the modelling of journeys predicted to be made in the future from varying employment and population areas. A more thorough list of network performance is given in Section 6.

This Section concentrates on conclusions of the future physical form of Dubbo.

5.2. 2020 to 2030 - 10 Year Investment Program**5.2.1. Program**

Table 5.2.1 lists the projects that are required to accommodate traffic by 2030. This is displayed in three parts, Current Commitments, mostly concerning North Bridge, a 0 to 5 year project list, requiring immediate action, and 5 to 10 year project list, some of which requiring major design.

Entries in Blue and Green are the list requiring approval for the purposes of calculating developer contributions, Black is either TfNSW or Council funding, Orange is an estimate for the upgrade of existing streets. The style of road is described in Section 4.1, See Figure 5.2.1 for the location of these projects.

Selecting some projects for further analysis:

Project 1A – Riverside Boulevard Stage 1 – This road must be designed to accommodate the prime commercial opportunity for the Boulevard. The total cost of the Commercial Integrator has been ascribed to the TfNSW. Negotiation might require that Council fund Service Lanes but such lanes need access to the central carriageway. Council must also negotiate with TfNSW and come to an agreement on how to access the North Western Sector and extend River Street further to the west, towards Bunglegumbe Road and beyond.

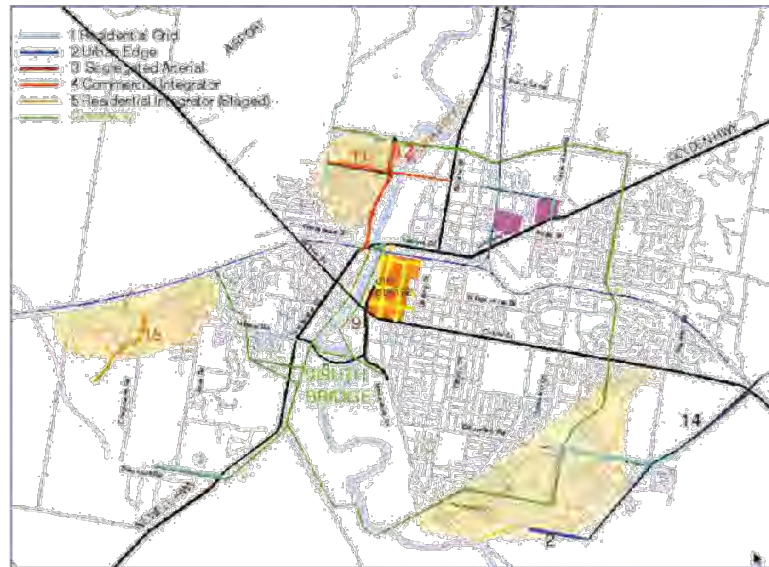
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TABLE 5.2.1: 0-10 YEAR (2020-2030) TRANSPORT INFRASTRUCTURE PROGRAM

CURRENT COMMITMENTS							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
1A	Reynolds Boulevard Stage 2	Strategic Network	4	60km/h	Commercial/Integrator	Passes through prime Macquarie River frontage. TNSW funded.	-
1B	Whylandra Street Victoria Street	Strategic Network	Upgrade		Intersection	TNSW funded.	-
1C	North Bridge	Strategic Network	3	80km/h	Segregated Arterial	TNSW funded.	-
U01	Boundary Road Extension Stage 2	Residential Grid	1	50km/h	Only Local Traffic	Under construction.	-
0 to 5 Years 2020 - 2025							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
2	Macquarie Street Hennessy Drive Upgrade	Future Strategic Option	2	60km/h	Urban Edge	When upgrade to Macquarie Street.	\$ 2,980,000.00
3	Sheaton Road Extension to Hennessy Drive	Residential Grid	1	50km/h	Only Local Traffic		\$ 4,298,000.00
4	Blackburn Road Extension Stage 1	Residential Grid	2	60km/h	No Access		\$ 2,950,000.00
U02	Spring Creek Upgrade					Item cost potential - High street circulation.	\$ 2,000,000.00
5	Geopony - Sheathorn Road Link					Start of Budden Creek loop.	\$ 322,000.00
6	Geopony - South Eastern Link					Required for South Eastern Section (over 10 years).	\$ 2,649,000.00
7	Geopony - Dalmatian Link						\$ 651,000.00
5 to 10 Years 2025 - 2030							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
8	South Bridge (Low Level Bridge)	Strategic Network	3	80km/h	Segregated Arterial	No footpaths provided. The existing pedestrian bridge instead.	\$ 17,910,000.00
9	High Street Link	Strategic Network	5	70km/h	Segregated Arterial	Footpaths within playing fields.	\$ 5,076,000.00
10	Mingore Road Widening	Existing Street Upgrade	Upgrade	50km/h	Special Case	Access to existing facilities.	\$ 2,950,000.00
11	High Street West	Strategic Network	4	60km/h	Commercial/Integrator	Passes through commercial.	\$ 5,605,000.00
12	Reynolds Boulevard Stage 3	Strategic Network	4	60km/h	Commercial/Integrator	Passes through commercial.	\$ 3,283,000.00
13	North Street Link	Residential Grid	3	50km/h		Passes through active area (Health and Education Precinct). Also provides flood management.	\$ 2,340,000.00
14	Blairgrove Drive Road	Residential Grid	3	50km/h		Part with access, part without access.	\$ 2,900,000.00
15	Chalway Road Extension	Future Strategic Option	3.1	60km/h	Residential/Integrator Stage 3	Option for 3 carriages as per Type 4.	\$ 1,271,000.00
U03	Chalway Road Extension					Chalway Road railway crossing.	\$ 2,000,000.00
16	Geopony - North West Street					After crossing.	\$ 820,000.00

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Figure 5.2.1 2030 - 10 Year Infrastructure Plan



Project 2 – Macquarie Street Hennessy Drive Upgrade – Minor works for traffic management in Macquarie Street and Urban Edge in Hennessy Drive.

Project 3 – Sheraton Road Extension to Hennessy Drive – A perfect example of cooperation to achieve the best connectivity involving the developer, with payment from Developer Contributions.

Project 4 – Blackbutt Road Extension Stage 1 – Illustrates how if the link is not built at the time of development, it will become impossible in the future. Lost opportunities have included a Grangewood Estate connection to the Newell Highway that could have located the Southern Bypass to the north of the Zoo and relieved demand on Minore Road. Together with Stage 2, this forms a part of the South Western Grid.

Project 8 – South Bridge (Low Level Bridge) – South Bridge has been held in the 2020 – 2030 construction program because of the deterioration of traffic amenity even with North Bridge completed. See Section 5.3 for details.

Project 9 – Bligh Street Link – Strengthening of Bligh Street to distribute traffic to the City Centre car parks has been in planning for many years with a number of iterations. The conclusion to connect Bligh Street to South Bridge and thence to Macquarie Street South is fundamental to creating a stable traffic network that can accommodate traffic until at least 2055. See Wingewarra Street Bridge, Table 5.7.1)

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Project 10 – Minore Road Widening – Upgrading of Minore Road for two through lanes per direction is also as a result of the lack of east west connectivity from the South Western Sector to the Newell Highway. Baird Drive has taken much of the additional traffic over the last 15 years from both Delroy and Grangewood subdivisions and is reaching its design capacity. The loss of amenity along Minore Road has been slowly growing as traffic has increased.

Project 11 – River Street West – River Street West and Project – 12 Riverside Boulevard Stage 2 emphasise the manner in which the North Western Sector will develop quickly and connect with North Bridge. River Street West is also an expensive Commercial Integrator but its role grows in the next few decades. This intersection is identified as the next step in the strategic planning process (Section 5.8).

Project 13 – River Street East – Also has long-term strategic impacts. At this time, it is required to give access to the Health and Education Precinct. It is designed to have high pedestrian amenity and therefore low traffic capacity, particularly the link through the precinct to Cobbora Road.

Project 14 – Blueridge Link Road – Blueridge Business Park is currently only served by the Mitchell Highway and access from Sheraton Road is inappropriate. The Dubbo City Planning and Transportation Strategy 2036 relied on the expensive Southern Bypass (See Project 43 Table 5.7.1). The lack of external traffic growth precluded this option in the foreseeable future although there are local demands that will be relieved by this link, plus it will be beneficial to the development of the Blueridge Business Park employment Hub.

Project 15 – Chapmans Road Diversion – Chapmans Road was previously identified as part of the 'Western Bypass'. Environmental constraints have required that the alignment in the south be relocated to the west. This needs to be established with development south of Minore Road (assumed to occur in this period). This forms part of a strategic road linking the South West and Central West Sectors.

The estimate for upgrading existing streets (\$4 million excluding Project 13 – River Street East) include works at the railway crossing on Cobbora Road. Other works have not been identified and will tend to follow developments. It is noted that the upgrade of Bligh Street as part of South Bridge will probably trigger the opportunity to make changes to circulation in the City Centre.

5.2.2. Greenways

As discussed in Section 2.5.3, in 2007 Council adopted the construction of a Green Ring for Active Transport that circled the City Centre (Figure 2.8). Active transport networks can also be by small electric powered micro vehicles and in effect are becoming more viable as a transport network. The Dubbo City Planning and Transportation Strategy 2036 concentrated on the Green Ring passing through the South Eastern Sector and Delroy Estate. The Greenways are an extension to the Green Ring, bringing active transport close to all new residents.

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The cost of this network, be it a community cost or a transport mode, is included in this analysis.

Projects for the period 2020 to 2030 include:

Project 5 – Greenway – Blackbutt Road Link – This is the first of the projects that add to the Greenways as development occurs, in the same manner as the residential grid, in this case Project 4 – Blackbutt Road Extension Stage 1. This section of the Greenway extending from the front of the Zoo follows roads, something generally avoided but in this case the most efficient way to bring these and future residents to the west into the main network. This is the start of the Buddens Creek Loop.

Project 6 – Greenway – South Eastern Loop – The South Eastern Loop was intended (in the Dubbo City Planning and Transportation Strategy 2036) to become an attraction for new residents in the South East and to bring the benefits of Active Transport through the existing areas of east Dubbo. Project 6 includes the entire construction of the Green Ring through the South Eastern Sector and up to Troy Creek.

Project 7 – Greenway – Delroy Loop – The Delroy Loop is also part of the original Green Ring, linking development at the top of Minore Road back to the River. This involves negotiation with the Dubbo Golf Course to use the northern edge of the course from the existing path to Yuille Court.

Project 16 - Greenway – North West Stage 1 – Takes the Green Ring over the Macquarie River near Devils Hole Reserve and into the development of the North Western Sector.

5.2.3. Costing for Section 7.11 and Upgrading Existing Networks

TABLE 5.2.2 0 - 10 YEAR TRANSPORT INFRASTRUCTURE COST		
2020 - 2030		
0 - 5 Years 2020 - 2025		100,000's
	Road Infrastructure in new areas	\$9,217
	Dubbo Greenway Infrastructure	\$2,330
	Existing Network Upgrades	\$2,000
5 - 10 Years 2025 - 2030		
	Road Infrastructure in new areas	\$11,094
	Dubbo Greenway Infrastructure	\$2,180
	Existing Network Upgrades	\$4,340
	Internal Funding	\$24,956
Total 2020 - 2030	Road Infrastructure in new areas	\$20,311
	Dubbo Greenway Infrastructure	\$4,509
2500 Dwellings	Cost Per dwelling (For \$94)	\$9,928
	Existing Network Upgrades	\$6,340
	Internal Funding	\$24,956

The total cost of Roads (Blue text) and Greenways (Green text) in new areas in the period of 2020 – 2030 is estimated at \$24,840,400. This cost has been derived from the additional movement generated by 2,500 new houses. The cost per dwelling in new areas is \$9,928. (Table 5.2.2.) This is applicable Section 7.11.

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In addition, it is expected that \$6.34 million will be required to upgrade existing roads; and \$50 million will be required for South Bridge and its approaches.

5.2.4. Flood Management.

In respect of the proposed North Bridge, the northern parts of Bourke Street, Darling Street and Fitzroy Street are flood affected in a 1 in 20 year event.

Figure 5.2.2 Indicative Traffic Management during Flood.



Three 'groups' of traffic will use North Bridge during a flood event, a fourth will relocate to Yarrandale Road.

- 1 Highway Traffic from the north must use Yarrandale Road and can be given some priority by having a right turn access into River Street, available only during flood events. The left turn from Yarrandale Road would be prohibited to give advantage to highway traffic. Similarly, a left turn into Yarrandale Road would be provided but not a right turn.
- 2 This would limit intrusion into the Health and Education Precinct, albeit heavy vehicles. Further limitation would be extended but prohibiting movement between River Street and Caroline

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Street, thereby requiring that Cobbora Road traffic comes down to Fitzroy Street, which does not continue north. Hence, Cobbora Road would access River Street from Fitzroy Street and with access via River Street West could access the Mitchell Highway.

- 3 In the meantime, traffic normally using Fitzroy Street to travel north could be advised to divert to Wheelers Lane, crossing Cobbora Road in what should be a congestion free intersection.
- 4 City Traffic normally using the Emile Serisier Bridge, inundated by flood water, would seek to avoid the congestion at the LH Ford Bridge by continuing to North Bridge, and then returning into North Dubbo via Bourke Street or Darling Street, and possibly to avoid queuing on North Bridge, not Brisbane Street. The Cobbora Road traffic would be encouraged to continue to Fitzroy Street by limiting access into Erskine Street, thereby simplifying the right turn from Cobbora Road. It may also be necessary to limit access from Fitzroy Street south into Cobbora Road.

5.3. 2025 – The 5 Year Priority

5.3.1. South Bridge as a 5 Year Priority

The existing 2018 traffic conditions (Figure 3.1) indicate Cobra Street, the LH Ford Bridge, and Cobbora Road being under stress.

Without any action development between 2020 and 2025 (1,250 dwelling in new areas) traffic conditions would deteriorate to stress both directions of traffic on the LH Ford Bridge, and Cobbora Road would reach unacceptable delays. (Figure 3.1). An alternative is required.

Figure 5.3.1 Stressed Traffic Conditions – 2025 am Peak North Bridge Only



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The traffic conditions are not improved by the completion of North Bridge (Figure 5.3.1). A reduction in demand on Cobbora Road (diversion to River Street) brings some relief, but new stress at Thompson Street even with a generously designed intersection, and similar conditions on Cobra Street and for both directions of the LH Ford Bridge.

Figure 5.3.2 Stressed Traffic Conditions – 2025 am Peak Both Bridges

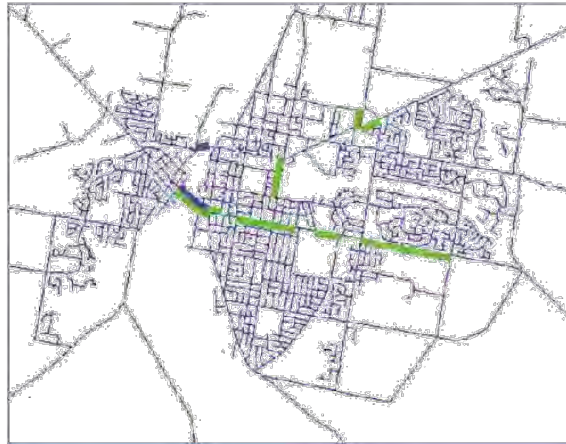


With North Bridge and South Bridge completed in 2025, the stressed sections of Cobra Street, Fitzroy Street and Cobbora Road settle down and do not experience any further stress in the long term (Figures 5.4.2 and 5.5.2).

But it is the costs and savings achieved, Sections 5.4 and 5.5; and how this expenditure provides for the future, Section 5.6, that justify expenditure and explains the logic. Before the hard economic facts, the 'perception' of traffic conditions is view through 'Stressed Conditions' continues below.

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Figure 5.3.3 Stressed Traffic Conditions – 2030 am Base No Improvements



Just in case justification for building a new crossing urgently is required, Figure 5.3.3 illustrates stressed streets in 2030. With the eastbound direction of the LH Ford and Emile Serisier Bridges both requiring action to be taken.

Figure 5.3.4 Stressed Traffic Conditions – 2030 am Peak Both Bridges



Whereas with both bridges built, the 2030 conditions show similar conditions to 2025 with pressure building in the Health and Education Precinct (Cobbora Road).

This is addressed for 2040 but returns as an issue in 2050 (See Section 5.4.2).

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5.4. 2030 to 2040 – 20 Year Investment Program

New residential growth is expected to occur mostly in the South West (1,250 dwellings) and the South East (800 dwellings), with small developments in the Central West (250 dwellings) and North West (200 dwellings). Infrastructure for the South East is complete with the 10 to 20 year program of works concentrating mostly on a strategic link in the Central West (Projects 22 and 23) and residential grid roads in new development. The strategic link successfully spreads the newly generated traffic away from the LH Ford Bridge and across to North Bridge.

TABLE 5.4.1: 10- 20 YEAR (2030 - 2040) TRANSPORT INFRASTRUCTURE PROGRAM							
10 to 15 Years 2030 - 2040							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
17	Grangewood Drive Extension Stage 1	Residential Grid	2	50km/h	Only Local Traffic		\$ 1,200,000.00
18	Greenway - Chapmans Road					High cost potential - City circulation	\$ 2,000,000.00
19	Chapmans Road Main Western Railway Crossing					Planning/traffic	\$ 250,000.00
15 to 20 Years 2035 - 2040							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
20	North West Link Road Stage 1	Strategic Network	4	50km/h	Substantial increase	Could have impacts on school	\$ 4,140,000.00
21	North West Link Road Stage 2	Strategic Network	4	50km/h	Existing		\$ 3,000,000.00
22	Central West State Road Stage 1	Future Strategic Option	2	50km/h	Urban Edge		\$ 5,331,000.00
23	Greenway West Extension Stage 1	Future Strategic Option	2	50km/h	Urban	Draws traffic to North Bridge	\$ 2,434,000.00
24	Central West Link Road Stage 2	Residential Grid	2	50km/h	Only local traffic		\$ 2,415,000.00
25	Residential Collector Roads	Residential Grid	2	50km/h	Only Local Traffic		\$ 2,000,000.00
UPS	Future Strategic Options						\$ 2,000,000.00
26	Greenway - Central West Stage 2						\$ 841,000.00
27	Greenway - North West Stage 1						\$ 280,000.00

Table 5.4.1 lists the projects that are required to accommodate traffic by 2040. This is displayed in two parts, a 10 to 15 year list, requiring budgeting in the next few years, and a 15 to 20 year list where no action is required, unless of course development occurs ahead of the schedule used in this analysis.

Entries in Blue and Green in the list are potential for a future Section 7.11 plan, Orange is an estimate for the upgrade of existing streets. The style of street is described in Section 4.1. See Figure 5.4.1 for the location of these projects.

Selecting some projects for more comment:

Project 17 – Grangewood Drive Extension Stage 1 – The extension of Grangewood Drive is part of the residential grid and not expected to increase traffic on the existing road. This route is expected to serve a future school but not in this stage of construction.

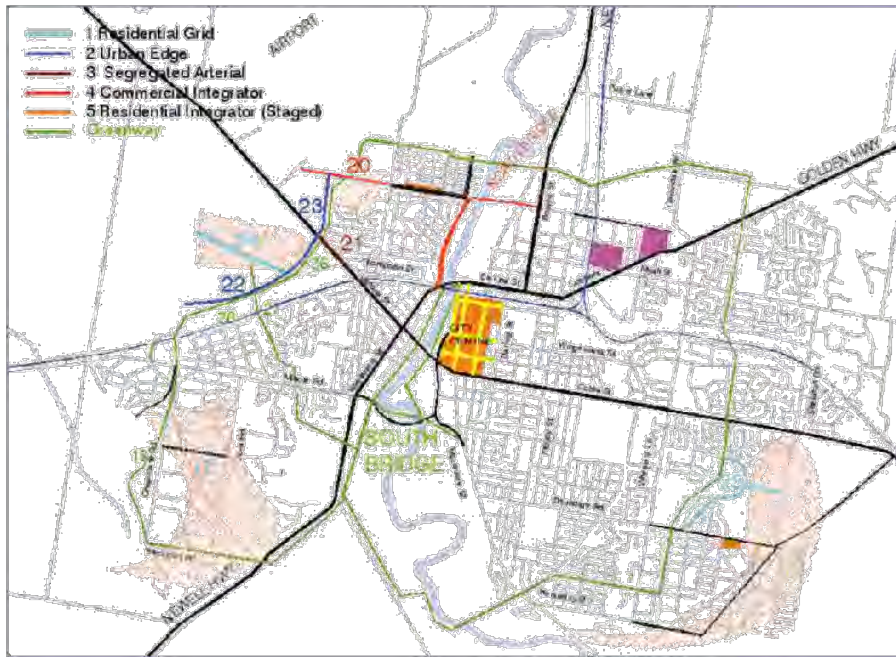
Project 18 – Greenway – Chapmans Road – Also in the same area, this extension of the Greenway needs to be planned and will open up the remnant forest be to set aside near Chapmans Road.

Project 19 – Chapmans Road Main Western Railway Crossing – A link off Chapmans Road over the railway to the Central West Sector (and Project 22) has been delayed until after 2040, mostly as a cost saving

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measure but also because it does not carry sufficient traffic to impact on West Dubbo. Nevertheless, it would advantageous to 'seal' the travel pattern between the South West and River Street.

Figure 5.4.1 2040 – 10 to 20 Year Infrastructure



Project 20 – River Street West Extension Stage 1 – The extension of River Street is required to access the Central West Spine Road (Projects 22 and 23). It is likely to serve a future school.

Project 21 – Mitchell Highway Upgrade – Upgrading of the Mitchell Highway has been allocated to new residential development (item cost \$3 million). This could perhaps be allocated to non-residential development with the cost saving going towards Project 19 (\$4.8 million). As can be seen from this discussion, there will be alternatives to discuss in 5 years.

Project 22 – Central West Spine Road Stage 1 – The Central West Spine Road is a strategic road. This section through the Central West from the Mitchell Highway to Rosedale Road has been 'located' so that it is paralleled with Project 26 – Greenway Central West Stage 1. Master planning could indicate other more environmentally sensitive options. Also, the alignment may not actually be contained within the development assumed to be occurring in this area. Hence Project 24 is possibly longer than will be required at the time.

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Project 23 – River Street West Extension Stage 2 – A separate project extending the Central West Spine Road to River Street. This could be the subject of a detailed land use plan including the intersection at the Mitchell Highway and the potential 'lookout' at the drive-in cinema.

Project 24 – Central West Link Road Stage 1 – This Project illustrates how the residential grid itself forms a connective network in the same way as the existing residential grid in Dubbo.

Project 25 – Keswick Collector Roads – The Keswick Collectors have been 'on the plan' for about 20 years and are strategically orientated to disperse traffic from Keswick Estate without putting pressure on any one of the access roads.

Project 26 – Greenway – Central West Stage 1 – The aforementioned Green Ring is almost completed.

Project 27 – Greenway – Main Western Railway Crossing – Is the last Greenway connection for the Delroy Loop.

The upgrading of existing streets are again not specifically identified. It could be anticipated that circulation is again subject to change as the benefits of Bligh Street are recognised throughout the City. The growing employment in the Health and Education Precinct plus some levels of stress could trigger a circulation plan for this area.

Figure 5.4.2 Stressed Traffic Conditions 2040 am Peak



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The measures taken to move traffic north and south across the new Western Sectors has taken pressure off the three river crossings.

Meanwhile, the slow growth in demand from the South Eastern and Eastern Sectors maintains the levels of stress in Cobra Street and Fitzroy Street but does not overload these links, indicating that previous infrastructure has set up a long term solution. Stress around the Dubbo Base Hospital continues.

		100,000's
	Road Infrastructure in new areas	\$23,681
	Dubbo Greenway Infrastructure	\$1,674
2500 Dwellings	Cost Per Dwelling	\$10,142
	Existing Network Upgrades	\$4,000

The estimated cost for all works attributed to dwellings in new areas for this decade is \$25,355,000, or \$10,142 per dwelling.

Costs for upgrading existing streets, possibly in the City and Heath and Education Precinct are not known, but nominated as \$4 million. Interestingly, the existing intersections throughout the City are not reporting an additional delays. This may not be the case for individual developments however.

5.5. 2040 to 2055 – 35 Year Investment Horizon

The pattern for new development between 2040 and 2055 (20 to 35 years) is entirely to the west and it is assumed that development will keep as close as possible to the City Centre. Hence; the North West is built out with 1,550 new dwellings; the first major expansion occurs in the Central West (900 dwellings); and a slow continuation in the South West (600 dwellings).

New links are orientated to continue the dispersal of traffic after the year 2055 and start to concentrate demand on new employment and activity Hubs, possibly along a linear extension of River Street. This of course will be reviewed in, say, 2025 when 2055 on will be the new 20 year plan.

The program includes:

Project 19 – Chapmans Road Main Western Railway Crossing – Reallocated from the 2030 2040 projects.

Project 37 – Southern Link Road Stage 2 – Including the second Main Western Railway crossing between the South Western and Central Western Sectors.

Projects 28 and 35 – Grangewood Drive Extension and Blackbutt Road Extension Stage 2 – Further extensions of Grangewood Drive and Blackbutt Road.

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Project 29 – Central West Link Road Stage 2 – Continuation of the Central West Link Road.

Projects 30 and 31 – Northern City Access Road and Riverside Boulevard Stage 3 – Both projects with the North Western Sector.

Projects 36 and 38 – Southern Link Road Stage 1 and Northern Link Road Stage 1 – Creating a continuous connection between Blackbutt Road and the Central West Link Road.

20 to 25 Years 2040 - 2045							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
19	Central West Link Road Stage 2	Future Strategic Option	5.5	40km/h	Residential Integrator Stage 3	Provision of railway bridge crossing.	\$ 4,763,000.00
28	Grange Road Drive Extension	Residential Grid	3	30km/h	Only Local Traffic		\$ 1,250,000.00
29	Central West Link Road Stage 2	Future Strategic Option	5.5	60km/h	Residential Integrator Stage 1	Option for 3 carriageway, as Type 3.	\$ 2,844,000.00
30	Northern City Access Road	Residential Grid	3	50km/h	Only Local Traffic		\$ 3,900,000.00
31	Riverside Boulevard Stage 3	Future Strategic Option	3	60km/h	Urban Like		\$ 9,100,000.00
32	Greening of Parklands					Cost not identified.	\$ 2,000,000.00
33	Greening of Parklands					Greening complete.	\$ 238,000.00
34	Greening of Parklands						\$ 550,000.00
34	Greening of Parklands						\$ 540,000.00
25 to 35 Years 2045 - 2055							
Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
35	Blackbutt Road Extension Stage 2	Residential Grid	3	50km/h	Only Local Traffic	Draws traffic away from Wilson Road.	\$ 975,000.00
36	Southern Link Road Stage 1	Future Strategic Option	5.1	40km/h	Residential Integrator Stage 2	Option for 3 carriageway, as Type 4.	\$ 1,814,000.00
37	Southern Link Road Stage 2	Future Strategic Option	5.5	60km/h	Residential Integrator Stage 3	Increases signal link's after 2050.	\$ 2,990,000.00
38	Northern Link Road Stage 1					Increases signal link's after 2050.	\$ 4,156,000.00
39	Greening of Parklands					Cost not identified.	\$ 4,000,000.00
39	Greening of Parklands						\$ 660,000.00

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Figure 5.5.2 Stressed Traffic Conditions 2055 am Peak



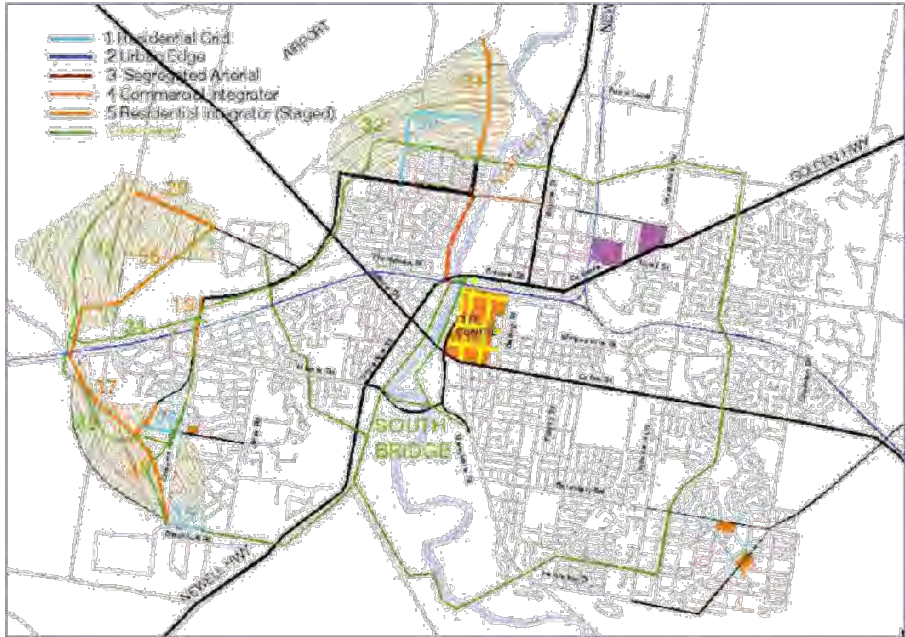
The modelling reports stress in the usual places on Cobra Street, and a critical situation in Caroline Street (Heath and Education Precinct).

Stress also returns to the LH Ford Bridge and occurs for the first time on North Bridge.

These two signs indicate a fifth Macquarie River crossing will be required on or around 2055; 30 years after South Bridge and North Bridge have been built.

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Figure 5.5.1 2055 – 35 Year Infrastructure



		100,000's
	Road Infrastructure in new areas	\$28,056
	Dubbo Greenway Infrastructure	\$2,001
3050 Dwellings	Cost Per Dwelling	\$9,855
	Existing Network Upgrades	Not Known

The estimated cost per new dwelling in the 20 to 35 year period (Table 5.5.2) indicates a level of investment per dwelling of \$9,855, almost exactly the same as the 2020 – 2030 estimate. These figures include Greenway costs.

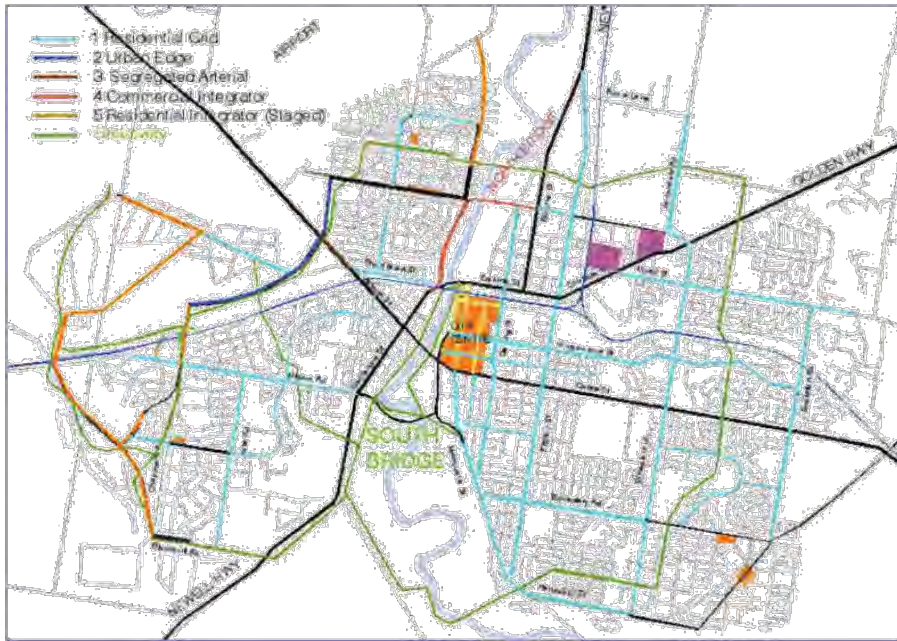
We can confidently conclude that the modelling has confirmed the rate of new infrastructure required by a time period over the next 35 years, subject to changes in the scale of development or possibly the location of development. For example; additional development in the South East might force consideration of a new, highly costly Southern Bypass that has not been considered for this or the previous Strategic Transport Plan.

This development scenario concludes with a Road Hierarchy (Figure 5.5.3) that look similar to the existing road hierarchy, consisting of extensive new residential grid road and an expanding strategic network.

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This scenario is extended to long-term development (Section 5.7).

Figure 5.5.3 The 2055 Road Hierarchy



The second reality check is to summarise infrastructure costs per time period (Table 5.5.3). They are balanced.

	Total Cost of Infrastructure	RMS Funded	Existing Rd Upgrades	Council Funding	Construction in new Areas		Houses built	Cost per New Dwelling
					Greenways	Roads		
2020 - 2030	\$124,807,280	\$68,690,880	\$6,340,000	\$24,956,000	\$4,509,000	\$20,311,400	2500	\$9,928
2030 - 2040	\$29,355,000	0	\$4,000,000	0	\$1,674,400	\$23,680,600	2500	\$10,142
2040 - 2055	\$36,056,600	0	\$6,000,000	0	\$2,000,500	\$28,056,100	3050	\$9,855
CW and SW	\$102,301,500	Potential	\$16,395,500	\$0	\$5,754,000	\$80,152,000	8050	\$10,672

The Central Western and South Western Figures are derived later in Section 5.6.

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5.6. Goals Achieved

The report started by setting out the aims of the transport network.

In response these proposals:

Allow for the population to increase by 17,000 new residents whilst:

- Maintaining the 10 minute City.
- Resolving current issues on the LH Ford Bridge.
- Continuing to provide the high level of amenity for access throughout Dubbo.
- Providing the flexibility for movement without concentrating traffic.
- Providing new residents with the same level of amenity as the existing areas.
- Avoiding increasing the capacity of Cobra Street to maintain it as a mixed commercial residential street.
- Keeping the cost of new infrastructure to within \$10,000 per new dwelling.

5.7. Towards 100,000

The final question is how the 2055 proposal will fit into the continuing extension of the residential areas. Figure 2.4 shows how development in the next 35 years will fill the South Eastern and North Western Sectors to capacity and that there will be capacity for a further 8,000 dwellings at the current density of development in the South West and Central West. Estimates get a bit open ended in this time frame, and are certainly not suitable for conclusive modelling. The more important planning question is; will the form of infrastructure accommodate additional population after 2055?

The following exercise looks at urban form and, as a reality check, costs the infrastructure and the indicative cost per new dwelling in the same manner as the analysis to 2055.

Continuity defines how roads are used. In a perfect grid, everyone tries to go by the shortest route but tend also to avoid make turns, particularly right turns. A grid network tends to concentrate demand at the centre of the network. The concept for Dubbo is to create two series of roads that offer direct no-turn paths over long distances. One is the traditional grid system serving the City Centre and a second series of roads are orientated to draw demand away from the City Centre. Figure 5.7.1 illustrates these.

The traditional grid for the City Centre includes:

- 1 The southern edge of the Mitchell Highway.
- 2 The northern edge from Thompson Street to Cobbora Road.
- 3 The eastern edge of Fitzroy Street to the Mitchell Highway.
- 4 The western edge of Whylandra Street.

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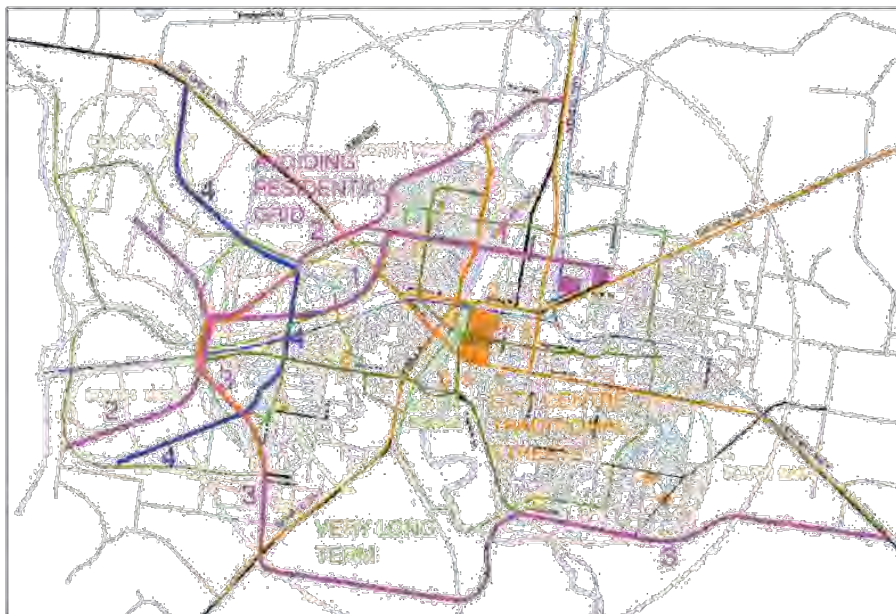
Using any of these streets leads to the opportunity to make one turn into the circulation road in the City Centre.

Three additional roads have been added to increase the capacity of access to the City Centre:

- 1 Bligh Street with direct no-turn access from the South East.
- 2 South Bridge with direct no-turn access from Minore Road and the South West.
- 3 And or around 2055, a bridge at Wingewarra Street across the Macquarie River providing a secondary direct link from Wingewarra Street, possibly through West Dubbo and via Bumblegum Road to the North West.

In conclusion, the City access network provides a substantially increased capacity, well beyond that needed for the growth of the City. This relieves some capacity on the existing roads for additional trips.

Figure 5.7.1 Long term Strategy



The second series of long roads all originate in the Western Sectors. Four long streets, preferably designed with different identities, aim to draw traffic away from the residential grid.

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These new continuous roads are:

- 1 The River Street axis, with a change of orientation to the south west and without a turn.
- 2 The Northern Link Road, orientated to the north and continues north possibly onto the Northern Bypass.
- 3 The Southern Link Road, orientates to the south at the Newell Highway and possibly onto the Southern Bypass.

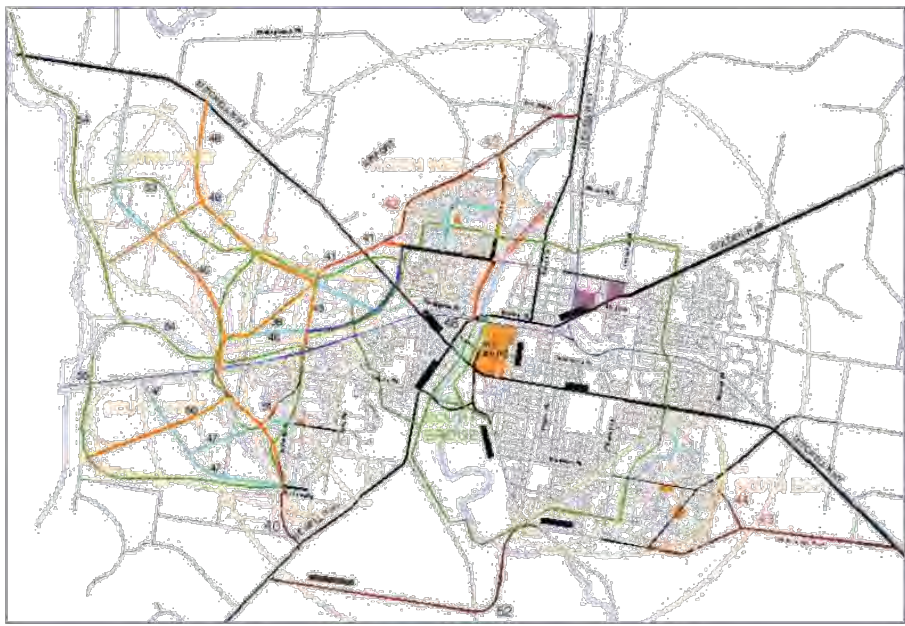
These three roads have been focused on the Main Western Railway crossing between the Central Western and South Western Sectors. This could vary, but it indicates how a powerful position could be created for a future activity centre.

- 4 The Chapmans Loop, a continuous street between the Central West and the South West providing legibility and accessing Roads 1, 2 and 3 along the way.

This is only an exercise but in the final part of this analysis, this concept was costed using the same road styles as earlier work (Figure 5.7.2).

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Figure 5.7.2 Indicative Long Term Projects



The 2055 demand indicates that the 'Bypasses', Projects 42, 43 and 52 may only have a marginal benefit and are not viable. Whereas some of the third carriageways of already constructed Integrators in the South West and Central West (Project 56), might be required.

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TABLE 5.7.1 TRANSPORT INFRASTRUCTURE FOR COMPLETION OF CWI AND SW (TOWARDS POPULATION 77,000 SUBURBAN OR 100,000 WITH DENSIFICATION)

Project	Name	Purpose	Design	Style	Design Description	Comment	Cost
37	Expansion of South West Link Road	Future Strategic Option	5.2	80km/h	Residential Integrator Stage 2	Option for central carterway.	\$ 3,588,000.00
38	Expansion of Central West Link Road	Future Strategic Option	5.2	80km/h	Residential Integrator Stage 2	Option for central carterway.	\$ 3,588,000.00
40	Southern Link Road Stage 3	Strategic Network	3	80km/h	Segregated Arterial	Connects to Southern Bypass.	\$ 4,328,000.00
41	Northern Link Road Stage 2	Future Strategic Option	5.2	80km/h	Residential Integrator Stage 2	Second connection to Bruce Street.	\$ 2,302,000.00
42	Northern Link Road Stage 3	Strategic Network	HQ1D	100km/h	Segregated Arterial	Option for Mitchell Highway.	\$ 30,232,000.00
43	Southern Link Road Stage 1	Strategic Network	HQ1D	100km/h	Segregated Arterial	Option for Mitchell Highway.	\$ 9,750,000.00
45	Expansion of Cook Street Stage 1	Residential Grid	HQ1D	50km/h	Segregated Arterial	Alternative to Bluebridge Link Road.	\$ 2,500,000.00
45	Expansion of Cook Street Stage 2	Strategic Network	4	40km/h	Slow Street in City	Could reduce traffic on Coبرا Street.	\$ 28,300,000.00
46	Central West Link Road Stage 2	Future Strategic Option	5.2	80km/h	Residential Integrator Stage 2	Option for central carterway.	\$ 1,080,000.00
47	South Western Residential Grid	Residential Grid	5	50km/h	Only Local Traffic		\$ 2,827,000.00
48	Central West Link Road Stage 3	Future Strategic Option	5.2	80km/h	Residential Integrator Stage 2	Option for central carterway.	\$ 10,764,000.00
49	Chapmans Road Northern Extension	Residential Grid	5	50km/h	Only Local Traffic	Provision of second flyover bridge crossing.	\$ 4,020,000.00
50	Northern Link Road Stage 4	Residential Grid	3	80km/h	Only Local Traffic		\$ 8,560,000.00
51	Chapmans Road Southern Extension	Future Strategic Option	5.1	80km/h	Residential Integrator Stage 2	Option for central carterway.	\$ 740,000.00
52	Central West Link Road Stage 1	Strategic Network	HQ1D	100km/h	Segregated Arterial	Alternative to Mitchell Highway.	\$ 31,600,000.00
53	Greenway (Central West Link)					Kiosk over completion complete.	\$ 1,900,000.00
54	Greenway (Northern Link Road Stage 1)					Central West Link complete.	\$ 2,344,000.00
55	Greenway (Wingewarra Street Stage 1)					South Western Link complete.	\$ 1,800,000.00
56	Greenway (Central West Link Stage 2)	Strategic Network	5.2	80km/h	Segregated Arterial	Option for central carterway.	\$ 3,400,000.00

Whilst the analysis is of no consequence for the conclusions reached for 2055, it is reassuring to note that the cost per new dwelling remains around \$10,000, indicating a viable extension of the investment until 2055 (Figure 5.7.2). And a project such as the Wingewarra Street Bridge would cost a further \$2,000 per dwelling. Of course, this will be attributed to upgrading the existing areas and not new development (Figure 5.7.3).

Conclusion - South Bridge provides a stable network that can grow without further intervention until 2055.

TABLE 5.7.2 INDICATIVE FUTURE INFRASTRUCTURE COSTS 2055 Plus

		100,000's	
8050 Dwellings	Road Infrastructure in new areas	\$80,152	
	Dubbo Greenway Infrastructure	\$5,754	
	Cost Per Dwelling		\$10,672
Strategic Network (See HQ1D)		\$43,535	\$5,408

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		100,000's
	8050 Dwelling Completed	
A	Include Wingewarra Crossing 2040 - Ultimate (More likely to be internal)	
	Wingewarra	\$16,396
	Additional Cost per Dwelling	\$2,037
	Current Plan	\$10,672
	Total	\$12,708
	Additional	19%

5.8. Next Steps

The short-term conclusion from the long-term form for Dubbo is that the decision to build North Bridge has strengthened three Enterprise Zones. The Health and Education Precinct, the Airport Precinct, and the Riverside Precinct. These need to be enhanced by legible, purpose built, uniquely identifiable, road connections.

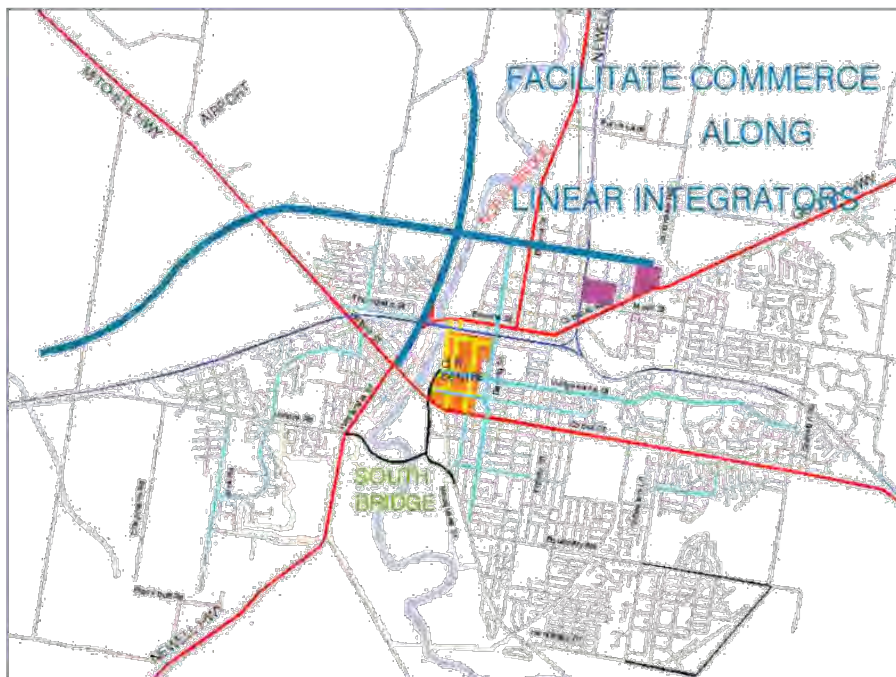
The River Street commercial axis will inevitably extend across the Mitchell Highway.

The next step is to identify how this axis will work in the short-term whilst North Bridge is being constructed; in the medium term as the North Western Sector develops and the axis becomes a Commercial Integrator; and in the long term as it extends and will become a recognisable commercial focus.

Conclusion – This alignment needs to be protected now. As does the Riverside Boulevard.

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Figure 5.8 Key Links to Protect



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6.2. Transport Task

In the following tables, reference letters have been attached to each Network; for example, D/C means results from D divided by results from C. The recommended Network for each time period is in red text.

Selected results are listed in Tables 6.2, 6.3, 6.4 and 6.5. How the transport task will change is described below and summarised in Table 6.2.

		TABLE 6.2 TRANSPORT TASK								
NETWORK	Ref	VEHICLE TRIPS			TOTAL DISTANCE ALL TRIPS			TOTAL TIME		
		DAILY Trips	TRIPS per PERSON	AM Peak Trips	DAILY Veh Kms	AM PEAK Veh Kms	DISTANCE per TRIP km	ALL TRIPS DAILY Veh Mins	AM PEAK Veh Mins	
2018 Base	A	177,999	4.79	18,657	810,330	89,337	4.91	1,086,495	119,444	
2025 Do Minimum	B	194,014	4.77	20,961	950,960	106,646	4.90	1,292,071	146,467	
		108%	99.6%	112%	117%	119%	100%	119%	123%	
2025 Base - No Bridges	C	194,014		20,961	949,688	106,383	4.89	1,289,163	145,817	
					117%	119%	100%	119%	122%	
2025 North Bridge only	D	194,014		20,961	946,272	106,137	4.88	1,286,166	144,904	
					117%	119%	99%	118%	121%	
2025 Both Bridges	E	194,014		20,961	945,713	106,023	4.87	1,268,503	142,513	
					117%	119%	99%	117%	119%	
2030 Base - No Bridges	F	205,758	4.74	22,452	1,015,400	114,477	4.93	1,382,881	157,134	
		116%	99.0%	120%	125%	128%	101%	127%	132%	
2030 North Bridge only	G	205,758		22,452	1,012,111	113,900	4.92	1,377,087	155,908	
					125%	127%		127%	131%	
2030 Both Bridges	H	205,758		22,452	1,014,462	113,934	4.93	1,404,291	155,974	
					125%	129%	100%	125%	131%	
2040 Both Bridges	I	221,363	4.55	24,569	1,128,163	128,595	5.10	1,521,805	174,824	
		124%	94.9%	132%	131%	144%	104%	130%	146%	
2055 Both Bridges	J	244,075	4.43	27,246	1,260,177	145,172	5.16	1,716,290	200,731	
		137%	92.6%	146%	156%	162%	105%	158%	168%	

6.2.1. Daily and Peak Hour Trips

Currently on average, each person in Dubbo makes 4.79 trips per day; a total of 165,000 trips by residents per day in Dubbo. A further 12,900 trips are made in and through Dubbo by external traffic (Table 6.7). Note the figures used in the text are rounded for ease of reading, the actual results from the model are contained in the tables. Of these, 18,600 trips are made in the peak hour.

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The number of trips made per person is reducing due to demographics and therefore the number of trips to be handled by the transport network does not rise in direct proportion to population. Daily trips are expected to rise by 37% to 244,000 trips per day in 2055. The varying proportions in the type of employment are altering the proportion of trip made in the morning peak hour. Demand in the peak period is expected to rise by 46% to 27,200 trips per hour.

6.2.2. Distance Travelled on Network

The gradually increasing size of Dubbo is increasing the distance travelled per trip; it is currently 4.91km per trip and is expected to rise to 5.16km per trip by 2055. Hence the total vehicle kilometres will rise by 56% in the period to 2055 and by 62% in the peak period.

This is the basic input to the model.

6.2.3. Time Spent on Network

Output from the model finds that the number of minutes travelled per day will increase from 1.1 million minutes to 1.7 million minutes, a 58% increase in time. The rise is consistent through the years. Morning peak hour travel will increase by 68%. This is due to more trips to accommodate and not as a result of congestion.

6.3. Network Performance

A selection of Performance Indicators are described below and listed in Table 6.3.

6.3.1. Minutes per Trip

Dubbo is described as the 10 minute City and the current average trip time is 6.58 minutes. Thinking of a distribution of trips, the majority of journeys are indeed less than 10 minutes.

This is an ideal performance indicator for the future networks.

The output from the model shows the average time hardly varying through to 2030 as demand increases by 25%. The average time increases (by a mere) 18 seconds (4%) by 2040, mostly as a result of the greater area of development. The same applies to 2055 when most development is occurring 5 to 6km west of the City Centre and the average time increases 7% to 7.03 minutes.

Conclusion – the Land Use and Transport Strategy are successful.

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NETWORK		TABLE 6.3 NETWORK PERFORMANCE						
		MINUTES per TRIP Min	Difference from 2018 Sec	COBRA St Time Min	Difference from 2018 Sec	AVERAGE SPEED		
Ref						AM Peak kmph	Day Period kmph	PM Peak kmph
2018 Base	A	6.58		6.93		44.9	44.7	44.7
2025 Do Minimum	B	6.66 101%	4.7	7.08 102%	9	43.7 97%	44.3 99%	44.1 99%
2025 Base - No Bridges	C	6.64	3.8	7.00 101%	4.2	43.8	44.3	44.1
2025 North Bridge only	D	6.63	2.9	7.01 101%	4.8	43.9	44.3	43.8
2025 Both Bridges	E	6.54 99%	-2.6	6.98 101%	3	44.6 99%	44.8 100%	44.7 100%
2030 Base - No Bridges	F	6.72	8.4	7.06 102%	7.8	43.7	44.2	44.0
2030 North Bridge only	G	6.69	6.7	7.03 101%	6	43.8	44.2	44.0
2030 Both Bridges	H	6.62 101%	-2.6	7.03 101%	5	44.5 99%	44.7 100%	44.7 100%
2040 Both Bridges	I	6.87 104%	17.8	7.05 102%	7.2	44.1 98%	44.6 100%	44.3 99%
2055 Both Bridges	J	7.03 107%	17.8	7.13 103%	12	43.4 97%	44.3 99%	43.9 98%

6.3.2. Time on Cobra Street

Of more local concern to some would be the 'Green Bars' seen consistently along Cobra Street. A specific measurement was taken from a point near Wheelers Lane along Cobra Street to a point near Macquarie Street (This includes some time getting to and from Cobra Street). The current time during the morning peak is 6.93 minutes. Without further action but with the increased population, the time would increase by 2% by 2030 but with both bridges in operation, the time increases by 1% or 6 seconds. This shows the sensitivity of the model to very small changes in traffic conditions, as reported in the 'Stressed Sections' diagrams.

And even when many parts of the road network will be operating with some difficulty in 2055, the increase in time along Cobra Street is only expected to be 3% or 12 seconds, well below the average increase in time throughout Dubbo (17 seconds).

Conclusion – the Strategy to draw traffic away from Cobra Street is successful.

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6.3.3. Average Operating Speed

On a broader scale, the average speed of trips indicate the overall condition of travel in Dubbo. Currently, it is 44.9 km/h in the morning peak and 44.7 km/h in the afternoon peak and during the day. This is a very comfortable average speed that would be envied by most small towns left alone large metropolitan areas. The little to no difference between peak, and off-peak average speed is also a selling point to the amenity of Dubbo.

These average speeds are not expected to vary by more than 1% to 3 %, an almost immeasurable difference that could be attributed to minor causes.

Conclusion – the amenity to move about Dubbo easily is not being compromised by development.

6.4. Costs and Savings

NETWORK		TABLE 6.4 INVESTMENT PERFORMANCE				
		COST			SAVING	
		Ref	Annual Cost		Total \$	From
Vehicle \$	Time \$					
2018 Base	A	\$73,150,000	\$128,160,000	\$201,310,000		
2025 Do Minimum	B	\$85,840,000	\$152,410,000	\$238,250,000	Base 2025	
				118%	No Bridges	
2025 Base - No Bridges	C	\$85,730,000	\$152,070,000	\$237,800,000	B - C	\$450,000
				118%	North Bridge Only	
2025 North Bridge only	D	\$85,420,000	\$151,720,000	\$237,140,000	D - C	\$660,000
				118%	Addition for South Bridge	
2025 Both Bridges	E	\$85,370,000	\$149,630,000	\$235,000,000	E - D	\$2,140,000
				117%		
2030 Base - No Bridges	F	\$91,660,000	\$163,120,000	\$254,780,000	Base 2030	
				127%	North Bridge Only	
2030 North Bridge only	G	\$91,360,000	\$162,440,000	\$253,800,000	F - G	\$980,000
				126%	Addition for South Bridge	
2030 Both Bridges	H	\$91,580,000	\$160,700,000	\$252,280,000	H - G	\$1,520,000
				125%		
2040 Both Bridges	I	\$101,840,000	\$179,510,000	\$281,350,000		
				140%		
2055 Both Bridges	J	\$113,760,000	\$202,450,000	\$316,210,000		
				157%		

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6.4.1. Vehicle Costs and Time Costs

The cost estimates use 2016 ABS data of 30.09 cents/km for vehicle operating costs and 39.22 cents per minute for the value of time when travelling. These are average figures that should be equally applicable in Dubbo.

Due to the stability of the length of travel time and the distance travelled, the cost of travel in Dubbo will increase at near to the same rate as the number of trips increases (This is somewhat different to a typical cost/benefit discussion for metropolitan infrastructure where travel time-saving are usually dominant).

The travel cost savings are calculated from the small time savings between schemes (networks). Hence, for 2025, the costs of C, the No Bridges network that does have all other grid road against B, the minimum where traffic is simply loaded onto the existing network, show a saving of \$450,000 per annum.

Conclusion – the residential grid roads have an economic benefit and are not uni-functional local distributor roads.

6.5. Traffic Flows

The model reports the hourly and daily flows between each intersection for every street in the Networks (Figure 3.1 indicates the density of streets included in the Model). Those streets that help explain the analysis are listed in Table 6.5 and are more simply described in the text below. Existing residential streets are not listed when they generally follow a pattern of little or no change or changes in flows of streets in new areas that are simply proportional to new development.

Green	Identified in the Stress Diagrams (described earlier).
Light Orange	Warning conditions; could be coming critical and action is needed.
Darker Orange	Double warning.
Olive green	Flow decreased.
Blue	Large increase in time period.
Red Text	Recommended schema.

Five groups of results have been selected for their relationship to each other.

6.5.1. Traffic Crossing Macquarie River

The demand for crossing the Macquarie River sets the timing for new crossings. But the location of a new crossing needs to attract demand from the crossings that are congested.

Currently 36,800 vehicles per day (VpD) cross the Macquarie River; 19,500 or 53% using the LH Ford Bridge; and 17,300 using the Emile Serisier Bridge.

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The completion of North Bridge by 2025 will only attract 10% of crossing traffic, mostly from the Emile Serisier Bridge (down to 38%), with only a 1% difference at the LH Ford Bridge.

South Bridge on the other hand, would attract 18% of crossing traffic in 2025 and 2030 reducing demand on the LH Ford Bridge to 40%. Daily traffic on the LH Ford Bridge would reduce to 17,700 VpD and stress free in 2030 (Network H).

By 2040, the road configuration in the west, combined with additional employment along the Enterprise Axis, has drawn 15% of demand to North Bridge and 24% to South Bridge. The total demand has lifted from 36,800 VpD, existing to 57,800 VpD that is conveniently spread over the 4 crossings. The LH Ford Bridge is operating at the same demand as currently and therefore starting to experience stress (even though this is not showing up in the statistics) (Figure 5.4.2).

The further concentration of development in the Central West and North West through to 2055 will increase the proportion of crossing on North Bridge to 18% and a reduction in the proportion elsewhere (LH Ford Bridge from 34% to 31%, Emile Serisier Bridge 28% to 27%, and South Bridge 24% to 23%. Both the LH Ford Bridge (21,000 VpD) and North Bridge (12,500 VpD) are under stress (Figure 5.5.2). But with the LH Ford Bridge having slightly less demand than 2025 without South Bridge.

Conclusion – the Strategy maximises the use of new infrastructure.

It is also evident from these figures that a new crossing in the central part of the City, a continuation of Wingewarra Street, would reduce traffic on the LH Ford Bridge and Cobra Street around 2055. And, combined with a link through West Dubbo to the North West Sector (Figure 5.7.1), could possibly take just enough pressure off River Street at Cobbara Road to ease demand on North Bridge.

Other features of the statistics are that if nothing were to be done by 2030, the LH Ford Bridge would be operating at High Stress, requiring immediate attention. Whereas with North Bridge and South Bridge, the LH Ford Bridge will be carrying 9% less traffic than today.

6.5.2. South End

The South End group addresses the sensitivity of traffic intrusion into South Dubbo.

The intention of the new connectivity is to draw a small part of the demand generated in the South Eastern Sector from Boundary Road into Hennessy Drive and thence the southern part of Macquarie Street, the historic entry into Dubbo.

Boundary Road is currently carrying more than twice the demand on Hennessy Drive (counted in Survey).

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Between 2018 and 2030, traffic is expected to double on Hennessy Drive (107%), close to the current flow in Boundary Road, and traffic in Boundary Road is expected to grow by 42%.

Conclusion - the orientation of streets in the South East to Hennessy Drive shows that the upgrade of Bligh Street to Macquarie Street south will be successful.

Traffic on Bligh Street, without the traffic from South Bridge, is expected to grow by over 100%. (Network G). The addition of South Bridge will add a further 100% of current traffic, all located away from residential areas.

Referring to the recommended network for 2030 (Network H), traffic is expected to increase in the next 12 years by 108% on Hennessy Drive and 45% on Boundary Road, both remaining well within their environment and carrying capacity. The demand will increase gradually after 2030 on these two streets.

Demand on Bligh Street will continue to absorb the increase in traffic between the South West and the City Centre, 29% between 2030 and 2040, and 12% thereafter.

The figures in Network D and Network E illustrate the proportion of movements between South Bridge, Macquarie Street south, Bligh Street and South Dubbo, that will continue to have access south of Tamworth Street.

Without South Bridge, 780 vehicles per hour (vph) are using Boundary Road to enter South Dubbo and 495 vph are using Hennessy Drive. Of these, 450 vph are using Bligh Street, some from both origins, some from South Dubbo itself.

With the addition of South Bridge, the volumes on Boundary Road hardly change (810 vph from 780 vph) and do not change in Hennessy Drive (495 vph). The demand on Bligh Street increases by 380 to 830 vph.

Traffic volumes on the link between South Bridge and Macquarie Street south are estimated at 715 vph. This comprises traffic accessing South Bridge or Bligh Street by residents in South Dubbo, and traffic from Hennessy Drive and Boundary Road.

With a maximum of 495 vph from Hennessy Drive and a change of only 25 vph in Boundary Road, the conclusion is that $715 - 495 - 25 = 195$ trips accessing South Bridge originate in South Dubbo. Some, maybe half, may originate north of Cobra Street and north of Fitzroy Street. This is balanced by the outgoing flows, indicating some locals would find Cobra Street easier for some destinations not used today.

In summary, currently South Dubbo accommodates (Network A) some 800 though trips per hour; with the development of the South East, this will increase to 1,300 vph without the construction of South Bridge and increase by as little as a further 100 vph with South Bridge built and connected as proposed.

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Conclusion – South Dubbo will gain more convenient access via South Bridge than it will experience from additional through-traffic.

6.5.3. West End

The West End group in Table 6.5 indicates how the roads in West Dubbo will perform.

The intent of the Strategy was to draw traffic generated in the three Western Sectors away from this area, thereby allowing commercial development to occur. There are two elements to this area, the Mitchell Highway and south along the Newell Highway.

The manner in which traffic has been drawn away from key congestion is demonstrably noted on the Mitchell Highway where the increase at West Dubbo is consistently less than the increase in total demand.

This dispersal of traffic is also achieved on the Mitchell Highway at Thompson Street where the need to widened the section from Thompson Street to Westview Street is averted until 2040. This is in spite of a spike in growth west of Westview Street (31% by 2030 and a further 18% by 2040) due to the development of the Airport Precinct. Traffic is dispersed to River Street and North Bridge.

Demand for the Riverside Boulevard north of Thompson Street starts at some 4,700 VpD in 2025, mostly generated by development in the North West and grows in proportion to this Sector, 16% in the decade 2030 to 2040 and 30% following, still well within the capacity of this road.

Conclusion - if it were not for its use by Highway traffic, the design of the Riverside Boulevard could be moderated to one more suited to the riverside.

Predictions of traffic on the Newell Highway will vary greatly depending on the construction of strategic infrastructure. Without South Bridge, demand south of Victoria Street will increase 28% in the next few years, responding to development in the South West. With the addition of South Bridge, demand in 2030 will drop by 16% from 14,800 VpD to 12,400 VpD, without South Bridge 19,000 VpD. This will grow back in 2040 to 15,400 and possibly 17,200 in 2055, all very doable for 4 lanes, albeit possibly carrying highway traffic through an active commercial area.

Further south beyond Minore Road, the Newell Highway is the only route serving development from the southern parts of the South West to access South Bridge or any other parts of Dubbo, hence demand will grow in line with development.

The key contributor in accommodating the growth of the South West is Minore Road. This is the only access suitable for east west movement south of Victoria Street and the Main Western Railway Line. Traffic is expected to increase by 55% in the next 12 years (2030).

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The 2030 demand of 9,100 VpD can hardly be handled by two lanes.

Minore Road will provide direct access to South Bridge and hence will experience an increase of 71% in the decade 2030 to 2040, the highest increase on any road and a further 23% before 2055. By this time, the demand is expected to be 19,100 VpD (Currently 5,900 VpD), a similar demand currently in Cobbora Road. It can carry this demand in 4 lanes but amenity will be seriously affected.

Conclusion – Minore Road is the only route to serve the expansion and the increase in demand requires it to be 4 lanes. This move has been avoided for all other existing streets in Dubbo.

Conclusion – The design of the upgrade must address pedestrian movement, particularly schools in the area.

Minore Road will also serve development west of Chapmans Road, and this can be handled with a lower key residential grid road, with other links taking the bulk of the load.

6.5.4. North End

There is less certainty and more opportunity in the North End where the Health and Education Precinct will provide a focus for additional employment, attracting trips from all directions.

The impact of North Bridge and extension of River Street is indicated by the 60% increase in 2025 (Network D) and also reflected by the decreases in Cobbora Road, Bourke Street and Fitzroy Street north of Erskine Street; a transfer of 2,700 VpD. Bourke Street and Fitzroy Street are two streets that are predicted to carry less traffic in 2055 than in 2018. At the same time, demand on River Street continues to increase until the Link to Cobbora Road (Caroline Street) exceeds capacity in 2055 (not shown in Table 6.5) and River Street is also stressed (9,800 VpD 2055). (Triggers for capacity vary with the style of street; 9,000 VpD is on the edge for an active retail street.)

This also explains why the intersection of Fitzroy Street and Erskine Street does not have as ongoing issue, and why the volume in Fitzroy Street south of Erskine Street can increase slightly without further issues.

Conclusion - further management options should be available in and around North End and will become essential in the long term. Perhaps a short-term solution could solve long-term issues.

6.5.5. East End

Finally, East End describes how the existing grid changes.

Wingewarra Street is a 'second level Residential Grid carrying a respectable 10,000 VpD that parallels and is complementary to Cobra Street, offering a direct line into the City Centre for its local residents.

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Increases are gradual and below average, indicating a balanced existing network, (and no growth in the locality).

Cobra Street has similar growth which, given that it is the most direct path serving the expansion of the South East, indicates that newly generated traffic is successfully dispersed (Hennessy Drive in South End). Nevertheless, Cobra Street will experience a slower speed than most other streets in Dubbo, (Table 6.3). The actual increase in the peak hour volume is small currently, 1,852 vph (two way) to 2,027 vph in 2025, an additional 180 vehicles per hour does not trigger an increase in stress. A further increase of 100 vph between 2030 and 2040 also has no impact. You might think the model is assuming driving will become more tolerant or skilled or autonomous, but the same measure of stress has been applied for the future. The peak hour flow for 2055 is predicted as 2,219 vph, 20% greater than today. The reason there is no change is that the time (Table 6.3) is only 3% greater than today, or an increase of 12 seconds. This does not register as a failure but is a reminder that travel conditions do not change in direct proportion to demand.

The same small changes are predicted in Fitzroy Street south of Erskine Street that also reports a low level of stress through to 2055. The demand changes between 2025 and 2030 (1,698 to 1,834 vph) but is stable thereafter.

A lesson that leaving something alone that just works is often the answer. This rule has been the approach for the Dubbo Transportation Strategy; optimise the network, don't overspend, and don't concentrate only on traffic flow, but also amenity.

Conclusion – assuming travel modes are similar to today, residents moving around in 35 years' time will be experiencing similar conditions to today's easy ways. A fine legacy for transport planning.

2020 DUBBO TRANSPORTATION STRATEGY

TABLE 6.5 SUMMARY OF TRAFFIC FLOWS

Group Section of Street	2010 Network Existing A		2015 Network Base C		2025 Network North Bridge E		2025 Network Four Crossings ADJ Peak Daily		2025 Network F AN Peak Daily		2025 Network G AN Peak Daily		2025 Network North Bridge G/A AN Peak Daily		2025 Network H AN Peak Daily		2025 Network I AN Peak Daily		2025 Network J AN Peak Daily		2025 Network K AN Peak Daily		
	Daily	AM Peak	Daily	AM Peak	Daily	AM Peak	Daily	AM Peak	Daily	AM Peak	Daily	AM Peak	Daily	AM Peak	Daily	AM Peak	Daily	AM Peak	Daily	AM Peak	Daily	AM Peak	
RIVER CROSSING																							
UP Ford Bridge	1950	1246	2178	2119	22610	1882	27212	1882	27212	1882	27212	22840	1882	17685	1110	1461	18701	1110	20975	1086	1755	1603	2045
Ennis Scissor Bridge	17283	1838	21483	3452	35550	3234	33870	3234	33870	3234	33870	35550	3234	1651	1438	3468	1858	3280	3044	3280	3044	3280	3044
North Bridge																							
South Bridge																							
Total Crossing River	36793	3846	43270	6571	68160	5116	61082	5116	61082	5116	61082	68160	5116	17685	1110	1461	18701	1110	20975	1086	1755	1603	2045
SOUTH END																							
Hannaway East of Margaret	2269	285	4137	494	4110	494	4137	494	4137	494	4137	494	4137	494	4137	494	4137	494	4137	494	4137	494	4137
Boundary East of Margaret	4928	529	7131	818	7851	818	7131	818	7131	818	7131	818	7131	818	7131	818	7131	818	7131	818	7131	818	7131
South Bridge at Macquarie St																							
Bligh St south of Bulge St	2697	149	5700	450	5629	450	5700	450	5700	450	5629	450	5700	450	5629	450	5700	450	5629	450	5700	450	5629
WEST END																							
Mitchell Hwy west of Whybarn St	13100	1391	14856	1266	15346	1266	14856	1266	14856	1266	15346	1266	14856	1266	15346	1266	14856	1266	15346	1266	14856	1266	15346
Mitchell Hwy west of Thompson St	13005	1528	16039	1796	16518	1796	16039	1796	16039	1796	16518	1796	16039	1796	16518	1796	16039	1796	16039	1796	16518	1796	16039
Mitchell Hwy west of Warbley St	8341	1603	9706	1211	9725	1211	9706	1211	9706	1211	9725	1211	9706	1211	9725	1211	9706	1211	9706	1211	9725	1211	9706
Riverside North of Thompson																							
Newell Hwy south of Victoria	14794	1523	16317	2000	16794	2000	16317	2000	16317	2000	16794	2000	16317	2000	16794	2000	16317	2000	16317	2000	16794	2000	16317
Newell Hwy south of Milner	5751	629	6989	765	6989	765	6989	765	6989	765	6989	765	6989	765	6989	765	6989	765	6989	765	6989	765	6989
Milner Rd	5874	672	7259	827	7252	827	7259	827	7259	827	7252	827	7259	827	7252	827	7259	827	7259	827	7252	827	7259
NORTH END																							
Cobbena Rd south of White St	19750	3218	21141	2519	30230	2519	21141	2519	21141	2519	30230	2519	21141	2519	30230	2519	21141	2519	21141	2519	30230	2519	21141
River & East of Fitzroy	4575	430	5103	498	7252	498	5103	498	5103	498	7252	498	5103	498	7252	498	5103	498	5103	498	7252	498	5103
Bourke North of Enbline	4840	470	5567	622	2397	622	5567	622	2397	622	5567	622	2397	622	5567	622	2397	622	2397	622	5567	622	2397
River St North of Enbline	5165	904	10109	1139	5393	1139	10109	1139	5393	1139	10109	1139	5393	1139	10109	1139	5393	1139	5393	1139	10109	1139	5393
EAST END																							
Cobra St east of Fitzroy	15045	1822	16867	2063	20944	2063	16867	2063	16867	2063	20944	2063	16867	2063	20944	2063	16867	2063	16867	2063	20944	2063	16867
Mitchell Hwy east of Sherman Rd	9247	952	9124	865	9234	865	9124	865	9124	865	9234	865	9124	865	9234	865	9124	865	9124	865	9234	865	9124
Wingecarriema east of Fitzroy	13075	826	12159	1057	13326	1057	12159	1057	12159	1057	13326	1057	12159	1057	13326	1057	12159	1057	12159	1057	13326	1057	12159
River St South of Enbline	16894	1716	18655	1888	18700	1888	18655	1888	18655	1888	18700	1888	18655	1888	18700	1888	18655	1888	18655	1888	18700	1888	18655

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6.6. Surveys

The study commenced with a large survey of existing traffic, required to estimate external traffic and to calibrate the model of internal traffic. The proportion of through-traffic was surveyed using number plate recognition at entry/exit points to the study area.

The survey separated traffic into heavy vehicles, multiple axes, and light vehicles.

Full results of this survey have been lodged with Council.

Table 6.6 summarises the results of the number plate recognition survey for through-traffic. The Newell Highway south has the highest proportion of through-traffic at 23%. This was matched with 13% of through-traffic at the northern entry of the Newell Highway (13%). The difference in through-traffic reflects the proportion of regional residents living north and south of Dubbo. The proportion of through-traffic on other Highways also reflects the importance of regional access, only 4% of traffic on the Golden Highway is through-traffic, 5% on the Mitchell Highway to the west and 7% on the Mitchell Highway to the east. These figures are consistent with regional population.

TABLE 6.6 EXTERNAL TRAFFIC - FROM SURVEY

EXTERNAL ROAD	TOTAL TRAFFIC		THROUGH TRAFFIC (1) Heavy Vehicles					(2) Light Vehicles				(3) TOTAL	
	Day	Night	Heavy Vehicles	% Thru Survey	Night Total	% Night	Heavy Day Through	Light Vehicles	Small Trucks	% Thru Survey	Light Day Through	Day Through	Night Total
	AM	PM											
1 Mitchell Hwy Bunglebumbie W	286	384	172	10%	19	13%	84	2424	205	4%	100	147	384
2 Newell Hwy Troy Crossing	530	385	455	33%	117	28%	227	2505	241	7%	495	418	385
3 Golden Highway Mayfield Rd	2427	811	83	17%	18	19%	81	1205	229	5%	35	85	811
4 Mitchell Hwy Eulemaga	3315	535	195	13%	60	31%	75	3366	257	5%	153	253	535
5 Newell Hwy Camp St	1570	111	359	9%	100	28%	127	1087	132	11%	185	367	111
	1294	1026	1274		314		593	10567	1044		687	1230	
	115%	23%	2%		3%		3%	22%	2%		1%	1%	
			561	To From Dubbo	30	45%	10394	To From Dubbo	32%				
			53%	% Non Through	Total Thru Total		55%	% Non Through	Total Thru Total				

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DUBBO
CITY COUNCIL



Dubbo Road Transportation
Strategy to 2045

www.dubbo.nsw.gov.au

Report

SUBJECT: Dubbo's Road Transportation Strategy To 2036 And Beyond

DATE: 12 April 2012

FILE: TM 1.1 - 12/967

Background

In 2008 consultants Stapleton Transportation and Planning Pty Ltd completed a study for Council entitled the DUBBO CITY PLANNING AND TRANSPORTATION STRATEGY 2036. The "base year" used in the Study was 2006 for which both population and traffic flow data were readily available during its preparation in 2007/2008.

The Stapleton Study has been presented previously to Council in terms of its "Planning component." It was used during 2009 and 2010 as input to the drafting of Council's new Local Environmental Plan (recently gazetted). This new report summarises and firms up the "transportation", or "engineering" components of the study into a ROAD TRANSPORTATION STRATEGY TO 2036 AND BEYOND, with projections out to 2046 also forming part of the content.

The study contained herein relates ONLY to the Dubbo urban area itself. None of the highways or local roads beyond the Dubbo built-up area are anywhere near their capacity in terms of traffic flows, and Council's existing Road Network Function Plan remains a suitable vehicle for documenting and formulating the strategic issues involved in their traffic management.

Description of the Present Road Network

The Dubbo City road network consists of 1,266 km of both sealed and unsealed road in a rural and urban environment over which Council has total asset management responsibility. Council also has a maintenance agreement with Roads and Maritime Services in respect of specified State and National Roads totalling 51.54 km in length.

COUNCIL ROAD ASSET

LOCAL ROADS

Urban Roads (Sealed)	255 km
Urban "Highway" Outside Traffic Lanes	15 km
Rural Sealed Roads	478 km
Rural Unsealed Roads	453 km
Sub Total	1,203 km

REGIONAL ROADS

12/8359

1 of 1

Mendooran Road	50.00 km
Narramine – Eumungerie Road	11.63 km
Thompson Street (Whylandra – Victoria)	1.12 km
Sub Total	62.75 km
TOTAL	1,265.75 km

RTA ROAD ASSETSTATE ROADS

Golden Highway	59.17 km
Mitchell Highway	7.01 km

NATIONAL ROADS

Newell Highway	5.36 km
TOTAL	51.54 km

Council's road assets (including bridges, footpaths and cycleways) had a replacement cost of \$897.8 million as at 30 June 2011, and a written down carrying value of \$730.0 million when accumulated depreciation was removed. These road assets constitute 50.1% of Council's balance sheet at fair value, and 50.5% at depreciated carrying value.

Current Capital Investment Strategy

The current capital investment strategy for the Dubbo road network is detailed in Section 7 of the Road Network Function Plan 2011/2012. This Section is reproduced in full as Appendix F to this report.

The current strategy is rigorously devised based on around 20 relevant factors grouped under "economic", "social" and "technical" headings. In summary the factors considered when devising the capital works program adopted in the Council Delivery Plan are:

A. Economic Factors

- I. Road Function
 - Defined public roads only
 - Hierarchy (arterial, sub-arterial, collector, local)
 - Transport Function (truck routes, road trains, B-doubles, school bus routes)

2. Corporate Planning and Economic Development
 - = Examples include upgrading road train routes and access intersections to Industrial Candidate Areas.
3. Maintenance History
 - = High maintenance costs in a road segment may mean it is more economically efficient to rebuild it than keep investing high maintenance dollars.
4. Funding Availability
 - = Some Government funding sources are crucial, regular components of Council's road funding mix (eg: Federal Assistance Grants and Roads to Recovery) and able to be spent at Council's discretion.
 - = Some grant programs are tied to particular roads or projects, and may need Council funding input as well to make projects viable (eg: RTA REPAIR Program and Federal Blackspot Program).

B. Social Factors

- = Council's long term aim is to have no rural property more than 7 kilometres from the extremities of the sealed network.
- = Another long term aim is to have all but the most lightly trafficked rural roads sealed within a 50 year timeframe from 2001, ie by 2050.
- = Complaints, reports and enquiries are received from the public, Councillors and staff, and responded to in accordance with the adopted customer service levels.
- = The Rural Consultative Working Party may raise either strategic or reactive matters, and is used as a sounding board for existing or proposed rural road strategies.

C. Technical Factors

L. Asset Management

- = Preservation versus extension.
- = Regular condition assessment.
- = Management of a Pavement Management System (PMS)

- Maintenance of a comprehensive Asset Management Plan using the industry-standard IPWEA NAMS Plus template.

2. Risk Management

- Road Safety Audits are regularly undertaken.
- A deficiency rectification program is maintained within the Function Plan
- There are Maintenance Service Levels and Intervention Levels documented within Council's broader defined Defined Asset Management Plan (DAMP).

For clarity and for planning purposes, the Function Plan separates out certain classes of capital works so as to be sure that ALL sections of the asset base receive due consideration without exception or oversight. These different classes of work are:

- Urban road construction and reconstruction
- Unsealed shoulder construction (urban)
- Kerb and gutter construction and reconstruction
- Unsealed laneways
- Buildings (Cyril Flood Rotunda)
- Bus shelters
- Rural road construction and reconstruction
- Seal extension
- Bridge renewals
- Railway level crossings
- Village roads

Previous Strategic Road Development Studies

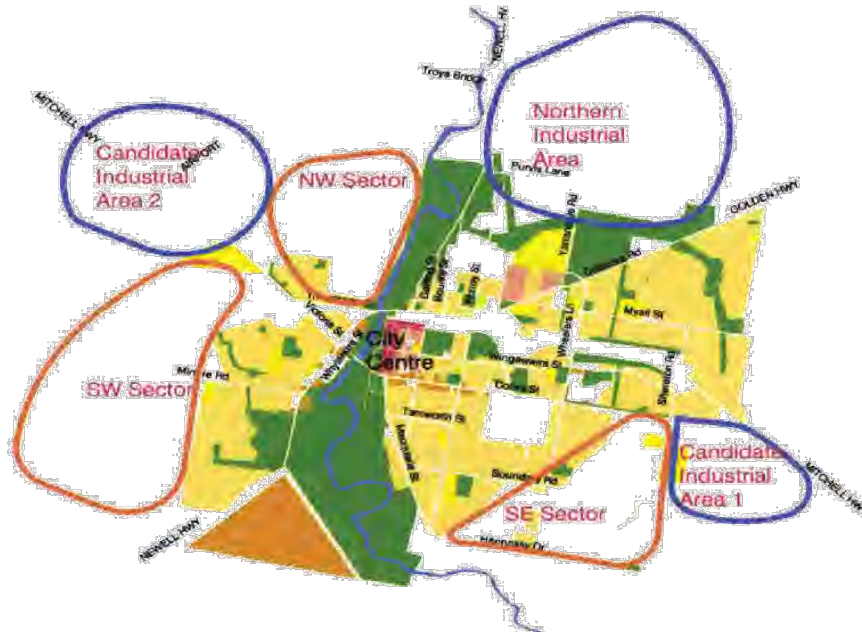
The two strategic road strategy studies that preceded the 2008 Stapleton study were undertaken in 1991 and 1998 by TEC and PPR respectively. These studies had recommended the upgrading of identified truck routes, the creation of major intersections at ICAs 1, 2 and 4, and the connection of Wheelers Lane and Yarrandale Road via the racecourse, all of which have since been implemented.

The Stapleton Study – “Dubbo City Planning and Transportation Strategy 2036”

The 2008 Stapleton Study sets an excellent strategic framework for the future of Dubbo's urban road network. The full Study is attached as Appendix 2, but the key technical content has been extracted for clarity and continues immediately below.

This Strategic Plan is based on the completion of 7,500 additional dwellings in Dubbo. The population forecast is based on this development occurring over a 30-year period; an additional 250 dwellings per year. This population will be housed in three sectors (Refer to Figure 1.1), the South East Sector [SE], the South West Sector [SW] and the North West Sector [NW]. Refer to Section 5 for Population and Employment.

Figure 1.1 Expansion of Population and Employment



1.4 FIVE NEW ELEMENTS

This strategy is set around five elements that can be ingeniously worked together so that each element has synergies that add social, economic and ecological benefits.

1.4.1 Extension along the Macquarie River Front - Refer to Figure 1.2

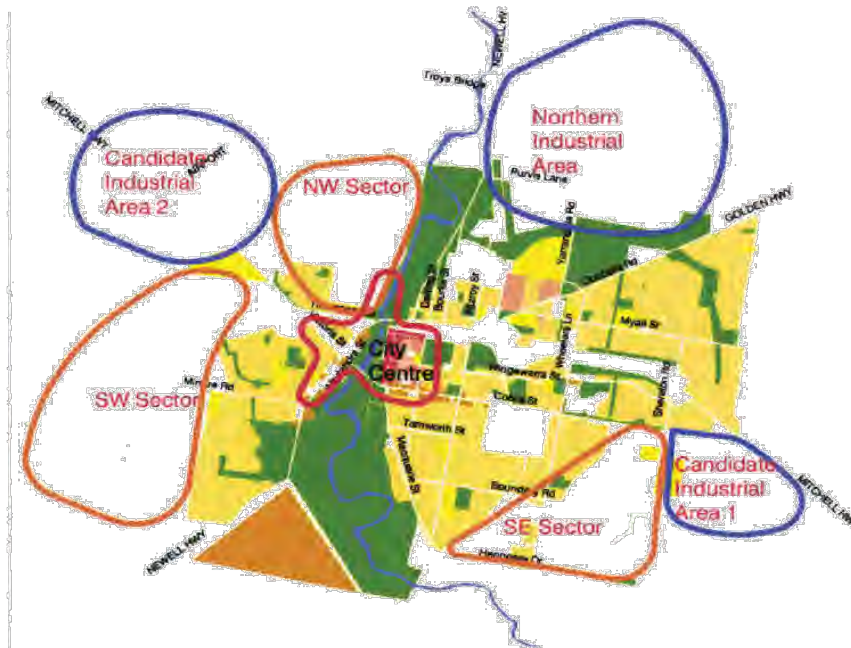
The first element in the plan is the extension of the City Centre across the Macquarie River extending controlled activity along the Macquarie River Front. This will be the focus for tourism, recreation; a means of using the space of the flood plain to enhance "the Oasis".

The demand for *Community Businesses* (defined as commercial, health, further education and accommodation) will support the expansion of the River Front from Thompson Street north to the old Sewerage Works (now demolished).

The flood plain accommodates the quieter of two parallel pathway systems; the second is developed north from Stonehaven Avenue for pedestrian movement between hotels and accommodation, in much the same manner as Gap Street in Alice Springs.

The concept of the River Front is to extend the City to the west bank, opening up the west to Whylandra Street and the redevelopment of properties east of Whylandra Street and extending north.

Figure 1.2 Extension across the Macquarie River



1.4.2 The Freightway - Refer Figure 1.3

The second element in the plan is for a **complete ring of truck routes** to carry trucks to the warehousing, freight and distribution centres to the north and west of the City. Built over the next 40 years, it is a fundamental part of the social and economic plan for Dubbo.

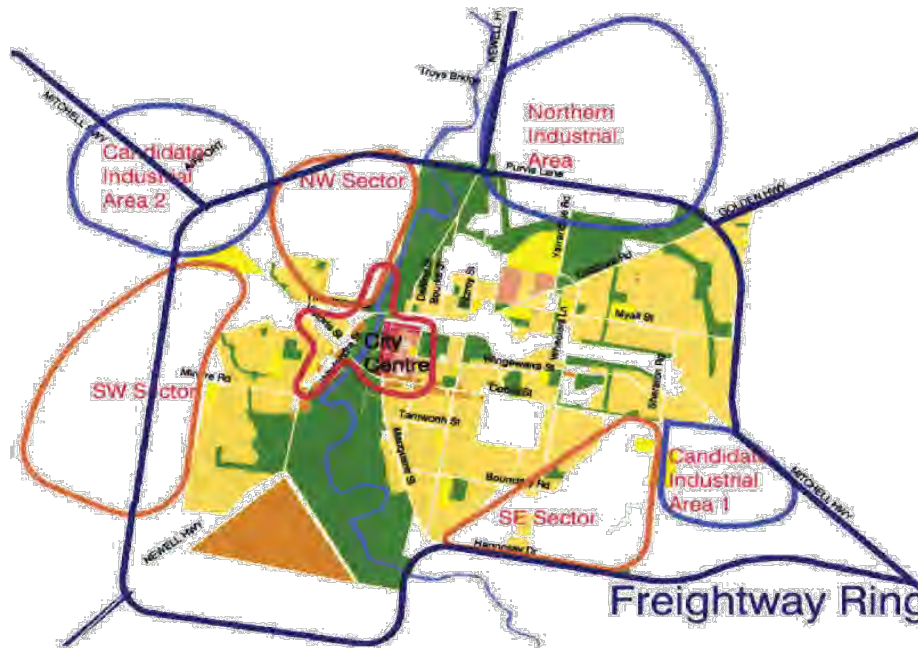
It will avoid the need to widen roads within the City thereby allowing them to operate without complex turn restrictions - there are some minor exceptions to this that are discussed in Section 9.

It will, over time, remove trucks from streets that have active frontages (such as Victoria Street) thereby increasing the social amenity of the Inner City streets and improving the ambience for visitors and the local residents.

And it will declare Dubbo as a City which takes freight seriously and provides the best access for B-Double and Road Trains.

Most sections of *The Freightway* can operate at 80km/h and in some cases 100km/h.

Figure 1.3 The Freightway Ring



1.4.3 The Green Ring - Refer Figure 1.4

One of the salient, and often missed, attributes of Dubbo is its greenness and how it settles into the river valley surrounded by quite prominent hills.

It is recognised that the riparian flora is protected to a greater extent by the flood plain and the woodlands need more protection.

The third element of the plan, the *Green Ring*, helps achieve this.

It is proposed to establish a *Green Ring* of vegetation, a 100m wide and 24 km long, that is embedded within Dubbo's urban fabric.

A complete *Green Ring*, with tentacles into the rural areas, will allow flora and fauna to migrate through the City and encourage biodiversity, even as the City grows beyond the 40 year limits.

Large sections of *The Green Ring* are in place, albeit not all 100m in width.

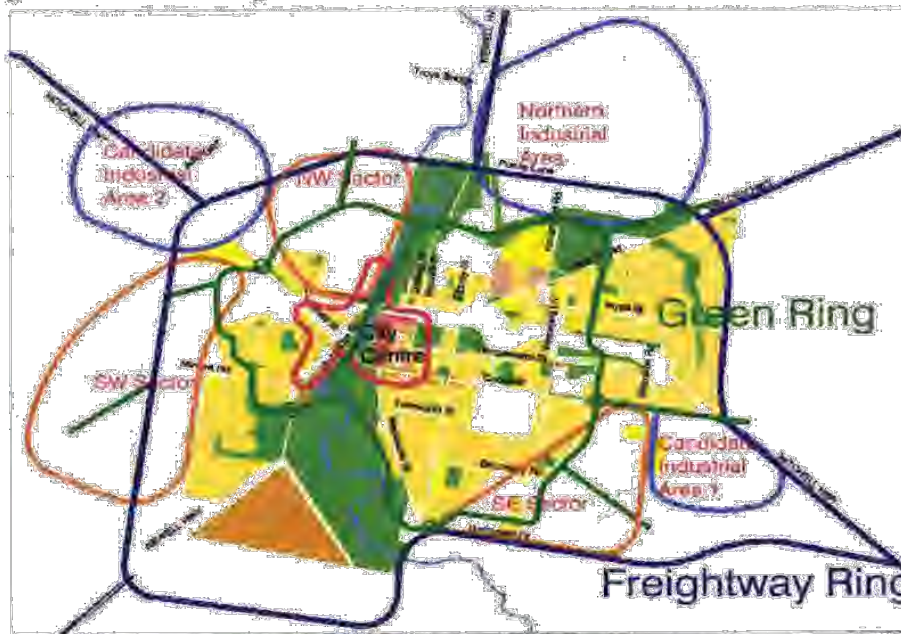
The Green Ring passes through two prominent hills overlooking the town that can become part of its allure for local users.

All roads crossing *The Green Ring* will be designed to remind drivers of local habitats; places where State Highways cross into the City will become prominent *Gates* in announcing the green credentials of the City.

The *Freightway* is located outside *The Green Ring*.

The completed 24 km circuit will include a shared bike/walking track, referred to as *The Ring*.

Figure 1.4 The Green Ring



1.4.4 Fourth and Fifth Elements

The fourth and fifth elements of Stapleton's plan are town planning principles to do with a nominal "Business Ring" with a radius of 2.5 kms centred on the CBD, and the concept of neighbourhood "Places" which he develops at some length in Chapter 2. However these elements are not so crucial to the engineering of a Road Transportation Strategy.

3 TRANSPORTATION PRINCIPLES

3.1 THE THREE ALTERNATIVE NETWORKS

The underlying principle for the provision of transport networks in Dubbo is to maintain the easy access currently enjoyed by the residents of Dubbo. This can be achieved without changing the amenity of the streets themselves; the main principle is to spread demand to additional low key links.

Movement in Dubbo has been structured around the provision of three alternate networks, a road network, a public transport network, and, a bike/walk network. This reinforces the principle that the City is providing for alternative lifestyles.

Each network will have a strong presence:

- the presence of public transport strengthened by a strong central transfer stops that include community facilities, and, the opportunity to allow buses to stop at any point along residential streets outside peak periods;
- the bike/walk network will be strengthened by segregated paths passing throughout the neighbourhoods; and
- the roads will be strengthened by a consistency of style for different driving environments.

The three networks are part of the City's strategy for sustainability, providing the City with the resilience to survive economic changes, helping to reduce carbon emissions and being a major attraction for new residents seeking alternative lifestyles.

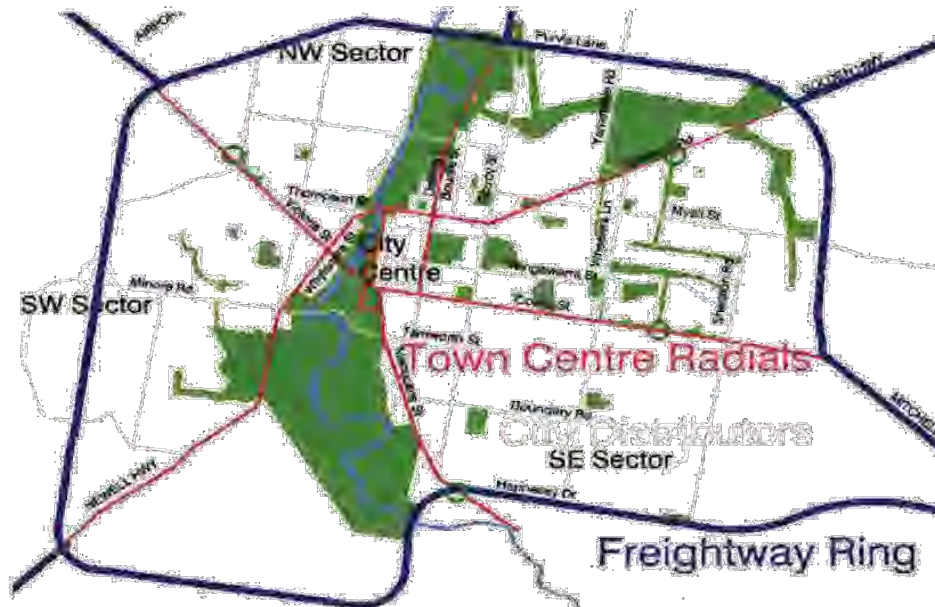
3.4 ROAD NETWORKS

The road designs are based on the principles that Dubbo:

- is and should remain a ten minute city,
- is and should develop as a freight distribution truck city, and
- should continue and expand as a living city offering different opportunities for the residents and attracting new residents.

This has been interpreted into three network concepts illustrated in Figure 3.3.

Figure 3.3 Three Road Networks



3.4.1 Road Network 1 The Freightway - outer ring

An outer ring truck route has been considered by engineers for a number of years to make Dubbo an attractive place for the warehousing, trucking and the distribution industries.

The outer location is being reinforced by the new rail freight terminal that will primarily serve the abattoir located five kilometres north of the city centre. The new freight centre will also attract other freight movements including rural sector produce to Sydney, Melbourne and Brisbane. It is understood that this rail freight head will not be connected to the proposed inland freight railway line that will pass close to Dubbo but have a more direct and therefore faster alignment.

The outer location is intended to minimise interference with town traffic and therefore minimise gear changes for truck drivers. This will attract drivers who will travel a little further, but a little easier, to reach their destinations.

The *Freightway* generally follows existing road alignments and can therefore be implemented relatively easily. See Section 7 for Program.

The alignment is generally set slightly more towards the city centre than away from it thereby

providing some attraction for city traffic. The reason for this is two-fold: firstly, the volume of through truck traffic is relatively low and does not justify a fully fledged bypass; and secondly, using the road for some circulating city traffic very conveniently reduces the volumes within the city centre by a few hundred here, a few hundred there. The total impact of this alignment probably reduces the city grid system by over 50,000 vehicles per day. This concept is used extensively in Germany.

The aim of diverting traffic from the City streets is to avoid any additional four-lane roads within in the town centre, in particular, Cobra Street to the LH Ford Bridge.

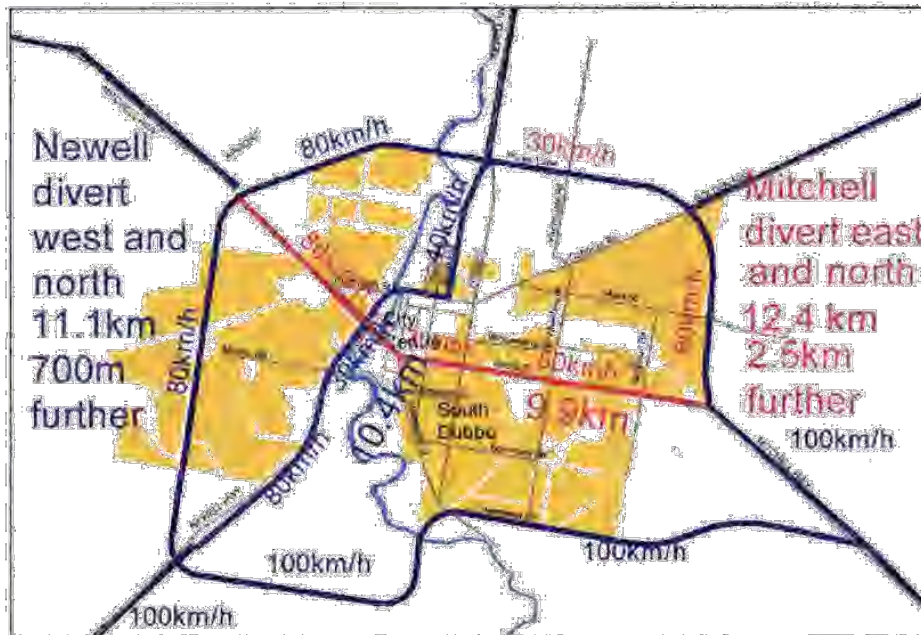
The concept is that over time freight traffic on the Newell Highway will be diverted to the west of the town centre, and later, traffic using the Mitchell Highway will divert north through Purvis Lane. The intersection of *The Freightway* and the Newell Highway in the north is an ideal location for a Truck Stop that will further encourage drivers to use *The Freightway*.

The first priority is to serve the abattoir and the new freight centre to be located north of the abattoir off Yarrandale Road.

The traffic flows on *The Freightway* are not intended to be high and the combined flows of local and truck traffic can be accommodated in two traffic lanes.

Figure 3.4 illustrates how, when completed, Truck Drivers will have a better choice to use *The Freightway*.

Figure 3.4 Travel Times Along Freightway



The Freightway will

- Provide more direct access to the northern industrial areas from the Newell south, and the Mitchell - east and west.
- Be only 2.5km longer than the Mitchell highway for those making through trips, with possibly a time saving of a few minutes as well as less hassle - 6 intersections vs. 9 through the City.
- Be only 700m longer than the Newell Highway for those making through trips, with a time saving of a few minutes as well as less hassle - 5 intersections vs. 10 through the City.
- It will 3.2-km longer for those drivers on the Golden Highway, perhaps not quicker than Whylandia Street.

Modelling traffic with demand projections every ten years has resulted in a program whereby the progressive introduction of *The Freightway* will maintain the existing traffic conditions in the City at all times. (See Section 7 and 8)

The Freightway is a fundamental part of keeping Dubbo as a ten minute and convenient City.

3.4.2 Road Network 2 State Highways to the Centre.

Development since the 1960's has successfully segregated activities; the State Highways coming

into town are uninterrupted and generally segregated from adjoining land activities. High speeds can be maintained to within 2 or 3 kilometres of the City Centre. Similarly the more recent residential areas have generally been successfully quarantined from conflicts, but not necessarily integrated with Places.

In the older parts of Dubbo, those set out before the 1960's, there are conflicts between adjoining land uses and between traffic and land uses fronting streets.

The Freightway will address the desire to circulate around the City quickly and efficiently and will provide access to all industrial, warehousing, and transport destinations.

This provides an ideal opportunity to review the function of roads within the City. The State Highways will continue to bring tourists directly into the City Centre rather than using *The Freightway*.

Maintaining direct access to the City centre is a fundamental part of maintaining Dubbo as an attractive, convenient City for visitors. This is a typical well defined hierarchy used in Europe and North America where the "old roads" lead to the "Centrum" and the bypasses take the through traffic. The old roads change in character as they approach the City Centre and transept from a rural environment progressively through outer suburban, then inner suburban, then City conditions. Visitors know they have arrived in town when the pavement activities are buzzing.

This arrival occurs in Dubbo at Victoria St, Erskine St, Cobra St near Macquarie St and Whylandra St. The urban design of these locations needs to stress the arrival in the City and attract tourists to think they will have a look around.

3.4.3 Road Network 3 Distribution Grid

It is proposed that the distribution of City traffic will be accommodated using a grid of roads that will serve cross-City and City movement. These roads are intended to move residents quickly and safely around town whilst not offering an attractive way for trucks who will use *The Freightway*.

The purpose of *The Distribution Grid* is two fold:

- (i) to spread traffic and have no major concentrations of traffic. Concentrations tend to result in large intersection designs which not only create delays for traffic in terms of longer signal phasing but also become barriers to pedestrian movement both as a source of noise and possibility of difficulty of crossing the streets; and
- (ii) to limit traffic flows so they are consistent with adjoining land activities, creating both economic opportunities, for say, activities requiring some level of exposure to passing traffic; and traffic environments that are consistent with those activities. Another synergy is to bring a little more traffic along a road in a residential area and then locate some activities that are consistent with residential living but happy to be located on a slightly busier street.

Hence, *The Distribution Grid* is one of the key design elements of the city.

There is another urban model; develop major generators outside the city, do not provide alternatives to the central strategies, create very busy streets and chase away the customers to the edge of the city. This is not recommended.

Increases in traffic demand will be accommodated by *The Freighway* and additional links in the *The Distribution Grid* that will progressively and significantly reduce traffic that would otherwise be to the detriment of the City Centre.

In this way Tourists and residents will be continuing to travel in the central area with no appreciable change in conditions over the years and this will allow the street environments to complement tourist activities.

4 ROAD SYSTEMS

4.1 MAXIMUM TRAFFIC FLOWS

There is a certain amount of chicken and egg situation about designing a road system suitable for local environments.

Traffic in Dubbo operates well and flows relatively easily. There are few major issues and these are being addressed as and when the need arises.

This analysis follows the course of what street environments could be achieved given the future traffic flows and then describes street profiles that could achieve these environments.

The analysis uses the modelling results and considers a range of three traffic flows.

The traffic ranges measure how streets could function and how it might change in the future, in effect to give a warning of changes along the existing roads in Dubbo that might or might not be acceptable:-

Streets with a flow of less than 6,000 vehicles per day [vpd] are easily adaptable to pedestrians and turning traffic and are described as a *Connector*

Flows of 6,000 – 11,000 vpd require some form of management, such as a median island, to provide the optimum conditions for turning traffic and pedestrians and are described as a *Distributor*.

Flows of greater than 11,000 – 15,000 vpd, can be accommodated in one lane per direction, turning lanes but pedestrian movement must be channelled to specific crossings. These are described as *Sub Arterial Roads*.

There are few streets in Dubbo with flows in excess of 15,000 vpd and they are generally segregated *Arterial Roads* usually with access limitations to buildings.

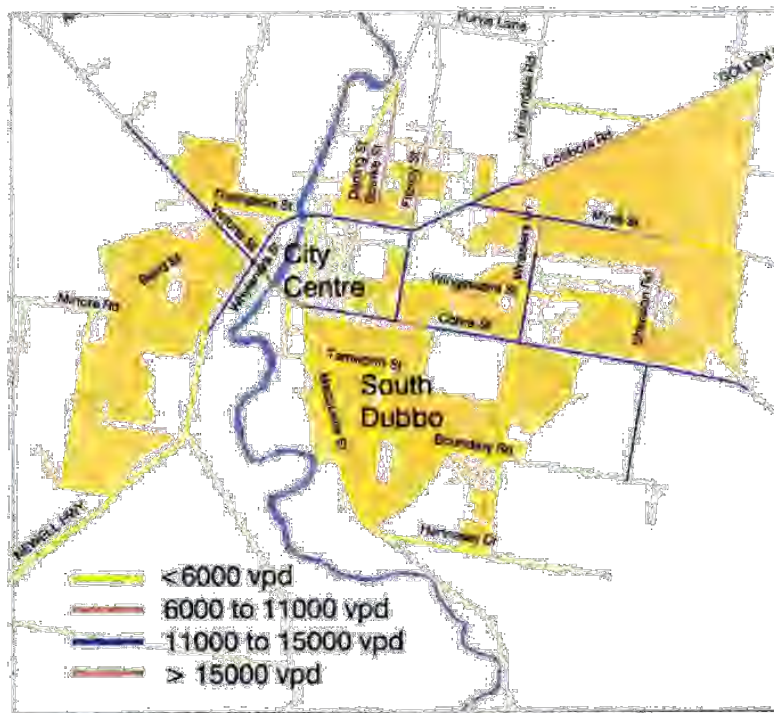
Section 4.4 illustrates which streets currently fall within the three ranges. Section 4.6 examines which of these will change in the future.

4.2 PERFORMANCE OF EXISTING ROADS

The performance of existing roads and future roads has been reviewed as a measure of the opportunity for the management of the function of Streets.

Figure 4.1 illustrates the ranges in traffic flow for 2006 that are described below.

Figure 4.1 Traffic Flows in 2006



Considering firstly the State Highways, parts of each have volumes in the range of 11,000 to 5,000 vpd therefore being defined as *Sub Arterial Roads* for the purposes of this study,

- o The Mitchell Highway (Cobra Street) is one of the busier roads in Dubbo operating as a Sub Arterial Road except for a small section near the RAAF base and across the LEL Ford Bridge where it is busier,
- o The Newell Highway is operating as a Sub Arterial Road from Minore Road in the south to Fitzroy Street.
- o The Golden Highway (Cobbora Road) is operating as a Sub Arterial Road north to Wheelers Lane.

Streets operating in this volume range indicate that pedestrian access across the street may be an issue. In the case of Cobra Street the pedestrian access is managed well by partial median. The other sections of State Highway generally do not pass through areas requiring high pedestrian amenity.

The sections of streets in *Residential Neighbourhoods* that are also operating as *Sub Arterial Roads* with more than 11,000 vpd include:-

- parts of Wheelers Lane, north of the Mitchell Highway;
- Myall Street; and
- a short section of Fitzroy Street.

These results highlight the lack of north south connectivity discussed in Section 4.3.

There is a small anomaly in the graduation of streets with Sheraton Road south of the Mitchell Highway showing up as having a flow in excess of 11,000 vpd. This section of Sheraton Road is a cul-de-sac serving three large schools and therefore carrying a large volume of traffic during two short periods of the day. The result of amalgamating these peak period flows describes Sheraton Road as a *Sub Arterial* with issues of pedestrian access and this is a good reminder of the issues on this section of Sheraton Road.

Sections of street in residential areas operating in the range of 6,000 - 11,000 vpd (Distributor Roads) include:-

- Wingewarra Street in a short section directly north of Apex Oval - again this is because of the lack of connectivity in this area which is restricted to two east-west routes;
- Sheraton Road, north of the Mitchell Highway; and
- parts of North Dubbo.

The residential composition of North Dubbo is generally unaffected by these higher flows which are mostly in sections of streets with warehousing, distribution and car sale uses. The future of North Dubbo is under consideration by Council and the concept of a Regional Business Centre is included in this Strategy. This will not address the protection of, or future of, the historic precinct north of Erskine Street.

The majority of streets in Dubbo carry less than 6,000 vpd with traffic operating very smoothly and pedestrian movement unconstrained by the traffic.

All roads south of Cobra Street (with the exception of Sheraton Road at the school site) and in the western part of Dubbo are operating with less than 6,000 vpd and can be defined as *Connectors*.

In conclusion, the streets of Dubbo are well managed and the flows can be managed to suit local conditions.

4.3 ANALYSIS OF EXISTING CONNECTIVITY

The connectivity of the existing road network is summarised in Figure 4.2 which shows some of the barriers to traffic movement that exist in Dubbo and the analysis considers whether these have any impact on the existing traffic conditions.

Figure 4.2 Connectivity and Discontinuity



4.3.1 The North East

An evaluation of an existing grid highlights the value of such a grid. Traffic delays are currently experienced along Cobbora Road and, to a lesser extent, crossing the Macquarie River.

In the north east, traffic is funnelled into Cobbora Road via three rail crossings over three kilometres, including Fitzroy Street, Wheelers Lane and Sheraton Road (see figure 4.2). This is an important movement between the residential areas and the industrial areas to the north of the City. The limited alternatives are exacerbated by the termination of Sheraton Road at Myall Street which, in effect, reduces traffic to two north south routes crossing through the existing town. This reduction to two crossings forces more traffic along Fitzroy Street and even this is exacerbated further by the 2.3 kilometre barrier created by the Institutional Precinct, including the hospital, TAFE and Universities. Many drivers must use Cobbora Road to cut across to, say, Bourke Street, and hence there is additional traffic in the area.

There are no easy answers to the barriers in the North East.

- o The Eastern Section of the Outer Ring Road is too far east to be of much use by local

traffic,

- o One more crossing of the railway line near Welchman Street will lead to more traffic to the constraint of Cobbora Road but would reduce traffic slightly in Wheelers Lane.
- o Unfortunately an agreement between the major players in the Institutional Precinct a few years ago precludes the extension of River Street through to Cobbora Road which would offer one more link through the area.
- o The extension of Myall Street across the railway line is included in the plan adding one street through this barrier. Whilst this is shown to work for the next 40 years, it does raise an interesting point about the needs for the next generation.

4.3.2 The South East

In the South East a barrier has been created by the Molong Railway line south of Cobra Street. This 1.5 kilometre barrier is less important today but will become more noticeable with the development in the SE sector, as will the Wheelers Lane and Fitzroy Street links from the south east to the industrial area. One further crossing has been included south of Boundary Road. This will connect one new residential area of 400 lots and there is the possibility that the rail line will be re-established as a freight line.

4.3.3 The South West

Of more concern are the two long barriers already created to confine access to the South West. Currently Minore Road is the only access to this area and its existing residential frontage adjacent to Whylandra Street limits its future use as a Sub Arterial Road. These two gaps consist of 2.3 kilometres south of Minore Road, practically to the edge of urban development, and another 1.7 kilometres between Minore Road and Jannali Road.

Ideally traffic is distributed by roads every 800 or so metres and there should be three roads in four kilometres not one. This has been addressed, to some extent, by the linking of the western areas across the railway line to the Mitchell Highway north of Jannali Road along the "Western Boulevard". This is not ideal and will lead to some difficulties in the early stages of development when the cost of the bigger road will not be appreciated.

4.3.4 The Macquarie River

The more obvious barrier to movement in Dubbo has traditionally been the river which has two crossings to the City Centre. Some movement is made at Troy Bridge north of the City towards the abattoir but this is limited to lighter vehicles and not part of the proposed truck route. The issue of limited river crossings can at least be addressed by making additional crossings, albeit they may be expensive.

However, the other barriers which are described above are more permanent because they go through urban infrastructure which is very difficult to open up once closed.

Two elements of the Strategic Plan address connectivity and spreading traffic.

- *The Freightway* will remove trucks from the City Centre.
- The *Distribution Grid* is designed specifically to spread traffic away from focal points creating the opportunity for the Functional Road Hierarchy to work throughout Dubbo.

The Road Network has been described in Section 3. A summary of the operating conditions on existing roads is described below using the same terminology as that used to describe the existing traffic conditions in Section 4.2 above.

4.4 FUTURE ROAD FLOWS

4.4.1 Existing Streets

The modelling for 2036 has been used to compare future with existing traffic.

This is to indicate the sections where traffic flows are likely to vary.

The following difference in road operations will occur by 2036 (Refer to Figure 4.3 for numbering):

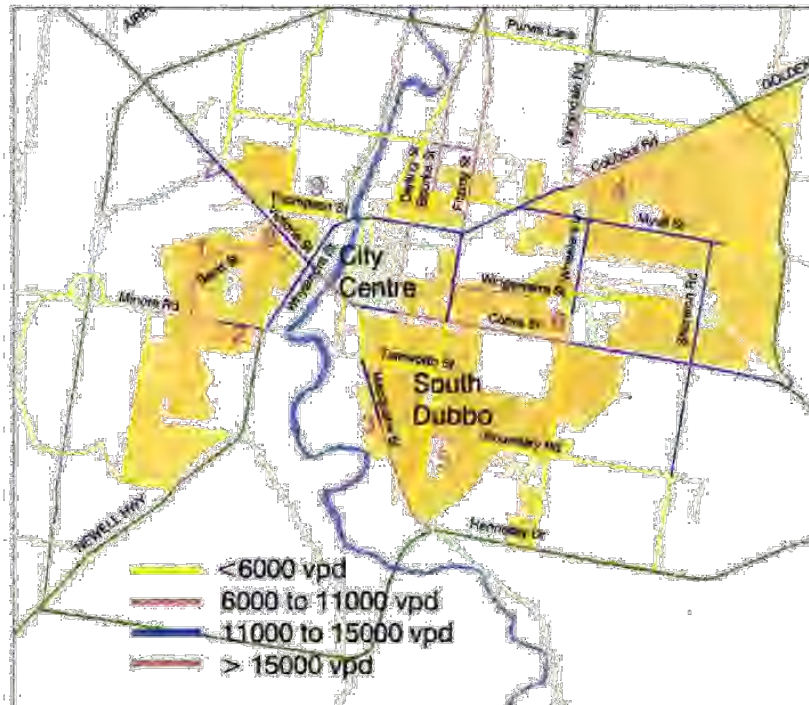
1. Baird Drive will change from a *Neighbourhood Connector* to a *Neighbourhood Distributor*. This is a serious downgrading of a residential street and is a direct result of the lack of connectivity built into the local road network. Further traffic management will be required in Baird Drive.
2. Minore Road east of Joira Road will change to a *Neighbourhood Distributor* and to a *Sub Arterial* as it approaches the Newell Highway (see Figure 4.3)

This is the result of the lack of connectivity to serve the western part of Dubbo.

It should also be noted that the new "Western Boulevard" from the Mitchell Highway to the railway bridge at Chapmans Road will need to be designed as a *Sub Arterial*. This can be designed accordingly but is likely to be costly during the early stages of residential development from the Mitchell Highway.

3. Macquarie Street, south of Tamworth Street, is currently carrying less than 6,000 vpd including rural traffic to the south of the city and hence local residents are not cut off from the River Front. The volume in Macquarie Street is expected to increase to *Sub Arterial* volumes north of Boundary Road and to a *Neighbourhood Distributor* north of Hennessy Road. This is the result of development in the South East Sector.

Figure 4.3 2036 Projected Flows



4. In the North East:-

- o Myall Street changes in its character to the west of Cobbara Road extending as a *Sub Arterial* to east of Sheraton Road.
- o Similarly Sheraton Road north of Cobra Street changes from a Neighbourhood Distributor to a *Sub Arterial*.
- o Part of Wheelers Lane north of Wingwarra Street will also change in character from a *Neighbourhood Distributor* to *Sub Arterial*.

All three streets are designed to accommodate this sort of volume of traffic.

However, it does indicate that the argument for putting too little connectivity, which cannot be changed in this case, will show up in the future.

It also puts a good case forward for the construction of the Eastern Bypass to allow

some traffic to avoid these streets.

5. The only street in South Dubbo, apart from Macquarie Street, to change status is Boundary Road where the flow is predicted to exceed 6,000 ypd in a short section approaching Fitzroy Street. This is not a particularly serious volume deficiency and can be managed, but this anomaly highlights how the potential connection across the RAAF base would have avoided such a hiccup.

It also indicates how further connectivity to Boundary Road further east could have a detrimental effect on the environment in South Dubbo. No such connections are proposed in the Strategy.

6. Cobra Street is already carrying 11,000 to 15,000 ypd along most of its length with parts of it exceeding this *Sub Arterial* limit. It is generally designed to accommodate this flow, including upgrading of the intersection with Fitzroy Street. Pedestrian movement is also well accommodated. More management of pedestrian accessibility will be required between Darling Street and Wheelers Lane.

The important point of this analysis is that the section near the City Centre between Darling Street and Macquarie Street does not increase over the Distributor status and, thus, is suitable for the location of motels and the increased pedestrian activity that is expected in this section.

The results of the traffic modelling strongly support the argument that Cobra Street should not be upgraded.

Handling the pedestrian activity in this heavy traffic is quite satisfactory with median treatments which can be extended the length of the street to the Oriana Mill.

7. The Mitchell Highway continuing west of Thompson Street is also extending as a high capacity link but this runs through a suitable environment to support such a road and is not of any concern.
8. Victoria Street through West Dubbo is also expected to exceed the *Sub Arterial* limit but this can be handled by median treatments that will be very suitable for this retail area.

In some ways this will be the only "busy" main street, very similar to roads in Orange and Sydney.

9. Thompson Street will change to a *Business Distributor* by 2036 but this is not of concern as the road is designed for these volumes.

Again the interesting point about this analysis is that most areas of South Dubbo do not change from their current status by 2036. One of the concerns of connecting Moore Road to

the extension of Tamworth Street as a bridge link was the possibility that traffic would filter through South Dubbo. This is shown not to occur at all and is not a concern for the future.

In summary, the new roads can all be designed as low-key connector roads (with one exception) and the condition of some existing streets will deteriorate.

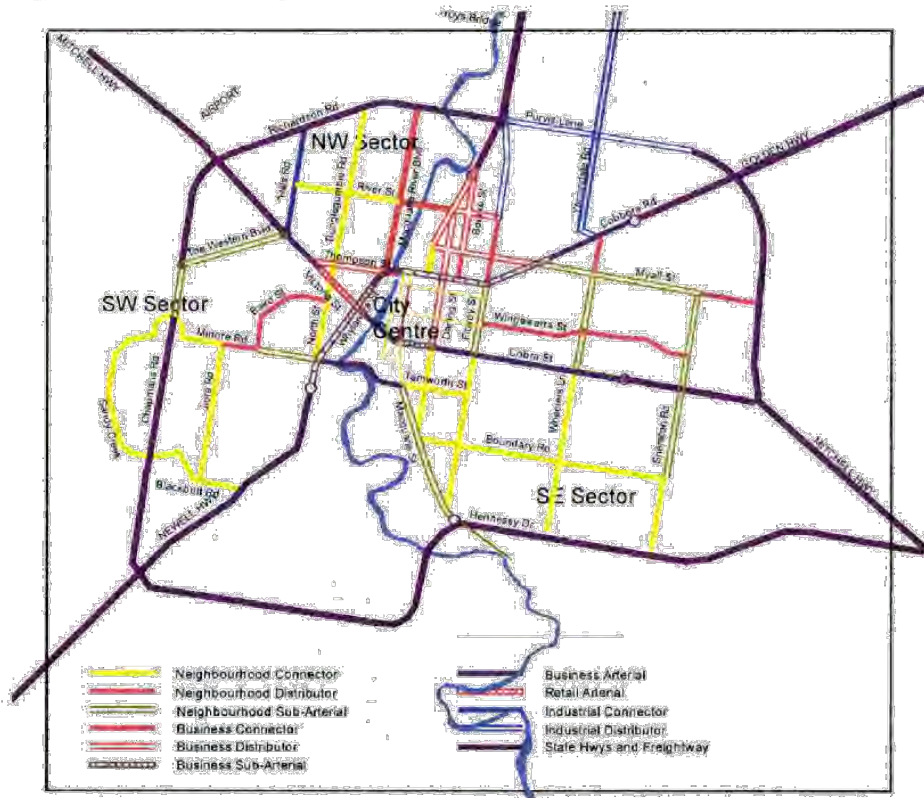
4.5 ROAD HIERARCHY

Using a grid follows very traditional transport concepts, indeed from Roman times, that have recently been adopted in the development of the SW and NW Sectors in Sydney, the development of Perth and recent developments in Brisbane.

The Road Hierarchy is an interpretation of standards used in WA, SA, QLD and VIC and applied in planning the SW Sector and the NW Sector of urban expansion in Sydney.

The principle for the proposed Road Hierarchy is to adopt road profiles that meet the amenity of users in the different Land Activities.

Figure 4.4 Road Hierarchy



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The maximum traffic flows in the proposed Road Hierarchy are set to let traffic operate at a convenient level of service and to create suitable permeability for pedestrian movement.

The success of the new roads in distributing traffic across central Dubbo simplifies the Road Hierarchy. In effect, nearly all new streets can be built in the same manner with two traffic lanes and two parking lanes and access to properties that vary with the volume of traffic using the street.

In practice, developers and future Councils will wish to vary the street designs. This Strategic Plan should therefore define the Hierarchy in such a way as to offer that flexibility whilst maintaining the safety and convenience of all users.

The principles for determining suitable street profiles are the combination of access and amenity; convenience for all users.

Two levels of decision-making are proposed:

- (i) choosing the Width of the Right of Way; and
- (ii) choosing the profile of the street in the Right of Way.

The Width of the Right of Way is required for planning purposes:-

- 20m for Connectors;
- 25m for Distributors and Sub-Arterials;
- 30m for Arterial Road;
- The Right of Way for Local Streets will vary with conditions.

The following sections discuss the Road Hierarchy in more detail.

4.5.1 Local Streets

Local Streets will often carry less than 500 vpd and generally less than 1,000 vpd.

Flows of greater than 3,500 vpd require two traffic lanes and two parking lanes and are referred to as *Connectors*.

Local Streets are intended for use by local traffic, bikes, pedestrians moving about the neighbourhood, the occasional delivery vehicle and parking which occasionally is intensive.

The location of *Local Streets* has not been defined in the Strategic Plan except for the requirement to link a bus route across residential areas between *Connectors*.

The lower order *Local Streets* need only be 7.5m wide to accommodate these demands; these are referred to as Option 2 in Table 4.5.1. Some developers prefer to use a more traditional street 12.6m in width. The speed in such streets needs to be restrained either by the length of the block

or other means. Placing landscape, trees and bushes in small blocks in the parking lane can reduce speed in local streets.

Some *Local Streets* will be required to carry bus services. The speed of buses should also be restrained, preferably by visual rather than physical means. Bus routes can be accommodated in a 9.4m Neighbourhood Street (9.8m for frequent bus services.)

The Local Street dimensions are described in Table 4.5.1, *Neighbourhood Street* for residential areas, *Business Street* for Business areas, and *Industrial Street* for Industrial areas.

4.5.1 LOCAL STREETS

ENVIRONMENT	ROAD HIERARCHY				
	NEIGHBOURHOOD	Community Business	Small Light Industry	BUSINESS	INDUSTRIAL
DESIGN CRITERIA	Residential School Children	Elderly & vulnerable		Regional Business FF Adult	Regional Industry Traffic predominant
LOCAL STREET	Neighbourhood Street			Business Street	Industrial Street
Flow Range	<3500 vpd	Only from Connectors	Only from Connectors	<3500 vpd	<3500 vpd
Target Speed	35km/h			45km/h	50km/h
Reserve	17m			12m	12m
Traffic Lane	5.4m (5.8m)			2.9m	10.6m
Bike Lane	None			1.4m	None
Parking Lane	2.0m			2.0m	None
Carriageway	9.4m (9.8m)			12.5m	12.5m
Access	From Street			Oneway 50m of Rear Lane	From Street
Station	<1000 vpd/70m				

The *Business Street* is the traditional 12.6m carriageway marked with a parking lane and bike lane and two narrow traffic lanes, designed to slow traffic.

The preferred *Industrial Street* is slightly narrower (10.6m) than the traditional carriageway with two 5.4m traffic lanes and no parking. The higher speed of the traffic precludes use by bikes. Off street bikeways are required through Industrial Areas, some of which are described in Section 3.

4.5.2 Connectors

In Dubbo, flows greater than 3,500 vpd are defined as part of the Grid Network. The *Connectors* are designed to carry up to 6,000 vpd. The design is intended to accommodate traffic, including buses, parking and, in residential areas, to allow pedestrians to cross at will. An example of such a design is Grangewood Drive. A street carrying more than 6,000 vpd in a residential area should have a median to assist pedestrians crossing the road and is described as a *Distributor*.

All new roads in the residential areas of Dubbo will carry less than 6,000 vpd and therefore can be designed as *Connectors*.

Table 4.5.2 describes the *Connectors* under the same Land Use environments that are used in the Land Use Strategy.

4.5.2 CONNECTORS

ENVIRONMENT	ROAD HIERARCHY				
	NEIGHBOURHOOD	Community Business	Small Light Industry	BUSINESS	INDUSTRIAL
DESIGN CRITERIA	School Children	Elderly & Vulnerable		FR Adult	Traffic predominant
CONNECTOR:	Neighbourhood Connector			Business Connector	Industrial Connector
Flow Range	3500-6000 vpd	See Business	See Industrial	3500-6000 vpd	3500-6000 vpd
Target Speed	45km/h	45km/h	45km/h	50km/h	55km/h
Reserve	20m			20m	20m
Traffic Lane	2.9x2			2.9x2	4.9x2
Bike Lane	1.4x2			1.4x2	1.4x2
Parking Lane	2.0x2			2.0x2	None
Compassway	12.6m			12.6m	12.6m
Access	Front Street	Rear Lane	Street and Rear Ln	Rear Lane	from Street

The *Neighbourhood Connector* includes a parking lane (2.0m), bike lane (1.4m) and traffic lane (2.9m) in each direction (12.6m overall bitumen). Occasional planting is desirable in the parking lane.

This *Neighbourhood Connector* can be accommodated in a 20m reserve.

The same road profile can also be used for the (Regional) *Business Connector*. There are no new Business Connectors in the Dubbo Strategic Plan. If there were, they would require rear lane access thereby allowing space for customer parking on the Connector.

The *Industrial Connector* varies from Business and Neighbourhood Connectors because they are used by trucks that need more space for manoeuvring. Hence, parking is excluded from *Industrial Connectors* and the *Industrial Distributor*. And since speed and pedestrian safety for children is less of a priority in industrial areas, there is no need for physical means of speed controls.

The *Industrial Connector* is also 12.6m in width with two wide traffic lanes and, since no parking is required two bike lanes can be included by the kerb.

Some developers may wish to build more luxurious roads, such as St Andrews Drive, and any design is suitable provided that the needs of pedestrians, bikes and buses are all met. St Andrews Drive is built to standards similar to a *Neighbourhood Distributor*, which that is described next.

4.5.3 Distributor Avenues

The flow range for Distributors is 6,000 - 11,000 vpd. No roads are projected to operate in the flow range in the new areas of Dubbo and therefore no distributors are required in Dubbo. However, the design of "Avenue" may be preferred for streets with lesser volumes.

4.5.3 DISTRIBUTOR

ENVIRONMENT	ROAD HIERARCHY				
	NEIGHBOURHOOD			BUSINESS	INDUSTRIAL
DESIGN CRITERIA	Residential	Community Business	Small Light Industry	Regional Business	Regional Industry
DISTRIBUTOR	School Children Neighbourhood Distributor	Elderly & vulnerable See Business		Fit Adult Business Distributor	Traffic predominant Industrial Distributor
Flow Range	6000-11000 vpd		Not applicable	6000-11000 vpd	6000-11000 vpd
Large Speed Reserve	19% v/h 25m (Avenue)			45% v/h 25m (Avenue)	50% v/h 25m Turning lane
Traffic Lane	2.9m			2.9m	3.8m
Bike Lane	1.4m			1.4m	1.4m
Parking Lane	2.0m			2.0m	None
Concaveway	2.6m			2.6m	1.8m
Median Access	Max 0.1m < 9000 vpd street			Min 0.1m 50m min/kerb cut	Turning lane from street

The "Avenue" profile has the same parking (2.0m), bike (1.4m) and traffic (2.9m) lanes as a Connector; this will maintain the operating speed to 45km/h. The Distributors have a central median to use as a pedestrian refuge.

The *Neighbourhood Distributor* is the same as the *Business Distributor* with the exception that the *Business Distributor* requires access from a rear lane or driveways at intervals of not less than 50m to enhance the pedestrian environment. Median crossings are not desirable and hence driveways can only be entered as left in left out, except for access to major car parks.

The *Neighbourhood Distributor* should also include rear lane or service road access when the flow exceeds 9,000 vpd because it is difficult to reverse out of a small residential driveway into a higher flow of traffic.

The *Industrial Distributor* is similar to parts of Cobra Street - two traffic lanes and a wide turning lane allowing access into adjacent industrial properties.

4.5.4 Sub Arterial Avenues and Boulevards

The only new street which will attract more than 11,000 vpd is the Western Boulevard between the Mitchell Highway and the Western Freightway.

This demand is unsuited for simple pedestrian access and pedestrians should be restricted to fixed crossings (similar to Sheraton Road).

Two design profiles are available in this range, the Avenue, as described for a Distributor, and the Boulevard.

The *Neighbourhood Avenue* - a Sub Arterial Road - has the same profile as a Neighbourhood Distributor with the exception that the environment is not suited for young pedestrians and rear lane access is required for traffic access to residential properties. Pedestrians must be "directed" towards safer crossings; this can be achieved by heavy planting or physical means in the median.

(Another option to handle this flow of traffic near a residential area is to locate a Neighbourhood Avenue on the edge of the residential development where no pedestrian movement is likely to occur. This is not easy in the case of the SW Sector.)

Similarly a *Business Avenue* carrying more than 11,000 vpd needs marked pedestrian crossings. In intensive areas, such as retail strips, a crossing is desirable every 80m, elsewhere the crossings should be located every 150m.

A Boulevard performs the same function as an Avenue but traffic access to properties can be made from the service lane rather than a rear lane.

The dimensions of a Boulevard are described in Table 4.5.4, which also includes an *Industrial Boulevard*, a profile that could be used for sections of the *Freightway*.

In the case of the Western Boulevard, the limit of 11,000 vpd is only exceeded in the first section from the Mitchell Highway by 2036. However, further residential expansion to the west will continue to place more traffic on this route. Hence, it should be designed as a *Neighbourhood Sub Arterial* and properties should be accessed by a rear lane or service lane.

The design of the *Neighbourhood Boulevard* is similar to the Distributor with a parking lane (2.0m), bike lane (1.4m), traffic lane (2.9m) and median for through traffic. Residents facing the Western Boulevard will have driveways to Service Roads. The service road (5.5m) will be separated from the through road by a 3.5m separator.

The *Industrial Boulevard* is designed to allow trucks to access properties from the Service Road; the two through lanes do not need to be separated by a median.

4.5.4 SUB-ARTERIAL

ENVIRONMENT	ROAD HIERARCHY				
	NEIGHBOURHOOD			BUSINESS	INDUSTRIAL
DESIGN CRITERIA	Residential	Community Business Elderly & Vulnerable	Small Light Industry	Regional Business Fit-Adapt	Regional Industry Traffic predominant
SUB-ARTERIAL					
Flow Range	11 - 15000 vpd	Not compatible	Not compatible	11 - 15000 vpd	13 - 18000 vpd
Target Speed	45km/h			45km/h	50km/h
	Neighbourhood Avenue			Business Avenue	
Reserve	25m			25m	
Traffic Lane	2.9x2			2.9x2	
Bike Lane	1.4x2			1.4x2	
Parking Lane	2.0x2			2.0x2	
Carriageway	2x6.3m			2x6.3m	
Median	Min 3.0m			Min 3.0m	
Pedestrians	Pedestrian Barrier			80m Crossings	
Access	Road Frontage			80m Crossings	
Option	Neighbourhood Boulevard			Business Boulevard	Industrial Boulevard
Reserve	30m			30m	30m
Traffic Lane	2.9x2			2.9x2	3.6x2
Bike Lane	1.4x2			1.4x2	None
Service Rd	2.5x2			3.5x2	2.5x2
Carriageway	19.6m overall			19.6m overall	23.0m overall
Median	Min 3.0m			Min 3.0m	Optional
Separator	Min 3.5m			Min 3.5m	Min 3.5m
Pedestrians	Pedestrian Barrier			80m Crossings	At Intersections
Access	Service Rd			80m min/Recess	Service Rd

4.5.5 Arterials

The range of flow for *Arterial Roads* for application in Dubbo is 15,000 - 21,000 vpd. State Highways are also Arterial Roads with rural characteristics and flows in the range of 3,500 to 8,000. These roads conform to RTA standards.

Traffic will exceed 15,000 vpd on Victoria Street in West Dubbo by 2036. This is defined as a *Retail Arterial* and the profile is described in Table 4.5.5. The design combines a wide bike lane with a parking lane allowing vehicles to manoeuvre into a parking space without blocking passing traffic.

4.5.5 ARTERIAL

ENVIRONMENT	ROAD HIERARCHY				
	NEIGHBOURHOOD			BUSINESS	INDUSTRIAL
DESIGN CRITERIA	Residential	Community Business	Small light Industry	Regional Business	Regional Industry
	School Children	Elderly & vulnerable		Fit Adult	traffic predominant
ARTERIAL					
Flow Range	15 - 21000 vpd	15 - 21000 vpd		15 - 21000 vpd	3500 - 8000 vpd
Target Speed		35km/h		50km/h	40 to 100km/h
	Not Compatible	Retail Arterial		Business Arterial	Arterial Road
Reserve		3.0m		3.0m	3.0m
Traffic Lane		2.9m		3.1m	See RTA
Bike Lane		2.4m		Separate	Separate
Parking Lane		2.1m		4.1m	
Freightway		14.8m		15.8m	
Median		Min 4.5m		Min 4.5m	
Footpaths		Min 5.0m		Min 5.0m	Min 5.0m
Pedestrians		80m Crossings		80m Crossings	80m Crossings
Access		Restricted		Restricted	Signalled No access

Other *Arterial Roads* operating with more than 15,000 vpd can be designed either as *Business Arterials* with a wide parking lane (4.1m) and traffic lane (3.1m) and separated bike tracks or, in the case of busier State Highways, as two-lane through road with no parking designed in accordance with RTA standards.

4.6 SUMMARY

In summary, with the exception of the Western Boulevard, all new streets in Dubbo can be built as:

- (i) Local Streets – see profiles;
- (ii) Connectors – the design of connectors varies for residential and community businesses, developers may choose to use; or
- (iii) Avenues.

The high volume streets that are not State Highways or the Freightway in Dubbo can be treated as:

- (iv) Inside the Regional Ring – Boulevards;
- (v) Outside the Ring – State Highways; or
- (vi) The Freightway – design to be determined.

TABLE 5.2 RESIDENTIAL EXPANSION AFTER 2036

A. TOTAL NEW LOTS	Total Lots (used in the Model)						2046
	2016		2026		2036		
	Percent Total Development						
South East Dubbo							
Kewick	230	10%	420	9%	600	8%	750 8%
South of Boundary Rd	860	38%	1437	30%	1720	24%	1720 18%
South West Dubbo							
Minore Rd North	572	25%	572	12%	572	8%	572 6%
Joira Rd	200	9%	803	17%	1233	17%	1436 15%
Jannali Rd	160	7%	465	10%	745	10%	905 9%
Sandy Creek	0	0%	133	3%	1059	15%	2126 22%
North West Dubbo	228	10%	920	19%	1321	18%	2241 23%
TOTAL	2250		4750		7250		9750
B. LOTS PER DECADE	Total Lots Per Decade						
	Percent of Total Growth in Decade						
South East Dubbo							
Kewick	230	10%	190	8%	180	7%	150 6%
South of Boundary Rd	860	38%	577	23%	283	11%	0 0%
South West Dubbo							
Minore Rd North	572	25%	0	0%	0	0%	0 0%
Joira Rd	200	9%	603	24%	430	17%	203 8%
Jannali Rd	160	7%	305	12%	280	11%	160 6%
Sandy Creek	0	0%	133	5%	926	37%	1067 43%
North West Dubbo	228	10%	692	28%	401	16%	920 17%
TOTAL	2250		2500		2500		2500

The development will generally proceed from closer to the city, including the first sections of the North West Sector, continuing with development in Minore Road and Boundary Road in the South East Sector. The South East Sector will continue to fill and be at 89% capacity by 2036.

It has been assumed that half of the capacity of the North West Sector will be occupied by 2036.

Development in the South West Sector will be contained mostly to the east of Chapmans Road until 2036. This avoids the cost of utilities including new head works in Sandy Creek to the west of Chapmans Road. Development to the west will start in 2036 and will continue thereafter.

The need to consider further development fronts after 2036 is illustrated by the extension of the forecasts per area for the period 2036 to 2046. (Shown in red on Table 3.2.)

Development in the decade 2036 to 2046 can continue to be divided reasonably evenly between Sandy Creek in the SW Sector and the NW Sector (43% and 27% respectively). Should development continue to be expanding at a similar rate of 250 lots per annum in 2046 then the rural land west of Sandy Creek will need to accommodate a growing proportion of demand. This will have implications on access to the City and the City is likely to look in other directions for continuing growth.

7 ROAD CONSTRUCTION PROGRAM

Road Strategy is focused on maintaining the same level of service for drivers in Dubbo as they experience today to 2036 and beyond. This is an ambitious objective and one of the conditions that will set aside Dubbo as having different a lifestyle to other Regional Cities.

The program is based on the results of modelling future traffic demand, described in Section 8, and maintaining free flowing traffic on all major streets. The Road Construction Program will maintain traffic at Level of Service C or better in all parts of the network, meaning delays will be unnoticeable to visitors and acceptable to local residents.

The Road Construction Program is achievable because the additional road network relies on using roads that are built as part of local development.

The main costs that are not part of local development are parts of The Freightway and, in particular, the new crossings of the Macquarie River. Ideally the entire Freightway should be built as a State Highway. Apart from the fact that the Freightway will be a highly legible and efficient means of moving freight and commerce, the construction of it will be offset by the alternative which would be to upgrade the State Highways passing through the City.

The Road Construction Program is summarised in Table 7.1.

YEAR	STREET NAME	CLASSIFICATION	FUNDING
2015	Boundary Road	Neighbourhood Connector	Development
2016	Jura Street	Neighbourhood Connector	Development
2016	Macquarie River Boulevard	Business Connector	Development
2018	Northern Freighway	Industrial Sub-Arterial	2 Lane + Bridge (RTA)
2025	Bunglegumbe Road	Neighbourhood Connector	Development
2026	Minda Road (West)	Neighbourhood Connector	Development
2026	North Street	Neighbourhood Connector	Rail Crossing
2026	River Street	Neighbourhood Connector	Development
2028	Sheraton Road (south)	Neighbourhood Connector	Development
2028	Tamworth Street Bridge	Business Sub-Arterial	2 Lane + Bridge
2028	Western Boulevard	Neighbourhood Sub-Arterial	Development
2039	Blackbutt Road	Neighbourhood Connector	2 Lane
2039	Eastern Freighway	Rural Arterial	2 Lane
2039	Hills Road	Industrial Connector	Development
2039	Myall Street (east)	Neighbourhood Distributor	Rail Crossing
2039	River Street Bridge	Business Connector	Bridge
2039	Sandy Creek	Neighbourhood Connector	Development
2039	Southern Freighway Stage 1	Rural Arterial	2 Lane
2039	Western Freighway	Rural Arterial	2 Lane

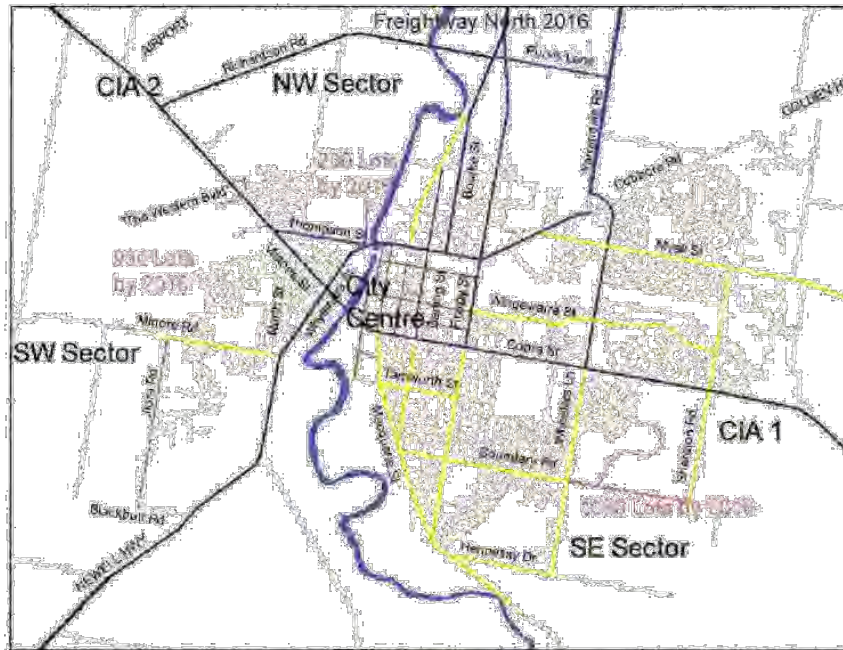
7.1 Construction by 2016

The Road Construction Program for 2016 is illustrated in Figure 7.1 and includes two existing road alignments and one new alignment that must be built as part of local development. If the development is delayed the roads will not be built. These roads are:

- a) upgrade of Join Road in the SW Sector;
- b) the construction of Boundary Road in the SE Sector; and
- c) the commencement of the "Macquarie River Boulevard" opening up development in the NW Sector.

The Freighway should be commenced by 2016 with the Northern Freighway providing direct access to the abattoir and including a new bridge on the alignment of Purvis Lane. The Northern Freighway consists of the extension of Richardson Road for the alignment of Purvis Lane. This can be built as a two-lane road with set backs to allow Regional industrial development to occur at a later date.

Figure 7.1 2016 Road Network



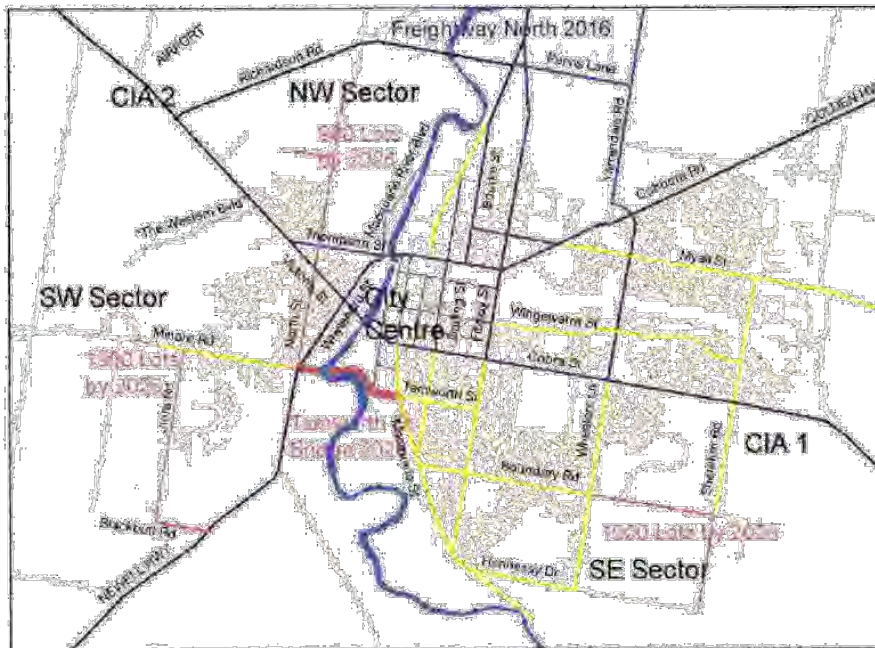
7.2 Construction by 2026

The Road Construction Program for 2026 is illustrated in Figure 7.2.

The projected residential development by 2026 will include the construction of four Neighbourhood Connectors as part of development. These include: -

- The start of upgrading Bunglebumbie Road in the NW Sector;
- River Street extended from Bunglebumbie Road in the NW Sector;
- Minore Road extended to Minore Hill in the SW Sector; and
- Sheraton Road extended to Hennessy Road in the SE Sector.

Figure 7.2 2026 Road Network



The linking of North Street across the rail line at West Dubbo is also included in the 2026 program as a connection between the NW Sector and Victoria Street.

Another road constructed as part of local development during this period will be the Western Boulevard from Mitchell Highway to Chapmans Road. Whilst its status as a Neighbourhood Sub Arterial is rather onerous on the developer, the actual design is not overwhelming and can form an integral part of the residential environment.

The main cost item included in the 2026 schedule is the Tamworth Street Bridge. This will relieve pressure to widen the T.H Ford Bridge which, if widened, would in turn require upgrading of the Whylandra/Victoria intersection. This would be contrary to the urban design outcomes sought for West Dubbo. Whilst the Tamworth Street Bridge is not in the long term going to be part of the State Highway network, because Stage 2 of the Southern Freighway will take traffic out of the City Centre, it will provide an alternative to a State Highway for over 20 years.

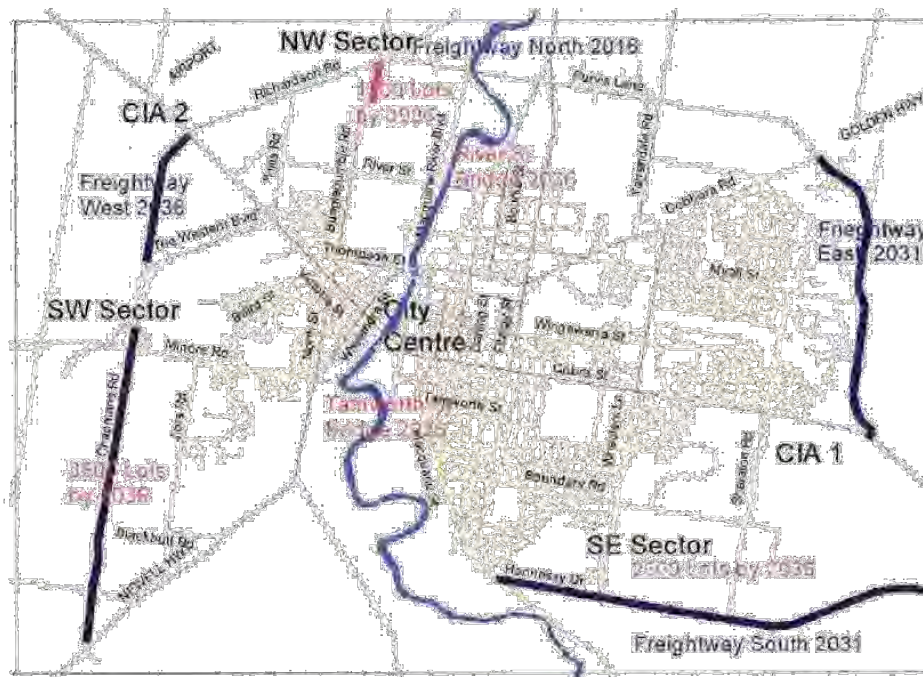
7.3 Construction by 2036

The Road Construction Program for 2036 is illustrated in Figure 7.3.

The projected residential development by 2036 will include the extension of a number of Neighbourhood Connectors and the construction of two Neighbourhood Connectors as part of development.

- o The "Sandy Creek" Boulevard will be part of development in the SW Sector.
- o The "Hills Road" in the NW Sector which is intended to serve light industrial mixed use development.

Figure 7.3 2036 Road Network



An essential part of residential development will be the completion of the River Street extension across the Macquarie River. This low level bridge will take pressure off Erskine Street and reduce the distance travelled between the employment areas of North Dubbo, the NW Sector and even the SW Sector. This is a fundamental part of the City grid - the source of funding is less obvious than other roads.

Also included in the program is the reconnection of Myall Street between Fitzroy Street and Cobbora Road beside the hospital. This section of the network should be connected at the convenience of the Base Hospital possibly during some upgrading and is needed by 2036.

The completion of the back road from the SW Sector to the Newell Highway via Blackburn Road rates a mention in the 2036 program but may be required earlier.

The main need for road construction in 20 to 30 years will be completing the Freightway. These sections include: -

- o The Eastern Freightway - the alignment of which has been reserved and can be completed at a reasonably low cost. This could be brought forward in the program.
- o The Western Freightway which also has an alignment reserved (Chapmans Road). The major cost item will be the bridge across the Railway. This will be an essential part of the road network required to serve the SW Sector by 2036. This will be part of a strategic State road network.
- o The Southern Freightway Stage 1 from the Mitchell Highway to Hennessy Road will provide some relief to Cobra Street by offering an alternate access to the SW Sector and South Dubbo. With the completion of Stage 2 to the Newell Highway some time after 2026, this will become part of the State Highway.

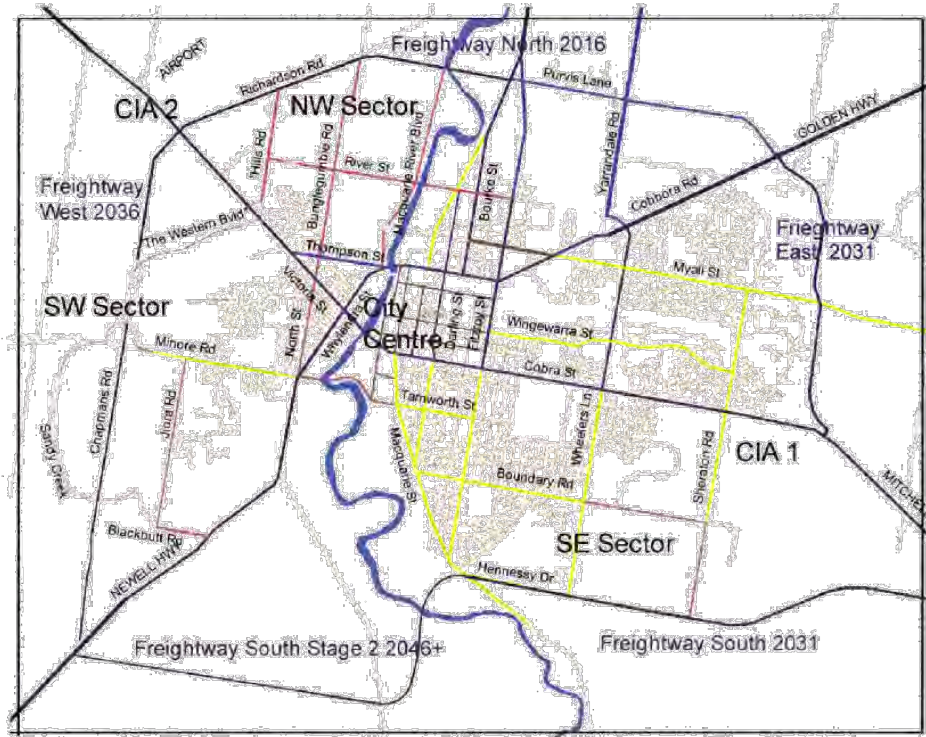
7.4 Construction after 2036

The Strategic Road Network not included for construction prior to 2036 is illustrated in Figure 7.4.

This includes Stage 2 of the Southern Freightway linking Hennessy Road to the Newell Highway south of the Zoo - the modelling suggests this is not required until after 2036; the residents of Macquarie Street between the Tamworth Street Bridge and Hennessy Road will demand its construction when truck drivers start diverting from Cobra Street in noticeable numbers. This may not occur for decades.

Also in the 2036+ plan is the completion of the grid network in the NW Sector with "Hill Road" and the "Macquarie River Boulevard" linking through to the Northern Freightway. The programming of these links will be dictated by the development program, which it has been noted, could be faster in the NW Sector than the figures used in this analysis.

Figure 7.4 2046 Plus Road Network



7.5 Summary

The Road Construction Program will be subject to further debate; this analysis summarises how Dubbo could maintain its good travel conditions into the future. This seems eminently possible and desirable in spite of peak oil. Dubbo is a trading City and needs its Freightways brought out of the City. The other two new bridges at Tamworth Street and River Street will be part of a transportation network with or without the use of cars as we know them.

8 MODELLING

8.1 SCOPE OF WORK

The transport strategy consisted of the following analysis: -

- To prepare a road strategy for Dubbo to meet the demand generated by a growing economy and a growing population into the year 2036.
- Estimate the travel demand.
- To model traffic flows using a traffic model called TRACKS. TRACKS is owned and was operated by Gabites Porter of Christchurch, New Zealand.
- To prepare a strategy for building new infrastructure in ten year periods starting in 2016 with subsequent staging in 2026 and 2036.

The underlying assumptions of the analysis are that Dubbo will grow at a rate that has been predicted by Council and which was discussed in detail in Section 2 (see full Stapleton Report, Appendix 2). It is also assumed that public transport will become more effective in Dubbo as demand allows more services to operate; this was discussed in Section 3. Nevertheless it is assumed that car travel will continue to be the mode of choice irrespective of the price of fuel.

8.2 THE ROLE OF MODELLING

Modelling is used to evaluate how roads will perform in the future. The same modelling can be used for evaluating public transport impacts and other more detailed analysis. For the case of Dubbo, the model has been used solely to look at road transport, freight and private vehicles.

The model calculates the trips made between generators, which are generally houses, and attractors, which are generally work places. There is also movement between work places where, for example, somebody will travel from a shop to another shop or from a warehouse to a shop. These are also included in the model and are described as non-home based trips.

The base year travel was taken as 2006. The reason for this is that it complies with the Bureau of Statistics' census data which is a good starting point for any form of modelling analysis. This is also the reason the years 2016, 2026 and 2036 were selected for future analysis.

Traffic for the base year was first estimated using typical traffic generation figures taken from similar situations. TRACKS has plenty of data and has been used in the Illawarra Region, in Coles Harbour, throughout New Zealand and in parts of Sydney.

The modellers did find some surprises from their office in New Zealand when they found a large volume of midday traffic on the traffic counts that was not explained easily by the normal trip generation that they had used in their first estimates. This, of course, comes as one of the benefits of Dubbo where people drive home for lunch. This is one of the reasons why the trip generation rate per household in Dubbo is higher than that on the coast.

The first estimate of travel generated for the base year 2006 was then compared with actual travel data, the number of vehicles counted travelling along various roads in Dubbo. These counts were conducted by Dubbo City Council. Adjustments were made to the trip generations and to the movement between places until the model calibrates with (is the same as) measured conditions. Once this calibration is complete, the model can then be used confidently to project future demands based on future population and employment.

The model is used to estimate traffic in the morning peak hour, the evening peak hour and the midday travel.

8.3 2006 MODEL

The model started with assumed trip generations for 2006 and these were used to simulate existing conditions and then reviewed against the reality of actual counts.

The 2006 model correctly identified that Cobbora Road is close to capacity, as is the LH Ford Bridge. This analysis is verified by the fact that work is currently underway (2008) at the intersection of Yarrandale Road and Cobbora Road to resolve issues of traffic congestion near to the University.

Most other sections of road were found to be operating below the standard level of congestion which has been selected for Dubbo. The standard adopted for Dubbo is described in the transport analysis as "Level of Service C". This is a very high standard of service creating minor delays at intersections, in the range to 22 seconds. Coastal towns are now designed to lower standards, Level of Service D or even E being acceptable in the centre of towns.

8.4 FUTURE LAND USES

The future land uses are described in Section 5. In summary, the planning strategy is based on an assumption that the number of households will rise by 250 dwellings per year for the foreseeable future.

Employment forecasts have been prepared to meet the demand from the number of workers that will be generated from these additional households.

Suitable figures have been applied to the average household size, which is decreasing over time, and the number of employees per household, which is also decreasing.

The employment is distributed to existing and future employment areas. These are fully described in Section 5. For the purposes of modelling, it is assumed that each of the assigned areas for each type of employment will grow pro-rata to the population growth. This assumption is made based on the need for flexibility to develop Dubbo over time. The details of how each area will develop cannot and should not be defined at this point.

The future housing has been allocated to three development areas: the South East, from Keswick continuing south across Boundary Road; the South West, continuing south and west from

Minore Road; and the North West, continuing north and east of the Rosewood Estate on the western side of the Macquarie River (described further in Sections 5 and 6). It is assumed that housing will be available on all of these fronts, providing a range of housing opportunities for both newcomers and those moving to new accommodation within Dubbo.

It should be noted that currently a significant proportion of new housing on the south western part of Dubbo is being generated by those moving from the inner parts of Dubbo. This is having the effect of reducing the household size in the inner area of Dubbo, in the same way as in many other communities in New South Wales.

Early Modelling

In the first set of modelling, the distribution of future housing demand prior to 2036 was focused on the south east and the south west. This analysis concluded that some of the *Connectors* required in the North West Sector to carry traffic between the south west and the north would be required before the development had occurred along them; in particular the extension of River Street through the North West Sector. This is not a practical solution, it is better to build roads as part of development and to use the roads to service development.

Final Modelling

A second set of modelling was authorised by Council to look at bringing forward development in the North West Sector. This is logical for a number of reasons, not least the fact that the North West Sector is much closer to the Town Centre and therefore development in this area minimises travel. The North West Sector is also well located to bring forward new upmarket employment and serve it with the new residential development adjacent to the employment. This synergy is described more in Section 2.

The modelling results which are used in this report are based on this adjusted planning scenario.

8.5 NETWORK BUILDING

The principle in choosing the Road Network was “load” the future travel demand (trips between places) onto a road network, see which sections incurred delays and add new roads until the traffic conditions were acceptable. Then move to the next decade.

The worst case scenario of future travel was created by “loading” the 2036 travel demand onto the 2006 road network. This gives a picture of what conditions would be like if nothing was done and development continued as predicted. This is not a realistic scenario since if delays became the norm in Dubbo then businesses and people would not be attracted to Dubbo and the forecasted demand would not be realised; nevertheless, the Do Nothing analysis shows where traffic demand would be if the roads were good enough to take the load.

The basic concept for the Freighway had been laid down before this study commenced and had merit as a strategic move to reinforce Dubbo as a regional freight centre. The expansion of the Abattoir and new Freight Centre near the Abattoir were major factors in the establishment of the

Northern Freightway. The centre for freight on the Mitchell Highway at Richardson Road was the logic behind the Western Freightway. The Eastern Freightway was a logical means of crossing from the Mitchell Highway to the trucking and freight industries in North Dubbo without the constant need to increase capacity on existing roads running through the existing City and therefore with limited capacity for change.

The second logic for the future road network for Dubbo was mending and extending the Grid and this includes two new crossings of the Macquarie River,

- o River Street, connecting existing and future development in the north, and
- o Tamworth Street, connecting existing and future development in the south.

The logic was that both these connections would take some traffic out of the City Centre thereby maintaining it as the urban centre and allowing expansion to the west of the river.

Here modelling proves invaluable; answering such questions as what will be the impact of a new bridge to Tamworth Street and will this lead to a flood of traffic through South Dubbo? (No, the traffic using the new Bridge mostly turns into Macquarie Street or the City Centre.)

Adding new roads causes small changes in demand throughout the existing streets and does not generally lead to major changes on any one street.

The modelling process was therefore:-

1. Load the 2016 traffic demand onto the 2006 Network.
2. Note places where congestion would occur and add roads to remove that congestion to create a 2016 Network.
3. Load the 2026 traffic demand onto the 2016 Network.
4. Note places where congestion would occur and add roads to remove that congestion to create a 2026 Network.
5. Load the 2036 traffic demand onto the 2026 Network.
6. Note places where congestion would occur and add roads to remove that congestion to create a 2036 Network.
7. One further iteration was conducted of loading an estimated 2046 traffic demand onto the 2036 Network.

The conclusions continuously referred back to Cobra Street as is discussed below.

8.6 MODELLING ANALYSIS

The analysis is reported in two forms: Table 8.1 lists the traffic flows reported from the model summarised into screen lines, cuts across the map; Appendix A contains diagrams showing where Level of Service C is reported for each of the modelled years.

8.6.1 2036 Do Nothing and Road Strategy

Table 8.1 lists daily traffic flows on three screen lines in 2006, 2036, with no improvements to roads, and 2036, with the recommended strategy.

The existing traffic flows and conditions have been described in Sections 3 and 4.

Screen Line 1 River Crossings

Currently some 31,500 vpd cross the Macquarie River at the two crossings. Traffic is expected to increase by 96% by 2036.

The Do Nothing modelling shows the increase would be predominantly at Serisier Bridge, this partly reflecting the difference in the capacity of the Serisier Bridge and the LH Ford Bridge.

The 2036 Strategy accommodates the increased flow with the three new crossings - little increase in the flow using Serisier Bridge and an equal flow on the LH Ford Bridge. The flow on the LH Ford Bridge can be handled but only by limiting access to Macquarie Street to left in-left out. These flows will vary and can possibly be more balanced with the capacity of the bridges by rearrangements in the City Centre.

Screen Line 2 Eastern Screen Line

The Eastern Screen Line cuts a north-south line from the University to Hennessy Road.

Traffic on this Screen Line is expected to increase by 58%. The highest increases are expected at the northern and southern ends of the screen line indicating that proposals to spread traffic have been very successful. Nevertheless, traffic on the main roads in the City will rise by between 26% and 37%. The road strategy still results in the pedestrian amenity decreasing in most streets but, as has been stated earlier, this can be handled because of the generous design of the existing carriageways.

Screen Line 3 East West Screen Line

The East West screen line follows the rail line from Minor Hill to south Dunnyong Road.

Traffic on this Screen Line is expected to increase by 60%. The proposed connectivity maintains most streets at the present amenity, indeed the flow on Whylandra Street near Thomson Street is expected to reduce a little and this is consistent with the plan to improve pedestrian amenity through West Dubbo. In the Do Nothing case, the traffic on Whylandra Street would be twice as much as the proposed strategy requiring a major upgrading of the intersection with Victoria Street which would be contrary to the proposed improvement of pedestrian amenity in West Dubbo.

Flows in the City Centre are slightly higher than existing flows indicating the increased demand for the City is not mixed with additional through traffic and the strategy has been successful. Further work on the City Centre can proceed with an aim to improving and extending pedestrian amenity.

The lack of connectivity in east Dubbo shows up by the increase in traffic on Wheelers Lane and Sheraton Road and pedestrian amenity will decrease in both streets. Street management can, however, support the traffic safely.

Note how the flow of traffic using North Street in West Dubbo will allow it to be designed as a Connector with full pedestrian access even with its connection to Bunglegumby Road,

TABLE 8.1 SCREEN LINES 2006, 2036 Do Nothing Strategy

	2006 Base Vpd	2036 Do Nothing Vpd		2036 Strategy Vpd
1 River Crossings				
Northern Freightway				7290
River Street				2890
Serisier Bridge	16080	34170	213%	19840
LH Ford Bridge	15610	27860	179%	27900
Tamworth St Bridge			196%	17730
2 Eastern Screen Line				
Purvis Lane	2550	7670	301%	8620
Yarrandale Road	2630	8260	314%	8710
Cobbora Road	9640	12140	128%	11360
Myall Street	10450	13780	132%	13800
Wingewarra Street	8030	10120	126%	8950
Cobra Street	14720	20120	137%	17380
Boundary @ Fitzroy	3550	8040	226%	7860
Hennessy Road	530	2230	158%	5850
3 East West Screen Line				
Chapmans Road Rail Bridge		5580		8230
Victoria Street	8510	17110	178%	17600
North Street		0		4410
Whylandra at Thompson	10380	18900	182%	9720
Bligh (City)	5080	9520	187%	6850
Macquarie (City)	4450	4780		5050
Darling Street	5130	8430	164%	7100
Fitzroy Street	13800	15700	116%	11780
Whealers Lane	9770	13200	137%	12700

Sheraton Road	8010	10440	130%	11100
Eastern Freightway			160%	

LEGEND	
	Connector 3,500 – 6,000 vpd
	Distributor 6,000 – 11,000 vpd
	Sub Arterial 11,000 – 15,000 vpd
	Arterial 15,000 – 21,000 vpd
	Arterial > 21,000 vpd

8.6.2 2016 Network Evaluation

Table 8.2 lists daily traffic flows on three screen lines in 2006 and 2016.

The Level of Service analysis also shows that without amendments Cobra Street will be operating at over Level of Service C for part of its length. The Road Strategy reduces the Level of Service in Cobra Street to close to Level of Service C. This process is repeated in the analysis of each decade.






New roads included in the network are the Northern Freightway and the rail bridge at Chapmans Road. It is unlikely that the Western Boulevard will be completed from Mitchell Highway to Chapmans Road by 2016. If it were completed, then the model suggests it would be used by 2,500, a reasonable flow but not one that requires the construction of a road which is not part of residential development. The 2,500 vpd will continue to use Minore Road.

It is estimated that the Northern Freightway will be carrying just over 4,000 vpd by 2016, a reasonable flow that keeps traffic out of the City Centre.

The most noticeable feature of the 2016 traffic figures is the change in pedestrian amenity on many existing roads: Myall Street, Cobra Street, Victoria Street, Whylandra Street, and Wheelers Lane, will each need remedial measures to maintain pedestrian and bike accessibility over the next few years. The only good message coming out of this message is that the conditions do not get much harder through to 2026.

TABLE 8.2 SCREEN LINES 2006 and 2016

	2006 Base Vpd	2016A Northern Bypass % from 2006 Vpd	
1 River Crossings			
Northern Freightway		4020	
River Street		0	
Serisier Bridge	16080	18680	116%
LH Ford Bridge	15610	18950	121%
Tamworth St Bridge		0	
			131%
2 Eastern Screen Line			
Purvis Lane	2550	5550	
Yarrandale Road	2630	5390	
Cobbora Road	9640	10450	
Myall Street	10450	11100	
Wingewarra Street	8030	8460	
Cobra Street	14210	16300	112%
Boundary @ Fitzroy	3550	6210	
Hennessy Road	530	410	
			126%
3 East West Screen Line			
Chapmans Road Rail Bridge		2510	
Victoria Street	9630	12100	126%
North Street		0	
Whylandra at Thompson	10380	12100	117%
Bligh (City)	5080	6320	124%
Macquarie (City)	4450	4810	108%
Darling Street	5130	6160	120%
Fitzroy Street	11890	11960	104%
Wheelers Lane	9770	11310	118%
Sheraton Road	8010	8870	111%
Eastern Freightway			121%

LEGEND		
	Connector	3,500 – 6,000 vpd
	Distributor	6,000 – 11,000 vpd
	Sub Arterial	11,000 – 15,000 vpd
	Arterial	15,000 – 21,000 vpd
	Arterial	> 21,000 vpd

8.6.3 2026 Network Evaluation

Table 8.3 lists daily traffic flows on three screen lines in 2016 and 2026.

Again the Road Strategy maintains Cobra Street at Level of Service C.

The major new road in the network is the Tamworth Street Bridge which opens with a flow of nearly 10,000 vpd.

The positive impact of this road can be noted by the reduction of traffic in the vicinity, including Victoria Street, Whylandra Street at Thompson Street, Bligh Street, and Darling Street and the two crossings to the City.

Following on from the comment for 2016, there are no further reductions in pedestrian amenity on any Neighbourhood or Business streets between 2016 and 2026.

Traffic in Purvis Lane and Yarrandale Road is estimated to increase by 32% between 2016 and 2026.

TABLE 8.3 SCREEN LINES 2016 and 2026

	2016	2026 On 2016	2026 Tamworth Bridge	% From 2016
1 River Crossings				
Northern Freightway	4020	5870	5920	147%
River Street	0	0	0	
Serisier Bridge	14680	22010	20440	109%
EH Ford Bridge	16950	25100	17220	91%
Tamworth St Bridge	0	0	9850	128%

2 Eastern Screen Line				
Purvis Lane	5550	7130	7310	132%
Yarrandale Road	5390	6890	7110	132%
Cobbora Road	10450	10790	11040	106%
Myall Street	11860	13100	12640	107%
Wingewarra Street	8460	9460	8890	105%
Cobra Street	16500	18070	18260	111%
Boundary @ Fitzroy	6210	7760	7650	123%
Hennessy Road	410	510	850	202%
				113%
3 East West Screen Line				
Chapmans Road Rail Bridge	2510	5430	5710	227%
Victoria Street	2150	17600	14200	122%
North Street	0	0	0	
Whylandra at Thompson	12180	13170	11700	96%
Bligh (City)	6320	8060	6320	100%
Macquarie (City)	4810	4960	4790	100%
Darling Street	6160	7090	6640	108%
Fitzroy Street	11960	11880	11930	100%
Whealers Lane	11510	12110	12440	108%
Sheraton Road	8870	10110	10160	115%
Eastern Freightway				111%
LEGEND				
	Connector	3,500 – 6,000 vpd		
	Distributor	6,000 – 11,000 vpd		
	Sub Arterial	11,000 – 15,000 vpd		
	Arterial	15,000 – 21,000 vpd		
	Arterial	> 21,000 vpd		

8.6.4 2036 Network Evaluation

Table 8.4 lists daily traffic flows on three screen lines in 2026 and 2036.

And once again the Road Strategy brings down the Level of Service along Cobra Street to Level of Service C and without the Strategy the Level of Service drops below C.

The major new road in the network in 2036 is the new bridge across the Macquarie River at River Street. This opens with a flow of about 2,900 vpd with a corresponding reduction in the traffic using the Serisier Bridge.






Rapid development in the SW Sector will increase the use of the Rail bridge at Chapmans Road by 44% and some of this traffic will still use Victoria Street, 1,800 vpd less with the River Street crossing completed.

And the Northern Freightway will also carry 23% more traffic in the decade between 2026 and 2036, complementing the River Street crossing.

TABLE 8.4 SCREEN LINES 2026 and 2036

	2026	2036	2036	%
	Vpd	on 2026 Vpd	Strategy Vpd	From 2026
1 River Crossings				
Northern Freightway	5920	7900	7290	123%
River Street	0	0	2890	
Scrisier Bridge	20440	21250	19840	97%
LH Ford Bridge	17220	20100	20290	118%
Tamworth St Bridge	9850	11800	11750	119%
				116%
2 Eastern Screen Line				
Purvis Lane	7310	8630	8620	118%
Yarrandale Road	7110	8230	8210	115%
Cobbora Road	11040	11510	11580	105%
Myall Street	12640	13760	13810	109%
Wingewarra Street	8890	8950	8950	101%
Cobra Street	18260	17370	17380	95%
Boundary @ Fitzroy	7650	7850	7860	103%
Hennessy Road	830	5850	5850	705%
				112%

3. East West Screen Line				
Chapmans Road Rail Bridge	5710	8730	8230	144%
Victoria Street	1230	1920	1760	119%
North Street	0	0	4410	
Whylandra at Thompson	11700	12030	9720	83%
Bligh (City)	6320	6960	6850	108%
Macquarie (City)	4790	4840	5050	105%
Darling Street	6640	7210	7100	107%
Fitzroy Street	11930	11890	11790	99%
Whealers Lane	12440	12780	12750	102%
Sheraton Road	10160	11100	11100	109%
Eastern Freightway				112%

LEGEND	
	Connector 3,500 – 6,000 vpd
	Distributor 6,000 – 11,000 vpd
	Sub 11,000 – 15,000 vpd
	Arterial 15,000 – 21,000 vpd
	Arterial > 21,000 vpd

8.6.5 2046 Network Evaluation

The traffic estimates for 2046 are not made with the detailed land use patterns that have been used for the earlier decades. Additional population has been allocated in line with the discussion in Section 5 but employment has been spread as a simple pro-rata increase to the numbers allocated in 2036 figures (No estimates were made of the land take or likely direction of employment in 2046.)

The traffic figures are nevertheless of interest and listed in Table 8.5.

The river crossings continue to increase with the River Street crossing taking the highest percent of growth and the Serisier Bridge passing the 21,000 vpd mark, which it can carry but which may not be suited to the needs of the City Centre.

Purvis Lane increases by 48% in the decade, the Chapmans Road Rail Bridge by 86% (resulting from the intensive development of Sandy Creek.)






The results of the modelling on other streets listed in the screen lines are quite flat in the period, indeed some flows are shown to decrease slightly. These figures tend to show the inaccuracies that creep into modelling if it is not done carefully rather than the hope that flows will reduce in key places such as Victoria Street.

The overall impression for 2046 is that the grid system will continue to serve Dubbo well and

there will be no surprises in the next 50 years of growth. Cars? Well they will still be around in some form, perhaps the MG midget will be back on hydrogen.

TABLE 8.5 SCREEN LINES 2.36 and 2046

	2036	2046	% From 2036
	Vpd	Vpd	Vpd
1 River Crossings			
Northern Freightway	7290	9900	136%
River Street	2890	4300	149%
Serisier Bridge	19840	22850	115%
LH Ford Bridge	20290	20870	103%
Tamworth St Bridge	11750	14180	121%
			116%
2 Eastern Screen Line			
Purvis Lane	8620	12740	148%
Yarrandale Road	8210	9120	111%
Cobbora Road	11580	12410	107%
Myall Street	13810	14800	107%
Wingewarra Street	8950	8250	92%
Cobra Street	17380	17740	102%
Boundary @ Fitzroy	7860	7290	93%
Hennessy Road	5850	7140	122%
			108%
3 East West Screen Line			
Chapmans Road Rail Bridge	8230	15330	186%
Victoria Street	17600	16730	95%
North Street	4410	4950	112%
Whylandra at Thompson	9720	11110	122%
Bligh (City)	6850	7980	116%
Macquarie (City)	5050	5020	99%
Darling Street	7100	7300	103%
Fitzroy Street	11790	11830	100%
Wheelers Lane	12750	13100	103%
Sheraton Road	11100	10540	96%
Eastern Freightway			142%

LEGEND	
	Connector 3,500 – 6,000 vpd
	Distributor 6,000 – 11,000 vpd
	Sub Arterial 11,000 – 15,000 vpd
	Arterial 15,000 – 21,000 vpd
	Arterial > 21,000 vpd

A 2012 Perspective on Future Dwelling Numbers

A key input to any strategic planning exercise is the number of future dwellings that need to be catered for. In traffic engineering it is the number of dwellings which best correlates with the number of vehicle movements per day or per hour rather than the population.

Between 1991 and 2006 the number of persons per dwelling in Dubbo (or more precisely, the area encompassed by the former Dubbo Urban LEP, fell from 2.87 persons to 2.58 persons. This is as near enough to an average 0.1 persons per dwelling every five years.

A comparable figure for 2011 is not yet available because the 2011 Census results have yet to be published. However based on the trend between 1991 and 1996 it is probable that the 2011 figure will be in the vicinity of 2.5 persons per dwelling.

There is a general consensus amongst demographers that dwelling occupancy rates will continue to decline over time, to perhaps 2.0 persons per dwelling or less. This is driven by a number of social and demographic trends, such as an increasing number of one person "widow" or "widower" households as the average life expectancy of the community increases; increasing average wealth; a growing trend for people to marry later and have fewer children, the move to smaller "inner city" multiple occupancy dwellings in lieu of detached suburban housing, and the propensity for younger generation people to live alone and interact more widely using electronic social media.

For the analysis of future dwelling numbers used in the report I have therefore assumed a linear trend of household size reduction of 0.1 persons per household over each five-year period out to 2036, as follows:

2011	2.5	persons per household
2016	2.4	persons per household
2021	2.3	persons per household
2026	2.2	persons per household
2031	2.1	persons per household
2036	2.0	persons per household

Very recently, Council engaged Bernard Salt, of KPMG Pty Ltd, to undertake an independent assessment of the "Population Outlook for Dubbo City Council". This report was delivered to Council in February 2012 and publicly launched by Mr Salt himself, in Dubbo, on 11 April 2012. The report contained "Low", "Moderate" and "High Scenarios" for Dubbo's future

population growth, with the "most likely" scenario being the "Moderate" one.

Based on these three scenarios, and assuming the household sizes listed above, it is possible to calculate the number of new households that will develop in Dubbo in 5-year increments out to 2036. These numbers are tabulated below. Because the Stapleton Report used as its base the 2006 Census population figures and projected forward 30 years to 2036, 2006 is used as the base for this tabulation as well. Given the assumptions made the future dwelling numbers have been rounded up or down to the nearest one hundred.

Year	House hold Size	"Low" Pop ³	"Low" Pop ³ Growt ^h	"Low" Dwell Growt ^h	"Mod" Pop ³	"Mod" Pop ³ Growt ^h	"Mod" Dwell Growt ^h	"High" Pop ³	"High" Pop ³ Growt ^h	"High" Dwell Growt ^h
2006	2.58	39618	=	39618	=	=	=	39618	=	=
2011	2.5	42050	2432	1000	42170	2552	1000	42290	2672	1100
2016	2.4	43590	3972	1700	44240	4622	1900	44890	5272	2200
2021	2.3	44820	5202	2300	46235	6617	2900	47650	8032	3500
2026	2.2	45850	6232	2800	48150	8532	3900	50450	10832	4900
2031	2.1	46470	6852	3300	49945	10327	4900	53420	13802	6600
2036	2.0	46670	7052	3500	51545	11927	6000	56420	16802	8400
2046	2.0	46870	7252	3600	54940	15322	7700	62390	22772	11400

~~*Figures for 2046 are projections from KPMG's analysis out to 2036 made by Dubbo City Council staff, but they are consistent with it.~~

It is important to note that Stapleton's 2008 Report made the assumption, supported by Dubbo City Council staff at the time, that 7500 new dwellings were to be accommodated in Dubbo's growth areas between 2006 and 2036. It now transpires (2012) that the projection of new dwelling numbers in that period, based on Bernard Salt's "Moderate" growth scenario, may actually be lower at 6000. Under this "Moderate" growth scenario the 7500 new dwellings analysed by Stapleton would be reached in 2045 rather than 2036.

On the other hand the KPMG "High" growth scenario would see more than 7500 new dwellings created by 2036 (8400). In that scenario the Stapleton analysis results would become relevant in 2034, a couple of years "early". With the benefit of hindsight, the 7500 new dwellings assumption used in the Stapleton Report actually represents a scenario not quite two-thirds if the way between the KPMG's "Moderate" and "High" scenarios.

Based on the above, I am happy to continue to make use of the results and recommendations of the "Dubbo City Planning and Transportation Strategy 2036" by Chris Stapleton on the basis that the timing of its recommendations may need to be deferred by approximately five years to account for more recent projections of population growth which are only about 80 percent as high as was assumed therein. And should Dubbo's growth continue to be as strong as it was for the period 2006 to 2010, for significant parts of the next 25 years, then the real growth of the City would match the Stapleton's Reports assumptions.

Community Demand For A Second Flood Free River Crossing

The need for an additional high level bridge across the Macquarie River at Dubbo was graphically illustrated during December 2010 when for two weeks the Serisier Bridge was submerged and all cross-river traffic was restricted to the LH Ford Bridge. During this time Council spent in excess of \$1 million on round-the-clock traffic control at intersections leading onto the LH Ford Bridge, whilst the delay costs to local residents and businesses amounted to tens of millions of dollars as 35,000 vehicles queued daily for up to an hour at times to make the crossing from east to west or vice versa. On top of this was the delay to interstate highway traffic on the Newell and Mitchell Highways with further significant delay costs imposed on travellers and freight operators alike as they made their way slowly through Dubbo.

December 2010 was, thankfully, a once-off event which has not repeated itself in 2011 or 2012. However there is no guarantee that multiple floods will not occur in Dubbo in any one year, such as happened in 1950 (8 floods), 1952 (3 floods), 1956 (5 floods) or 1990 (2 floods). Were the Serisier Bridge to be inundated during multiple floods for several months out of a future year the economic cost of traffic delays would be horrendous at a local, regional, State and National level. One issue peculiar to Dubbo is the existence of a flood mitigation airspace at Burrendong Dam on the river above Dubbo, which certainly mitigates floods, but also extends them by virtue of the stored water having to be released relatively quickly once the peak of the flood has passed. This more or less guarantees that the Serisier Bridge will be closed for two weeks at a time in major floods even though the peak of the flood may have only lasted one week.

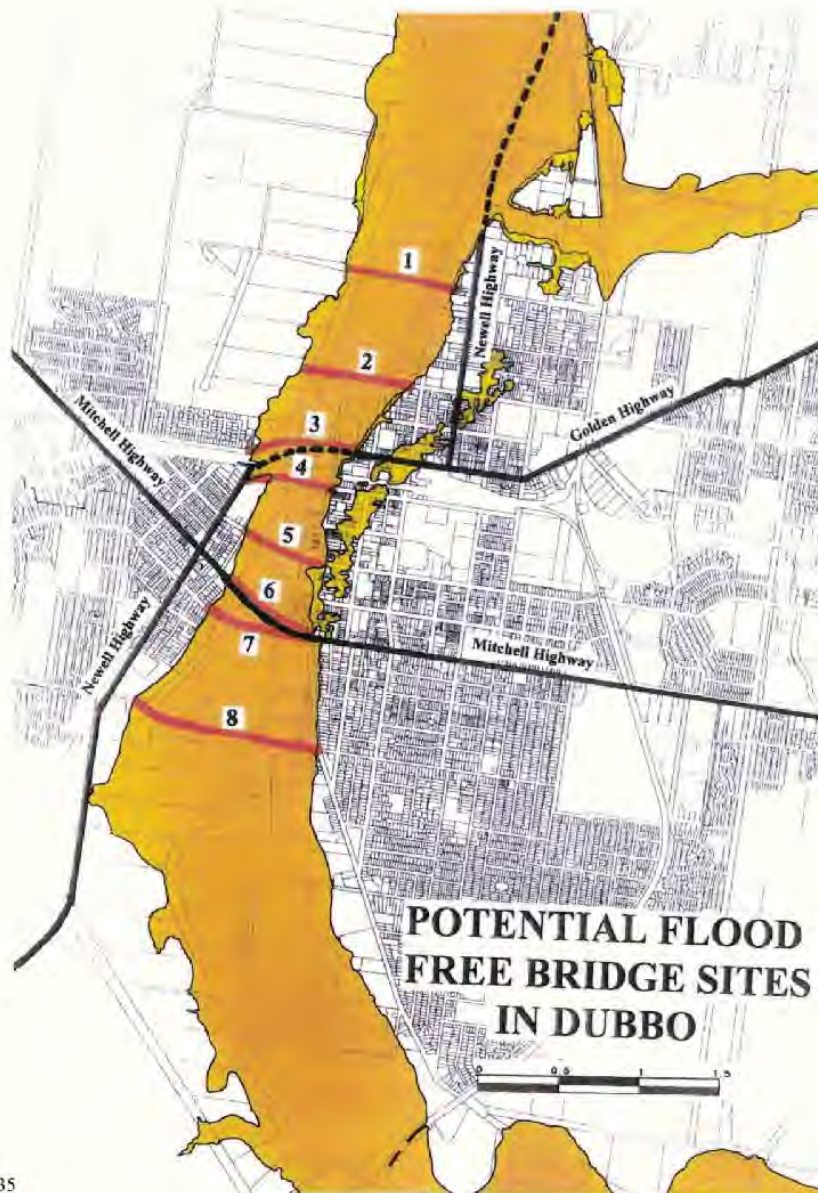
A second high level crossing at Dubbo is essential for the long term economic prosperity of the Orana Region. As West Dubbo continues to expand traffic delays and traffic control costs will continue to escalate during each successive flood event. What were delays of one hour in 2010 will become delays of two hours in future floods. Access to Dubbo's regional services will be severely restricted during these events, as well as significant delays for highway traffic attempting to transit the region. Such a bridge deserves to be a major regional priority for these reasons.

Confusion Between a Third Bridge and Second Flood Free One

Many people mistakenly confuse the need for a "third river crossing" for Dubbo with the need for a new "flood free crossing". The two are NOT the same, however, as is explained below.

A "flood free" bridge over the Macquarie River at Dubbo is a much longer elevated structure than a bank level bridge like the Serisier Bridge. The Serisier Bridge is 80 metres long, the LH Ford Bridge is 600 metres long. The reason for this lies in the shape of the floodplain through Dubbo. The true "floodplain" that people recognise as such is the flat land located along B High Street occupied by sporting ovals, carparks and walking tracks. It is the land easily inundated by frequent floods such as the 1 in 20 year and 1 in 30 year floods which were experienced most recently in 1990 and 2010.

The land people usually identify as “flood free” is generally defined as being above the 1 in 100 year flood level. In Dubbo it is roughly the level of Macquarie Street in the CBD. A flood of this height has not been seen since the Dubbo flood of record in 1955. Although land higher than that is still in reality part of the flood plain for even larger foods, this level is often adopted in statutory town plans as the arbitrary dividing line between “flood free” and “flood liable” land.



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The map on the previous page shows the 1 in 100 year floodplain through Dubbo. On it are shown in red ALL the feasible locations for a new bridge to be built which would be "flood free" (i.e. not inundated in floods smaller than the 1 in 100 year flood). The locations chosen are all somewhere near the CBD for obvious economic and social reasons ~ a bridge too far "out of town" would simply be an expensive white elephant 99.95% of the time when the river is not flooding.

The locations suggested are:

1. Opposite River Street in North Dubbo
2. Opposite Myall Street in North Dubbo
3. Immediately downstream of the Serisier Bridge linking Erskine and Thompson Streets.
4. Opposite Talbragar Street linking across to Whylandra Street above flood level.
5. Alfred Street to Wingewarra Street in the CBD.
6. Duplication of the LH Ford Bridge (immediately upstream or downstream would both be feasible).
7. Cobra Street to East Street (a quasi duplication of the LH Ford Bridge).
8. Minore Road to Tamworth Street.

When assessing and comparing options a number of attributes are important.

- a) Does the location facilitate its use by Mitchell and Newell Highway traffic during flood events?
- b) Are both ends of the bridge in locations where traffic will be relatively free flowing?
- c) Is it too far out of the way to attract high traffic volumes in "normal times"?
- d) Is it adjacent to an existing highway and perhaps able to attract State or Federal Government funding, or on a local road relatively remote from a highway?
- e) Is it longer, and therefore more expensive to build, than other options?
- f) Will local residents be more adversely affected than with other options?

In my opinion, and taking points (a) to (f) into account, the most practical and cost-effective option for a second high level bridge in Dubbo free of 1 in 100 year flooding will be Option 6, duplication of the LH Ford Bridge between Victoria Street in the west and Cobra Street in the east. The intention would be to convert both lanes of the existing LH Ford Bridge to one way traffic and dedicate both lanes of the new bridge to one way traffic flow in the opposite direction. During flood events it may still be necessary, using traffic management, to alternate during morning and afternoon peak periods with a three lane/one lane directional split, but this would still be a major improvement on what happened in December 2010.

What Are The Likely Costs of a Second Flood Free Bridge?

Unfortunately a duplication of the L.H Ford Bridge as recommended is BEYOND THE FINANCIAL CAPABILITY of Dubbo City Council to fund. A reasonable feasibility estimate for such a duplication was recently sought and obtained from a local consultancy firm, and a sum of \$40 million is a realistic budget figure. It is for this reason that Council has already began lobbying through Regional Development Australia and both Members of Parliament representing Dubbo for this project to be made a REGIONAL PRIORITY PROJECT in order to attract both State and Federal grant funding. Better still it could simply be made a Government project to augment the flood free cross-river capacity of the Mitchell Highway through Dubbo in the interests of the broader State and Federal economies, in the knowledge that the Newell Highway would also be diverted across it during flood events.

Meeting the Predicted Need For A Third AND A Fourth River Crossing in Dubbo

As indicated at the beginning of the previous section, many people fail to separate the need for a third (and fourth) crossing of the Macquarie River in Dubbo in traffic growth grounds from the need for a second flood free crossing. The two are very different however.

Dubbo Council could typically build six or seven low level bridges (bank to bank structures like the Serisier or Troy Bridges) for the \$40 million a duplication of the L.H Ford Bridge would cost. It is for this absolutely pragmatic reason that Dubbo's third and fourth river crossings will almost certainly be "low level" bridges, designed to flood at around the level of the 1 in 10 to 1 in 15 year flood frequency. This renders them economical to build and usable for 99.95% of the time, but when they are flooded the traffic delays experienced in December 2010, or worse, are inevitable.

Stapleton's Study recommends that two additional bridges be built by 2026 -- the Purvis Lane Bridge on the Freightway North (2016) and the Tamworth Street Bridge (2026). However the Study is very clear that the Purvis Lane Bridge and Freightway North would only be built first of development of the North West residential sector was underway concurrently to fund the construction and create an immediate demand for it.

At the present time, however, development of this sector does not appear to be imminent. Although the Bunglegumbe Sewage Treatment Plant has been closed and demolished there are as yet no plans to develop the site that it was on for subdivision. This renders Mr Stapleton's recommended timing and prioritisation of Dubbo's third and fourth river crossing academic.

In the event, my preference and recommendation is for the third river crossing to be at Tamworth Street as has been the intention at staff level for the past 15 years. I would follow this with the Purvis Lane crossing even if it had to be part of a "Green Field" construction of the Freightway North by Council ahead of development in the ongoing North West Sector. Given the delay factor of five years or so inherent in the Stapleton Report (as discussed above with respect to future dwelling numbers), I am recommending that the Tamworth Street Bridge be in use by 2021, meaning that its pre-construction would need to be seriously underway by at least 2018. The Purvis Lane Bridge should still be built by 2026 if possible so that construction deadlines for the Freightway as a whole can be met to ensure that the redistribution of traffic from the centre of the City to the periphery assumed to occur by Mr Stapleton does in fact occur.

Are the Current Queuing Delays In Whylandra Street Evidence That A Third River Crossing is Needed Immediately

The answer to this question is "NO". A third bridge is certainly needed in the medium term (8 to 10 years), but the queuing problem presently being experienced during the morning peak in Whylandra Street is not an "extra bridge" problem. It is the roundabout at Victoria Street which either needs re-building as a full two lane roundabout or replacement with traffic signals, not bridge capacity which is causing the congestion at present, although delays are not yet serious enough to warrant immediate action in either solution.

Despite some statements by members of the public that they are "waiting ½ hour just to get down to the roundabout" this is not true. Observations taken over several mornings by Technical Services Division Staff show that whilst the queue may extend back past Baird Street for the order of half an hour (8.15 to 8.45 am typically), individual vehicles seeking to turn right onto the L. H Ford Bridge were being held up for a maximum period of 3 to 4 minutes. Whilst this is reasonably inconvenient by Dubbo standards, it is not indicative of a problem which needs immediate solution.

The RTA (now RMS) always expected to have to go back to traffic lights when they demolished the last set of lights and built the roundabout in 1990. There is plenty of room to develop a new four lane set of traffic signals which would favour the Newell over the Mitchell Highway and allow trucks through the intersection without having to cut-off all other vehicles in the process. Alternatively a two lane roundabout could be installed although this would be more difficult to build because it would require the acquisition by the RMS of some adjacent private property to do so, but that would be an effective solution as well.

This queuing problem has already been raised formally and informally with the RMS. As the intersection and both highways are the responsibility of the RMS it is appropriate that they should be solving level of service problems like those beginning to manifest themselves in Whylandra Street and not the Council.

The traffic flows across the L. H Ford Bridge are not yet at peak lane capacity which would warrant the "immediate" construction of a third bridge across the Macquarie River. Congestion presently being experienced is due to intersection capacity constraints, not bridge capacity constraints. However the construction of a third bridge, planned to join Minore Road in the west and Tamworth/Bligh streets in the east, would certainly alleviate peak hour congestion at the intersection as well as giving additional cross-river capacity, but will be a more expensive proposition to contemplate than the simpler prospect of modifying the Whylandra/Victoria street intersection. In realistic terms we are much more likely to be able to get short term action on the intersection modifications happening than being able to design, fund and build a third bridge in the space of only two to three years.

In a 10 year timeframe traffic flows could be expected to increase 20 to 25% over current flows. By then congestion delays would be much less acceptable than now. In the meantime some eastbound traffic will redistribute itself to favour the Serisier Bridge over the L. H Ford Bridge,

an option available now to all local motorists wishing to avoid the right turn out of Whylandra Street onto the L H Ford Bridge, so I would anticipate that in 10 years time the right turning flows may have only increased by 15 to 20%. Nevertheless this is still a significant increase and confirms that 10 years is a reasonable upper bound timeframe for seeking to have our third bridge crossing in place.

Does Dubbo Urgently Need a Ring Road To Take Highway Traffic Around The City?

The answer to this question is also "NO". The Stapleton Study is very clear on this point (Section 3.4.1) when discussing the proposed freightway:

"... firstly, the volume of through truck traffic is relatively low and does not justify a fully fledged bypass; and secondly, using the road for some circulating city traffic very conveniently reduces the volumes within the city centre by a few hundred here, a few hundred there. The total impact of this alignment probably reduces the city grid system by over 30,000 vehicles per day. The concept is used extensively in Germany.

The aim of diverting traffic from the City streets is to avoid any additional four lane roads within the town centre, in particular, Cobra Street to the L H Ford Bridge.

The concept is that over time freight traffic on the Newell Highway will be diverted to the west of the town centre, and later, traffic using the Mitchell Highway will divert north through Purvis Lane. The intersection of *The Freightway* and the Newell Highway in the north is an ideal location for a Truck Stop that will further encourage drivers to use *The Freightway*.

The first priority is to serve the abattoir and the new freight centre (now built) to be located north of the abattoir off Yarrandale Road.

The traffic flows on *The Freightway* are not intended to be high and the combined flows of local and truck traffic can be accommodated in two traffic lanes.³³

The Freightway is thus an important part of Dubbo's future strategic road network, but it is not an urgent priority for externally sourced grant funding aimed at solving some "diabolical" existing traffic problems. If grant funding is to be sought, much better to concentrate on a duplication of the L H Ford Bridge to create a second flood free crossing of the Macquarie River through Dubbo.

Bypasses are useful for some localities with a long history of highway traffic passing up and down the main street in conflict with local shopping and other commercial traffic. The examples which spring to mind are places like Parkes, Orange, Tamworth, Tenterfield, Armidale, Goulburn, Bulahdelah, Wyong and Taree. These towns and cities had diabolical traffic problems which needed solving, and a highway bypass, in whole or part, was the answer.

Dubbo is not in that category. We are in the fortunate category of those towns where the

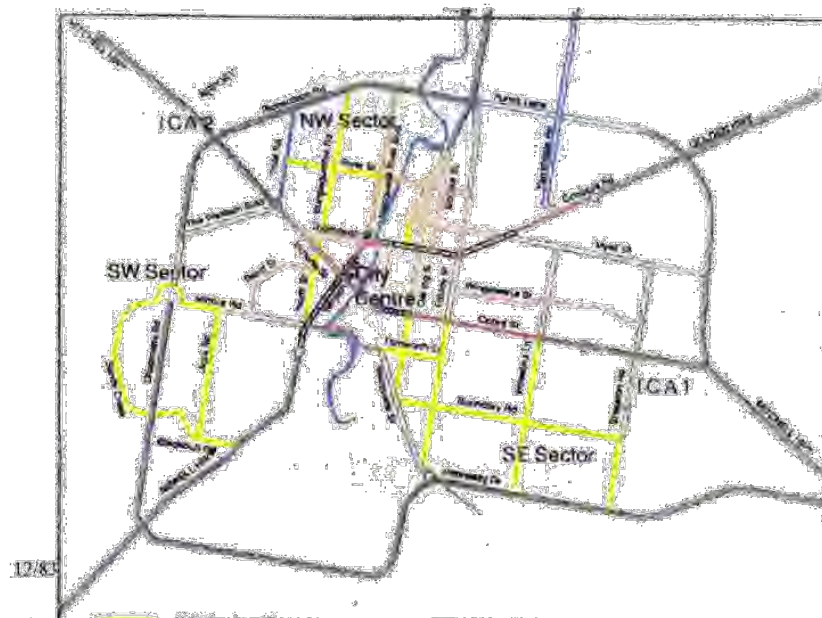
highway never quite went down the main street, but was typically a block or two away from the CBD shopping centre. Towns in this category which spring to mind are Bathurst, Lithgow, Grafton, Gilgandra, Narrabri and Port Macquarie. These towns have not needed multi-million dollar by-passes because the highway's location in town was often a benefit to traffic flow rather than a hindrance, and certainly maintained economic activity within the existing built-up area rather than on its periphery, or even in another town entirely.

So, whilst I support wholeheartedly the concept of a Freightway circling Dubbo as described above by Mr Stapleton which will, over time, become a bypass for highway traffic, it is NOT an urgent priority to be built in one go straightaway. Mr Stapleton envisaged it being started by 2016 but taking another 30 years before the final, lower priority legs would be in place. He did not envisage the full Western Freightway taking the Newell Highway north and south of the City to be in place before 2036, and this is because most of Dubbo's "internal" truck movements are concentrated very much in the northwest, north and northeast of Dubbo. The major need for Dubbo's traffic as opposed to highway traffic, is the Northern Freightway legs of Purvis Lane and Richardson Road, and it is the completion of these legs which will have the largest impact of any of the Freightway legs to be built.

Dubbo's Road Transportation Strategy To 2036 and Beyond

Taking all of the above into account, Dubbo's Road Transportation Strategy to account for population and traffic growth to 2036 and beyond is summarised in Figure 4.4 of the Stapleton Report, as reproduced below. Although the Stapleton map is generally to scale it is stylised to a degree and does not show some key topographical constraints such as railways and the full extent of the Macquarie River south of the City Centre. For this reason it is important to also refer to a "Physical Location Map of the Future Road Layout" to more accurately orient yourself as to the true location of the new links in the network in particular. This map is also reproduced below.

Fig 4.4 Road Hierarchy





The key element and principles of the new Strategy are as follows:

1. Dubbo is and should remain a ten minute city for as long as possible, Dubbo has a good road network now with a low accident rate by comparison with other regional cities in NSW. The aim of the Strategy is to maintain this level of accessibility and safety.
2. Dubbo is and should develop as a freight distribution truck city – the Freightway Ring is a key means of achieving this.
3. Progressive construction of the Freightway Ring is designed to avoid the need for developing any additional four lane roads within the City Centre. Enough traffic is diverted over time onto this peripheral roadway such that traffic flows in the City Centre are maintained more or less at current levels for as long as possible.
4. Maintaining direct access to the City Centre along the key radial routes represented by the Newell, Mitchell and Golden Highways is a fundamental part of maintaining Dubbo as an attractive, convenient City for visitors. We are not looking to divert all highway traffic onto a bypass.
5. The distribution of City traffic will continue to be accommodated using the grid of roads that currently exist. This grid will:
 - (i) Speed traffic so as to avoid major concentrations of traffic that lead to delays at intersections and create barriers to pedestrian movement, and
 - (ii) Limit traffic flows to those consistent with adjoining land use activities.

Although this desire to maintain the status quo may be viewed as a “non strategy” the distribution grid of roads is in fact a key design element of both the City and the road network going forward.
6. The Macquarie River is a major barrier to future connectivity, and four new low level bridges are planned over the next 40 years.
 - (i) Tamworth Street – nominally 2021.

- (ii) Purvis Lane - nominally 2026
- (iii) River Street - nominally 2036
- (iv) Dunduffinal (South Dubbo) - nominally 2051

7. The railway lines through Dubbo are major barriers to future connectivity, and Mr Stapleton has recommended the reopening of two previously closed crossings:

- (i) Brisbane Street - for better accessibility to the CBD - no timeframe given.
- (ii) Myall Street near the hospital - nominally by 2036, in conjunction with the fifth river crossing to be constructed at River Street.

The Stapleton Study also recommends two new railway crossings:

- (i) The Chapmans Road railway overpass on the Western Freightway - nominally 2036
- (ii) A new level crossing in West Dubbo at North Street to link traffic more directly across Bunglegumby Road - nominally 2026.

In my review of the Stapleton Study I have also identified the need for the existing crossing at South Buninyong Road to be relocated about 250 metres to the west of its current location as part of the Eastern Freightway construction. This will provide a more direct and safer connection to the Mitchell Highway, one that will also be able to accommodate road trains and B Doubles, and is nominally required by 2031.

8. Obviously a number of new roads will be required to be built over the next 40 years. Figure 4.4 shows on it 137 kilometres of strategic roads. Of these, however, only 33 kilometres (24%) are new roads on Greenfield alignments, and further 6.5 kilometres (4.7%) are existing roads likely to require moderate upgrading to perform new, higher order roles in the network. Taken from a 40 year perspective, therefore, the road network upgrading required is seen as quite achievable. The locations of these new roads and bridges are highlighted on the following map.

9. Some future road construction will involve new intersections at existing roads eg Wheelers Lane/Boundary Road, Purvis Lane/Yarrandale Road, Buninyong/South Buninyong/Whitewood Roads, Thompson Street and the future Macquarie River Boulevard and these will need to be allowed for in budgets for these "new" road projects.

10. A second flood free crossing of the Macquarie River at Dubbo is an urgent priority for Dubbo, the Orana Region, the State and the Commonwealth, but Dubbo City Council does not have the financial resources required to bring it to fruition. Council will therefore lobby both other levels of Government in an effort to make it happen.



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Future Construction Program

Taking the principles above into account, the following is a "first draft" Future Construction Program designed to implement the Road Transportation Strategy to 2036 and Beyond documented herewith. It has been modified from the Stapleton "original" as necessary to take into account the slower population growth now predicted compared to that assumed in 2008, and the lack of progress as yet on planning of the "North West Sector" centred on the old Bunglegumbie Sewage Treatment Plant site. Both were discussed in some detail in the report.

<u>Year</u>	<u>Project</u>	<u>Estimate</u>
2016	Boundary Road (Whealers Lane to Keswick Parkway South - 0.3 kms)	\$1,900,000
2018	Boundary Road (Keswick Parkway South to Sheraton Road - 1.3 kms)	\$2,300,000
2021	Tamworth Street Bridge + 1.0 kms of two lane sub-arterial	\$8,000,000
2026	Purvis Lane Bridge + 2.0 kms of two lane sub-arterial	\$10,000,000
2028	Extend Richardson Road to Bunglegumbie Road (2.1 kms)	\$3,000,000
2031	North Street Railway Crossing	\$2,000,000
2031	Extend Boundary Road to Southern Freightway + Construction 2.5 kms of Southern Freightway	\$6,000,000
2031	Western Boulevard construction (1.8 kms) including Mitchell Highway Intersection	\$5,000,000
2034	Purvis Lane (Yarrandale Road to Golden Highway - 2.2 kms)	\$4,000,000
2036	Blackbutt Road (Chapmans Road to Joita Road - 0.8 kms)	\$1,800,000
2036	River Street Bridge + 1.6 kms of two lane connector to Bunglegumbie Road	\$7,000,000
2036	Re-open Myall Street Railway Crossing	\$2,000,000
2038	Extend River Street to Hills Road (0.9 kms) and construct Hills Road (Mitchell Highway to Richardson Road - 1.5 kms)	\$4,000,000
2038	Eastern Freightway (upgrade of Bunninyong/South Bunninyong Roads, new railway crossing + new highway intersection - 3.6 kms)	\$7,000,000
2038	Construction Macquarie River Boulevard (Thompson Street to River Street - 1.2 kms)	\$3,000,000
2041	Chapmans Road extension north to Mitchell Highway - 3.1 kms	\$10,000,000
2042	Upgrade Chapmans Road (Minore Road to Blackbutt Road - 2.25 kms)	\$2,000,000
2042	Construct Macquarie River Boulevard (River Street to Purvis Lane - 1.2 kms)	\$2,000,000
2045	Southern Freightway (Camp Road to Hennessy Road - 2.3 kms)	\$9,000,000
2046+	Complete Western Freightway (Blackbutt Road to Newell Highway - 1.9 kms)	\$5,000,000
2046+	Complete Southern Freightway (Boundary Road to Mitchell Highway East - 3.1 kms)	\$7,000,000
2046+	Construct Sandy Creek Road (Chapmans Road to Minore Road - 2.7 kms)	\$5,000,000
		\$108,000,000

The capital expenditure listed above equates to \$2.7 million per annum over the next 40 years. In reality some of the expenditure items listed will be undertaken by subdivision developers as integral parts of their development. In other cases it may be possible to negotiate contributions

towards projects which provide mutual benefit between Council (the community) and particular developments. Some items will attract Section 94 Contributions or their equivalent ongoing.

Nevertheless it is probable that at least the majority of these sums will have to be found by Council from rates and charges or borrowings. For some 10 years now I have been advising Council that in addition to the road infrastructure backlog amount, the Council would be needing to fund in the order of \$2.5 million p.a. ongoing to fund "improvement" works, and this is now clearly borne out by the list of capital works detailed above.

Where To From Here?

This report sets out the strategy required to be followed in order for Council to meet the demands of increased traffic as Dubbo continues to grow out to 2036 and beyond. In that time Dubbo will grow by nearly 12,000 people from the 2006 base used by Mr Stapleton for his modelling and 6,000 new dwellings will need to be accommodated and serviced by way of four new river crossings, a 32.5 km Freighway ring road and several other connector and distributor roads.

At this stage the planning of individual roads and intersections has been at a "high level" to ensure that the big picture connectivity of the road network will be sound. As can be seen from the list of capital works the first of the strategic projects is not scheduled for completion until 2016.

Starting now, therefore, it is important that detailed alignments be determined for the 33 kms of new "Greenfield" roadways that form the bulk of the Road Transportation Strategy To 2036. My staff will need to be laying out reasonably detailed concept plans for all of these roads so that negotiations can begin with affected private landowners to acquire road reserves well ahead of when construction is required. In some cases where existing road reserves are involved it is probable that widenings will be required, and these too need to be determined now even if they end up being acquired by dedication as part of a future subdivision of land.

Funding will be a key issue. Whilst the demand for finance for these new works is quite significant the infrastructure backlog which continues to grow each year is even more significant (by a factor of 3 or 4 times) and will compete directly with the need for these growth-related projects to the potential detriment of Council's ability to properly service new release areas.



This report is not the vehicle to "solve" the funding issues of the \$108 million worth of projects identified. This report sets out the necessary strategy and how it has been derived. Although \$108 million is not a trivial sum of money, nor is it in any way unachievable. Council's existing road asset base already has a fair replacement value of \$897 million as per the balance sheet of 30 June 2011 and it is reasonable to expect of that the asset should rise in value in real terms by 12% over the next 30 to 40 years when growth-related strategic infrastructure as is proposed is added to the stock.

Looked at another way, \$2.7 million per annum is a reasonably modest addition to the current road expenditure budget of \$17 million per annum. If Council is to meet the increasing demand for this most basic of services it provides, then somehow the funding must be found to build the

requisite infrastructure.

It is recommended, therefore, that the Director Organisational Services be requested to include the financial ramifications of this report in his future analysis of how best to meet the financing demands created by this, the Percy Allen Report, and all of the other pressures currently impinging on Council's ability to make ends meet.

Technical Services



Dubbo City Council Infrastructure Strategy 2036

www.dubbo.nsw.gov.au

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DUBBO
CITY COUNCIL

REPORT: LEP 2011 - Council Infrastructure Strategies to Facilitate Growth to 2036

AUTHOR: Director Technical Services
REPORT DATE: 22 May 2012
FILE: SL 5.8

EXECUTIVE SUMMARY

Council's newly adopted Local Environmental Plan (LEP) – 2011 has created large areas beyond the edges of the urban area to accommodate predicted population growth, expected to be about 9,500 people by 2036. Taking into account the continuing reduction in the number of people living in each dwelling, this population growth and the redistribution of population from existing parts of the City will generate the need for an extra 6100 dwellings on the periphery.

The growth will largely be in the Southeast and Southwest Sectors of the City, but also to a smaller extent in the Northwest and Northeast Sectors. This report summarises the manner in which Council infrastructure in the form of Roads, Water Supply, Sewerage and Stormwater Drainage will be developed to cater for the growth, and confirms that plans are in hand to make this so.

The 6100 new dwellings proposed will easily fit inside the Freightway ring road proposed in Council's "Road Transportation Strategy To 2036 and Beyond". Through good planning over many years Council services are well placed to be expanded to meet the increased and more geographically expanded demand.

The road improvements required are detailed in the Road Transportation Strategy document. Water supply is already assured by the remote location of existing reservoirs on hills considerably higher than the new release areas. Normal augmentation including additional reservoirs in West Dubbo will suffice to service the growth. The two gravity-reliant services of Sewerage and Stormwater Drainage will not be moving into any new catchments, and planned extensions are relatively straightforward. Water treatment capacity is already sufficient, and sewage treatment capacity is already programmed to be increased over the next two years.

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FINANCIAL IMPLICATIONS

There are no immediate financial implications as a result of this report. However over the next 20 to 25 years, Council expenditure of some \$194 million will be required to ensure basic infrastructure is in place to cater for the population growth anticipated in that time frame. The components of this amount are:

- Roads \$54 million
- Water Supply \$80 million
- Sewerage \$55 million
- Stormwater Drainage \$5 million

Noting, however, that the latter figure (Stormwater) is known to be an under-estimate at this time.

Whilst these numbers appear, and are, large, anticipated revenues and normal financial planning procedures should be able to allow these necessary investments to be made. However, at this time it is still unclear how Roads and Stormwater Drainage improvements will be funded in the medium and long term given the infrastructure backlog issue highlighted in the Percy Allen Report.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

1. That the contents of the report of the Director Technical Services be noted.
2. That the Director Technical Services and Director Organisational Services develop further strategies to address the long term financing requirements of the Roads and Stormwater Drainage infrastructure required to cater for Dubbo's urban growth to 2036, and beyond.

Stewart McLeod
Director Technical Services

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BACKGROUND

In 2011 Dubbo's new Local Environmental Plan (LEP) - 2011 was gazetted after several years of development. The LEP was developed in full consultation with myself and my Division to ensure that services would be available. This report is designed to document that servicing strategy and to assure all stakeholders that suitable plans are in train to match the growth expected during the life of the 2011 LEP and beyond.

REPORT

On 11 April this year, Bernard Salt was in Dubbo to launch KPMG's assessment of Dubbo's most likely population growth projections to the year 2036. The result is that the City can expect to experience population growth of 9,500 people by that date.

Dubbo's dwelling occupancy rate currently sits at 2.5 persons per dwelling. It has been dropping at approximately 0.1 persons per dwelling each five years over the past 20 years. KPMG has indicated in separate advice that occupancy rates will continue to decline, but probably not as quickly, and that by 2036 the average occupancy rate will have dropped to 2.25 persons per dwelling. On this basis, the number of new dwellings required by 2036 will have two components: to it -- the 4,220 new dwellings that 9,500 extra people will generate, plus the redistribution of 10% of the existing population ($0.25/2.5 \times 42,000 = 4,200$ people) out of existing dwellings into 1,870 new dwellings, giving a total increase to be catered for of 6,090 new dwellings (say 6,100).

Advice from the Director Environmental Services indicates that 6,100 new dwellings will easily fit inside the footprint of Council's current servicing envelope. In West Dubbo, this means urban development need not/will not extend beyond the eastern watershed of Sandy Creek, or in East Dubbo beyond Equus, Yarrawonga and Blue Ridge Estate (ICA 1). This will ensure efficient servicing practices can be maintained for the next 25 years. The detail of that servicing strategy is as follows.

ROAD NETWORK

Dubbo's road network is in "good shape" to be expanded to cater for the growth predicted above. A separate detailed report has set out "Dubbo's Transportation Strategy To 2036 And Beyond", based on a study completed in 2009 by Stapleton Transportation and Planning Pty Ltd.

The Transportation Strategy aims to:

- Maintain Dubbo as a ten minute City;
- Encourage and support truck movements by progressively developing a Freightway ring road; and
- Maintain highway access from all five approaches into the City centre.

The Transportation Strategy intends to:

- Develop progressively a 32.5 km Freightway ring road formed at various locations by Richardson Road, Purvis Lane, Buninyong Road, South Buninyong Road, Lidscomb Road, Hennessy Road, Camp Road and Chapmans Road.

DUBBO CITY COUNCIL

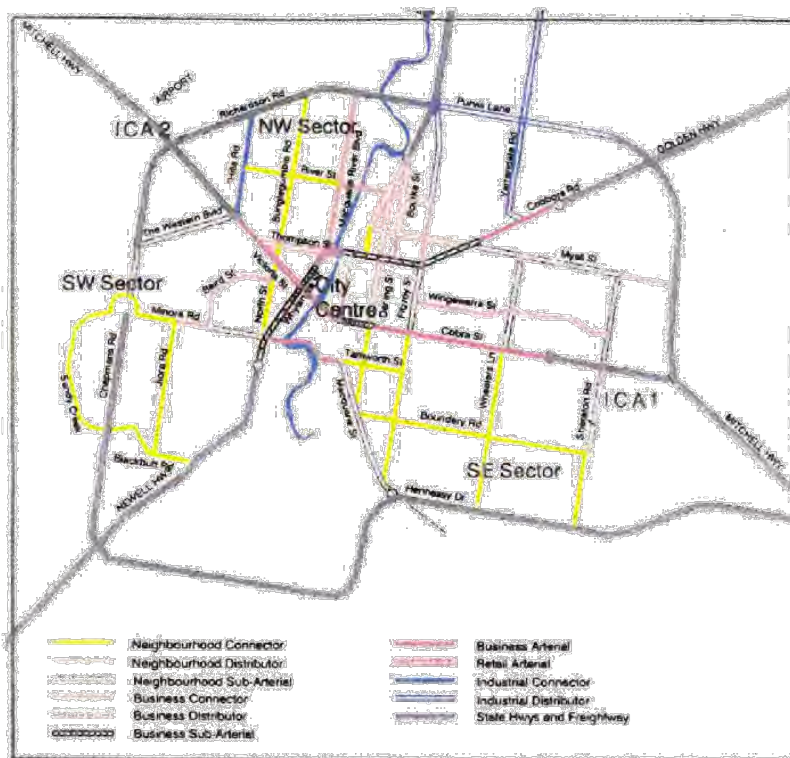
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- Maintain Dubbo's successful grid pattern of roads to spread traffic flows out and limit concentrations of traffic consistent with adjoining landuse activities, whilst at the same time catering for 7,500 new dwellings expected to be created by about 2045 (6,100 by 2036).
- Build a third bridge by 2019 (at Tamworth Street), a fourth bridge by 2026 (opposite Purvis Lane), a fifth bridge by 2036 (at River Street) and a sixth bridge by 2051 (linking Miriam and Dundullimal).
- Build 33 kilometres of new Greenfield connectors, distributors and sub-arterials over the next 40 years, and upgrade another 6.5 kilometres of existing roads.
- Lobby other levels of Government to fund the duplication of the LH Ford Bridge in order to double the flood free river crossing capacity through Dubbo. At \$30 million estimated cost, this infrastructure item is beyond the reasonable capacity of Dubbo City Council to fund.

Fig 4.4 Road Hierarchy



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The funding requirements for these works are summarised below.

Year	Project	Estimate
2016	Boundary Road (Whealers Lane to Keswick Parkway South- 0.5 kms)	\$1,900,000
2018	Boundary Road (Keswick Parkway South to Seralon Road- 1.3 kms)	\$2,300,000
2019	Tamworth Street Bridge + 1.0 kms of two lane sub-arterial	\$8,000,000
2026	Purvis Lane Bridge + 2.0 kms of two lane sub-arterial	\$10,000,000
2028	Extend Richardson Road to Bunglegumbie Road (2.1 kms)	\$3,000,000
2031	North Street Railway Crossing	\$2,000,000
2031	Extend Boundary Road to Southern Freightway + Construction 2.5 kms of Southern Freightway	\$6,000,000
2031	Western Boulevard construction (1.8 kms) including Mitchell Highway Intersection	\$5,000,000
2034	Purvis Lane (Yarrandale Road to Golden Highway- 2.2 kms)	\$5,000,000
2036	Blackbutt Road (Chapmans Road to Joira Road- 0.8 kms)	\$1,800,000
2036	River Street Bridge + 1.6 kms of two lane connector to Bunglegumbie Road	\$7,000,000
2036	Re-open Myall Street Railway Crossing	\$2,000,000
2038	Extend River Street to Hills Road (0.9 kms) and construct Hills Road (Mitchell Highway to Richardson Road- 1.5 kms)	\$5,000,000
2038	Eastern Freightway (upgrade of Bunninyong/South Bunninyong Roads, new railway crossing + new highway intersection - 3.6 kms)	\$7,000,000
2038	Construct Macquarie River Boulevard (Thompson Street to River Street- 1.2 kms)	\$3,000,000
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2042	Upgrade Chapmans Road (Minore Road to Blackbutt Road- 2.25 kms)	\$2,000,000
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2045	Southern Freightway (Camp Road to Hennessy Road- 2.3 kms)	\$9,000,000
2046+	Complete Western Freightway (Blackbutt Road to Newell Highway- 1.9 kms)	\$5,000,000
2046+	Complete Southern Freightway (Boundary Road to Mitchell Highway East - 3.1 kms)	\$7,000,000
2046+	Construct Sandy Creek Road (Chapmans Road to Minore Road- 2.7 kms)	\$5,000,000
		\$110,000,000

It should be noted that the progressive expenditure to 2036 is \$54 million, an average of \$2.16 million per annum over 25 years.

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WATER SUPPLY SYSTEM

In broad terms, Dubbo's water supply system is in "good shape" to cater for the growth of the City by 9,500 people over the next 25 years. The following summarises the situation with respect to Water Supply Services:

1. Dubbo's existing service reservoirs are strategically located on high ground so as to supply water to all areas of growth out to, and beyond, 2036. The Southeast and Northeast Sectors are served by reservoirs at Eulomogo, Buninyong, Myall Street and Yarrandale Road. The Northwest and Southwest Sectors are served by reservoirs at Rifle Range Road and Bourke Hill. No major change to servicing strategy is required, or contemplated, as a result of the Dubbo LEP 2011.
2. In terms of water sources, the City's existing licences for river and groundwater are capable of supplying predicted demand for the next 15 years. At that stage, however, it is proposed to be developing, or have developed, a new borefield to the southwest of the urban area to cater for both increasing growth-related demand AND provide a greater measure of drought security to the City than currently exists. Major expenditure on borefield development has been proposed in 2016/17, 2017/18, 2018/19 and 2019/20.
3. In terms of treatment capacity, the John Gilbert Water Treatment Plant was upgraded in 2006/07 to meet increased demand at that time. It is not expected to need further major upgrading in treatment capacity for at least the next 20 years, but a major upgrade in clear water storage at the plant is proposed in 2013/14. This 10-15 megalitre storage will allow the plant to be run at higher capacity for fewer hours during the day with consequent savings in labour costs and electricity tariffs able to be made. This will also significantly enhance the security of supply to the City during peak demand, or in break-down or pipe burst situations. It will also lengthen the time window in which planned maintenance at the plant can be undertaken.
4. In terms of reservoir storage capacity, it will be necessary within the 25 year planning horizon under consideration to construct extra reservoirs in West Dubbo. Three new reservoirs are proposed, in addition to the Rifle Range Reservoir for which contracts have just been let. These new reservoirs will be built at Bourke Hill (nominally 2016), Minore Road (nominally 2022) and Sappa Dulga (nominally 2030). It will also be necessary to replace and upgrade two existing reservoirs at the Newtown complex, nominally in 2019 and 2022.

No additional reservoir storage is proposed in East or North Dubbo.

5. In terms of trunk pipelines, it will be necessary to progressively extend new pipelines to service new reservoirs and increase water supply to Industrial Candidate Areas 1 and 2 as they develop. Major pipelines will be constructed as follows:

• Obley Road/Newell Highway	2012/14
• Erskine Street/Myall Street Reservoir	Progressively in 2016/17 and 2019/20
• Additional river crossings at JGWTP	2021/22 and 2022/23

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|---|---------------------|
| • Airport Water Supply Upgrades | 2012/13 and 2014/15 |
| • LH Ford Bridge/PS/Bourke Hill Reservoir | 2016/17 and 2017/18 |
| • Sheraton Road/Eulomogo Reservoir | 2014/15 and 2015/16 |
| • Newell Highway/Rifle Range Reservoir | 2018/19 and 2019/20 |
| • Rifle Range/Bourke Hill Reservoirs | 2018/19 |
| • ICA 1 Upgrade | 2021/22 and 2022/23 |
| • ICA 2 Upgrade | 2024/25 |
| • Significant Network Upgrades | 2023 though to 2031 |
6. In terms of reticulation upgrades within individual supply zones, these have not yet been addressed in detail and in many ways cannot be assessed until detailed subdivision layouts have been agreed upon. More and more Council is having to step in to contribute to larger diameter water mains at the "front end" of subdivisions so that developments beyond the "back end" of same can receive adequate supply. On occasions, this happens retrospectively at considerable cost to Council. In some locations, Council mandates a larger diameter main through a subdivision so we can cross-feed between zones during emergencies, and often a contribution must be made.
7. The most significant backlog works are the supply of water to Eumungerie in 2013/14 and 2014/15, and the South Dubbo Weir upgrade works tentatively scheduled for 2014/15. Neither of these works are legitimately a charge on new development. \$4,360,000 is budgeted for Eumungerie and \$4,000,000 for the weir.

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The funding requirements for these works are summarised below. It should be noted these only extend out to 2032/33 in accordance with the 2012/13 Strategic Business Plan.

<u>YEAR</u>	<u>PROJECT</u>	<u>ESTIMATE</u>
	Source Works	
2012/2016	High Security Licence Purchase	\$2,000,000
2014/2015	South Weir Rock Fill	\$4,400,000
2016/2020	Additional Bores and Pipelines	\$13,400,000
	Sub Total	\$19,800,000
	Treatment Plant	
2013/2014	15 ML Storage at JGWTP	\$3,000,000
2013/2014	Clearwater Tank 1	\$1,000,000
	Sub Total	\$4,000,000
	Reservoirs	
2012/2013	Rifle Range Reservoir 2	\$3,300,000
2015/2016	Bourke Hill Reservoir	\$2,900,000
2017/2022	Newtown Reservoirs Upgrade	\$13,074,000
2021/2022	Minore Rd Reservoir	\$2,880,000
2022/2023	Newtown Reservoir 5 (standpipe)	\$100,000
	Sub Total	\$22,254,000
	Trunk Pipelines	
2013/2014	Obley Road / Newell Highway	\$1,833,000
2013/2014	West Dubbo WPS To Bourke Hill Res.	\$324,000
2014/2016	Airport Water Supply Upgrade	\$600,000
2014/2016	Sheraton / Eulomogo Reservoirs	\$2,856,000
2016/2020	Erskine to Myall Street Reservoir	\$598,635
2018/2019	Rifle Range Res to Bourke Hill Res.	\$2,290,000
2018/2020	Newell Hwy / Rifle Range Reservoirs	\$3,097,000
2021/2022	River Crossing / Obley Road	\$579,000
2021/2023	ICA1 Upgrade	\$1,099,000
2024/2025	ICA2 Upgrade	\$551,000
2031/2032	Macquarie River	\$600,000
2017/2033	On-going significant network pipelines for growth	\$55,720,000
	Sub Total	\$70,147,635
	TOTAL	\$116,201,635

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SEWERAGE SYSTEM

In broad terms, Dubbo's sewerage system is in "good shape" to cater for the growth of the City by 9,500 people over the next 25 years. The following summarises the situation with respect to Sewerage Services:

1. In strategic terms, Dubbo's existing sewerage collection system is capable of servicing all areas of growth out to 2036 with relatively minor augmentation. In East Dubbo, gravity sewerage can be extended in the subcatchments feeding down to existing pump stations at Troy Gully, Keswick (Mcannessy Road) and Miriam. The southern parts of ICA 1 will require a sewage pump station (SPS) to be built by the developer (not Council) in due course, but the early stages of subdivision are able to drain to the Keswick SPS. In Southwest Dubbo, all new development to 2036 will be contained within the Golf Links Creek Subcatchment, and can be serviced by a combination of the existing Cootha SPS and the proposed Minore Road SPS (see below). In Northwest Dubbo, the subcatchment east from Bourke Hill and north from Thompson Street, all drains by gravity to an existing, purpose-built gravity trunk sewer running along the 1 in 100 year flood line of the Macquarie River to the existing Bonglegumbie SPS. ICA 2 is already serviced by a SPS constructed in 2011, and this is planned to be augmented over time as the ICA develops.
2. In terms of sewage collection, all new areas of proposed development drain to existing sewerage catchments, or else are planned by preference to be served by pressure sewerage (eg Moffatt Industrial Estate, ICA 2 Industrial Estate). However one new SPS, just off Minore Road near the Golf Course, is planned to be built by Council during the next 25 years, in 2016/17. There will also be upgrades required of some existing pump stations (Erskine Street, Cootha, Camp Road); new rising mains from the Cootha and Minore Road SPS's; and gravity sewer upgrades required in West Dubbo and along the Railway Sewer (Sewer B) in East Dubbo.
3. There are also environmental protection works proposed which will be partly triggered by increased load from new development. These include overflow storages at Erskine Street SPS, Cootha SPS and at various locations in the gravity collection network where Council's adopted overflow recurrence interval in wet weather events of 1 in 5 years is not yet met.
4. In terms of treatment capacity, the current Dubbo Sewage Treatment Plant (STP) at Boothenda Road is not capable of meeting demand for growth in the next 25 years. For this reason, a major upgrade is already in the design phase with a projected construction period during 2013 and 2014. A further upgrade has been allowed for some components of the plant and refurbishment at Greengrove Effluent Management Facility in 2024/25. Financially these will be the priority items in Council's forward program of sewerage augmentation works.

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The funding requirements for these works are summarised below. It should be noted these only extend out to 2032/33 in accordance with the 2012/13 Strategic Business Plan.

<u>YEAR</u>	<u>PROJECT</u>	<u>ESTIMATE</u>
2012/2015	Dubbo STP Major Upgrade Stage 1	\$22,819,600
2023/2024	Dubbo STP Major Upgrade Stage 2	\$12,059,520
2012/2015	Erskine St SPS, Rising Main and Overflow Storage Upgrade	\$2,976,864
2013/2017	Upgrade Sewer R Stage's 1 to 4 (Margaret Crescent)	\$2,010,000
2016/2017	Upgrade Sewer R - Dubbo Christian School to St Johns College	\$409,728
2014/2015	Upgrade Sewer R - Keswick Parkway/Dubbo Christian School	\$747,648
2012/2014	Upgrade Sewer R - Wheelers Ln (Eumung/Keswick Parkway)	\$334,752
2015/2016	Gipps Street Upgrade	\$1,480,000
2015/2016	Keswick Upgrade	\$1,570,000
2015/2016	Tamworth Street Upgrade	\$1,342,000
2016/2018	Cootha SPS and Rising Main Upgrade	\$2,735,040
2018/2019	Cootha SPS Overflow Storage	\$2,905,056
2014/2017	Minore Road SPS and Rising Main	\$1,137,312
2016/2017	West Dubbo Catchment C	\$926,112
2018/2019	ICA1 Sewerage	\$811,008
2019/2020	ICA1 Pump Station	\$2,000,000
2018/2021	Camp Road SPS Upgrade	\$640,464
2018/2020	Camp Road SPS Rising Main	\$1,032,768
Ongoing	Future Augmentation for Growth	\$2,000,000
	TOTAL	\$59,937,872

STORMWATER DRAINAGE SYSTEM

In broad terms, the future stormwater drainage schemes required to cater for the growth of the City by 9,500 people over the next 25 years are either partly built and well-defined in conceptual terms, or have been thought through to a sufficient level to conclude that they present no great challenges to future development. The following summarises the situation with respect to Stormwater Drainage Services:

1. In strategic terms, development has already commenced in the majority of catchments where growth is expected to occur. Most development is expected to occur in the Southeast where the Keswick Drainage Scheme is already partly built, and in the Southwest where the Golf Links Creek Drainage Scheme is already partly built. In the Northeast, where there are only small pockets of land still to develop the Troy Creek Drainage Scheme is already partly constructed, and only in the Northwest and the far south (Dubbo Residential Estate) are there catchments where no drainage construction has yet commenced.
2. In the Southeast Sector, all of the land to be developed is located within the footprint of the Keswick Drainage Scheme. Easements and drainage reserves for this Scheme have been progressively acquired by Council for more than 25 years. Construction of some elements has already occurred, and both conceptual and detailed design is well-advanced on the remainder. Outlet works between Hennessy Road and Old Dubbo

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Road were completed between 1987 and 1992. Egret Park was built in 1998/1999, Southlands Developments have now modified Council's original trunk drainage design and commenced construction to their own requirements. The attached plans and tables from Cardnos, Council's long-standing partner in the design and development of the Keswick Drainage Scheme, illustrate the form that the finalised scheme will take over the next decade or two.

Figure 2.1 Study Area



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DESCRIPTION OF SCHEME

The proposed flood retardation scheme was initially based in Scheme 1B [Willing and Partners, May 1995] but then modified to take into account:

- Council's purchase of land for the Hennessy Basin on the south side of Hennessy Road, which was previously proposed for the north of Hennessy Road,
- The part development of the South Lakes Estate, and the Blue Ridge Estate,
- Construction of a linear retarding basin downstream of the Blue Ridge Estate,
- Re-location of the Boundary Road Basin site from the south to the north of Boundary Road,
- Identification of a potential endangered Ecological Community north of the Egret Basin,
- Construction of an electricity sub-station on Boundary Road downstream of the Egret Basin, and
- Option plans developed for the Keswick Estate by Insight.

The difference between the current proposed scheme and Scheme 1B are summarised below:

1. The siltation pond has been incorporated into the Central Lake.
2. The number of sporting ovals has been reduced from three in Scheme 1B to two.
3. The Central Lake has been enlarged and moved north to avoid a potential endangered ecological community (EEC) east of Durum Circuit.
4. The Parkway Basin that was previously located east of the Egret Basin (formerly McGovern Basin) in Scheme 1B has been relocated south so that the embankment will align with Boundary Road.
5. Basins A1 and A2 east of Sheraton Road in Scheme 1B have been eliminated and replaced by the Blue Ridge Basin.
6. The Boundary Road Basin has been relocated from the south side of Boundary Road to north of Boundary Road in the current scheme.
7. Hennessy Basin has been relocated from the north of Hennessy Road to the south of Hennessy Road and will now allow high flows in the Eastern Floodway to bypass the Basin.

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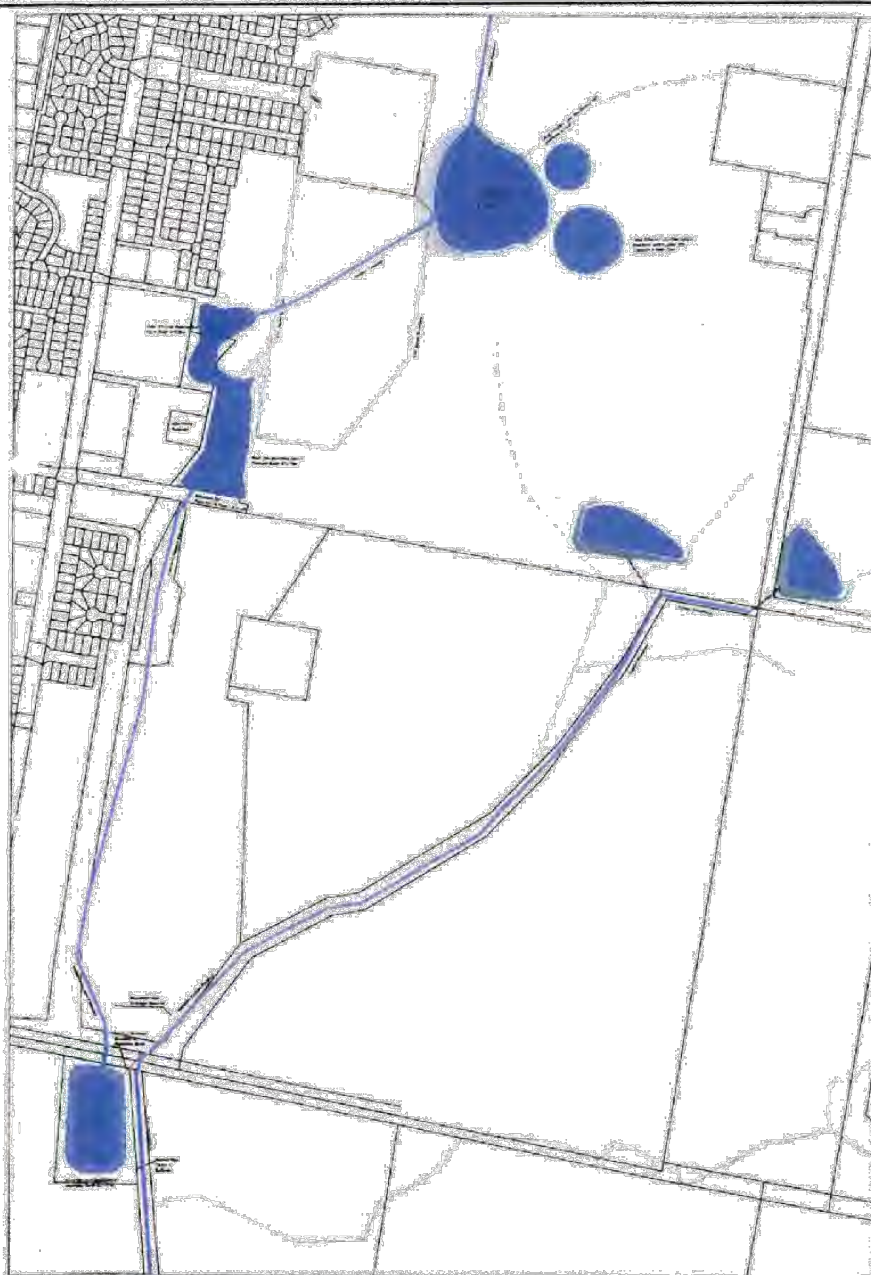
Table 6.3: Comparison of Scheme 1B [1995] and Current Scheme

	Scheme 1B [1995]		Current Scheme	
	Volume [ML]	Depth [m]	Volume [ML]	Depth [m]
Basin A1	5.29	1.0	None	
Basin A2 ¹	20.2	1.47	7.14	2.89
Sheraton Basin	18.3	2.3	31.37	3.09
Boundary Basin	15.5	2.0	15.43	1.94
Main [Oval] Basin	47.4	1.55	11.87	0.71
Oval 1 Basin	16.2	1.42	5.49	0.63
Central Lake	39.5	1.23	88.46	1.83 ²
Egret Basin	15.0	1.75	14.36	1.31 ³
Parkway Basin	57.7	3.1	44.11	2.79
Hennessy Basin	174.4	3.8	73.12	3.09

1. Blue Ridge Basin.
2. Central Lake flood storage depth above normal lake water level (Lake maximum 1.5m deep).
3. Egret Basin flood storage depth above normal lake water level.

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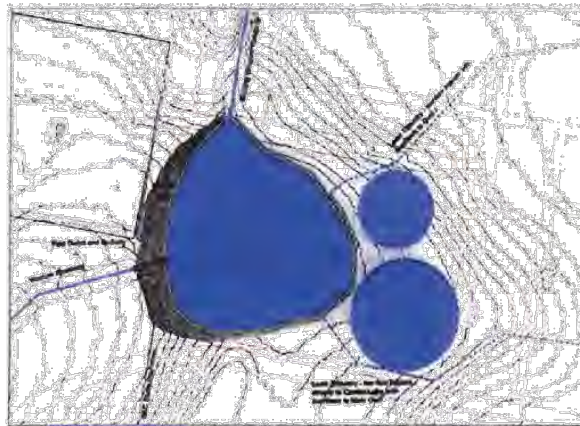
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Table 5.2 Flood Retarding Basin Design Characteristics and Estimated Performance

	Floor Elev.	Normal Outlet	Spillway	Storage Volume	Top Water Level	Depth of Water (m)	Area at TWL
Oval 1	290.0m	1 x 900Ø RCP @ 288.0m AHD	5m wide @ 290.0m	5.49ML	290.63	0.63	0.95ha
Main Oval	290.0m	1 x 1800Ø RCP @ 288.11m AHD	10m wide @ 290.0m	11.87ML	290.71	0.71	1.80ha
Central Lake	285.0m	1 x 1050 dia RCP @ 286.5	10m wide @ 288.5m	88.46ML	288.43	1.93 lake level	5.40ha
Egret Basin	278.5m		279.0m	14.36ML	279.82	1.31 lake level	1.35ha
Parkway Basin	277.0m	2x 975 dia RCP @ 275.535m	280.0m	44.11ML	279.79	2.79	2.66ha
Hennessy Basin	261.1m	1 x 1200 dia RCP @ 261.1 1 x 1200 dia RCP @ 262.4	264.0m	73.12ML	264.19	3.09	3.04 ha
Blue Ridge Basin	300.0m	1 x 450 dia RCP @ 300.00m	302.00m	7.14ML	302.89	2.89	0.74
Sheraton Basin	287.5m	1 x 750 ØRCP @ 287.5m 1 x 1200ØRCP @ 288.5m	10m wide @ 291.0m	31.37ML	290.59	3.09	2.11ha
Boundary Road Basin	282.5m	1 x 600Ø RCP @ 282.5m 1 x 600ØRCP @ 283.5m	10m wide @ 284.5m	15.43ML	284.44	1.94	1.60ha

Figure 5.2 Central Lake and Recreation Oval Basins - Conceptual Plan



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Figure 8.2: Regional Parkway Water Conservation Plan

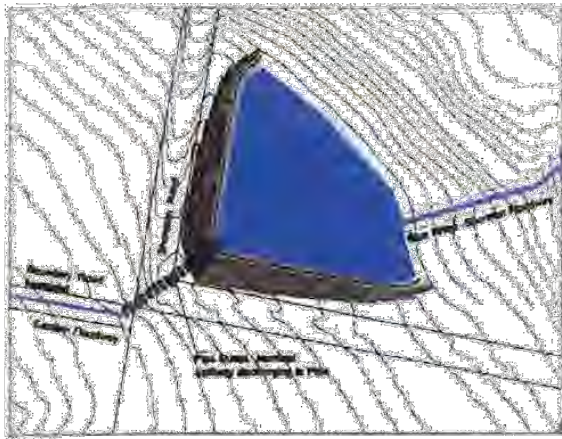
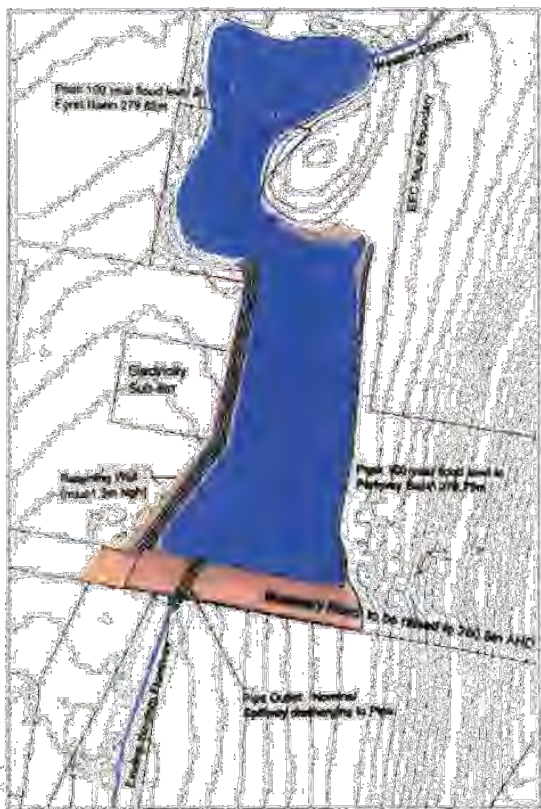


Figure 6.5 Boundary Basin - Conceptual Plan

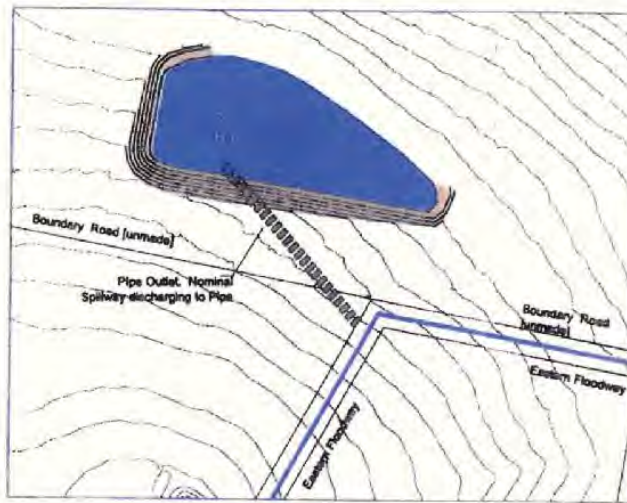
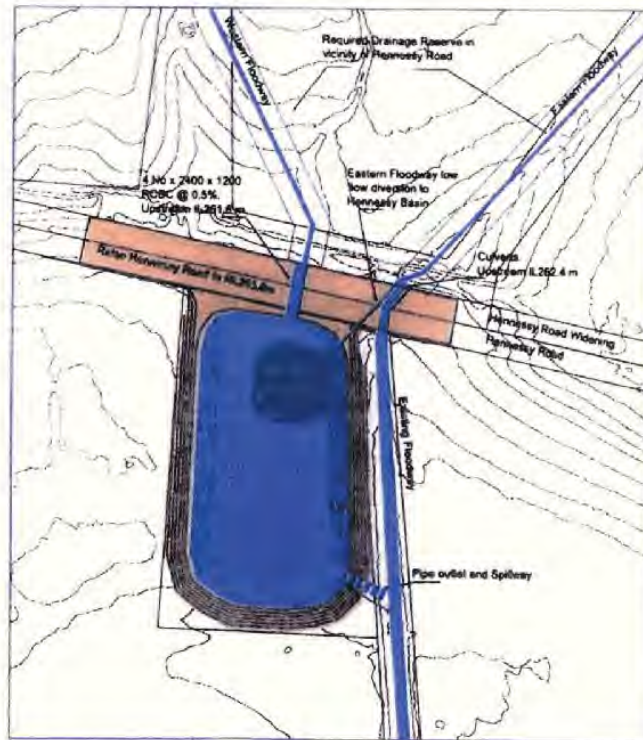
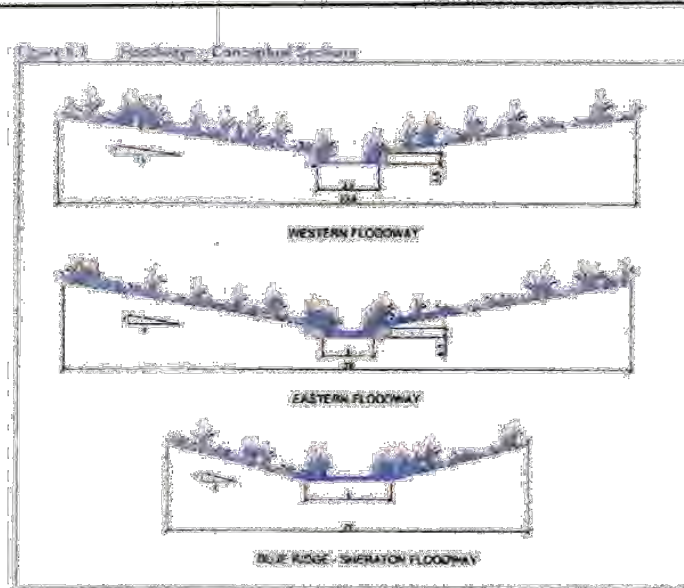


Figure 6.5 Hennessy Basin - Conceptual Plan



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3. In the Southwest Sector, all of the land is located within the footprint of the Golf Links Creek Drainage Scheme. The bottom (downstream) end, which is usually the most challenging part of a drainage scheme, has already been constructed by the relevant developers, and broad scale conceptual sizing of components further upstream is available in a report undertaken for Council by a consultant back in 2000. Key extracts from that report are attached below. West of Joira Road, for example, three retarding basins and channel formalisation similar to the Delroy South works already undertaken are proposed on the line of Golf Links Creek itself; plus a fourth basin on a smaller watercourse closer to Minore Road. There is another basin proposed directly south of the Golf Course itself, and another north of Minore Road as Delroy Park Estate continues to develop to the west. All of these will be constructed by developers as subdivisions expand to the west of Joira Road and south of the Golf Course.
4. In the Northeast Sector, most land drains to Troy Gully in which some reaches have constructed infrastructure and others have conceptual plans in place or underway. Some sections (reaches) of Troy Creek have already been constructed, some are designed in detail awaiting construction, and others are still having conceptual designs prepared. Nevertheless, no creek-side land has yet been stopped from development because the Troy Creek Drainage Scheme is incomplete, and such will continue to be the case for the next 25 years.
5. In the Northwest Sector, the conceptual sizing of components was undertaken by a consultant for Council in 2000. Although Council has had no approaches from any landowners in this area seeking to subdivide, three main water courses were identified in 2000, and retarding basins at seven locations have been conceptually sized. It would be expected that formalised channels similar to Delroy South would be included as key components of any such subdivision in future. Key extracts from the consultant's report are attached below.

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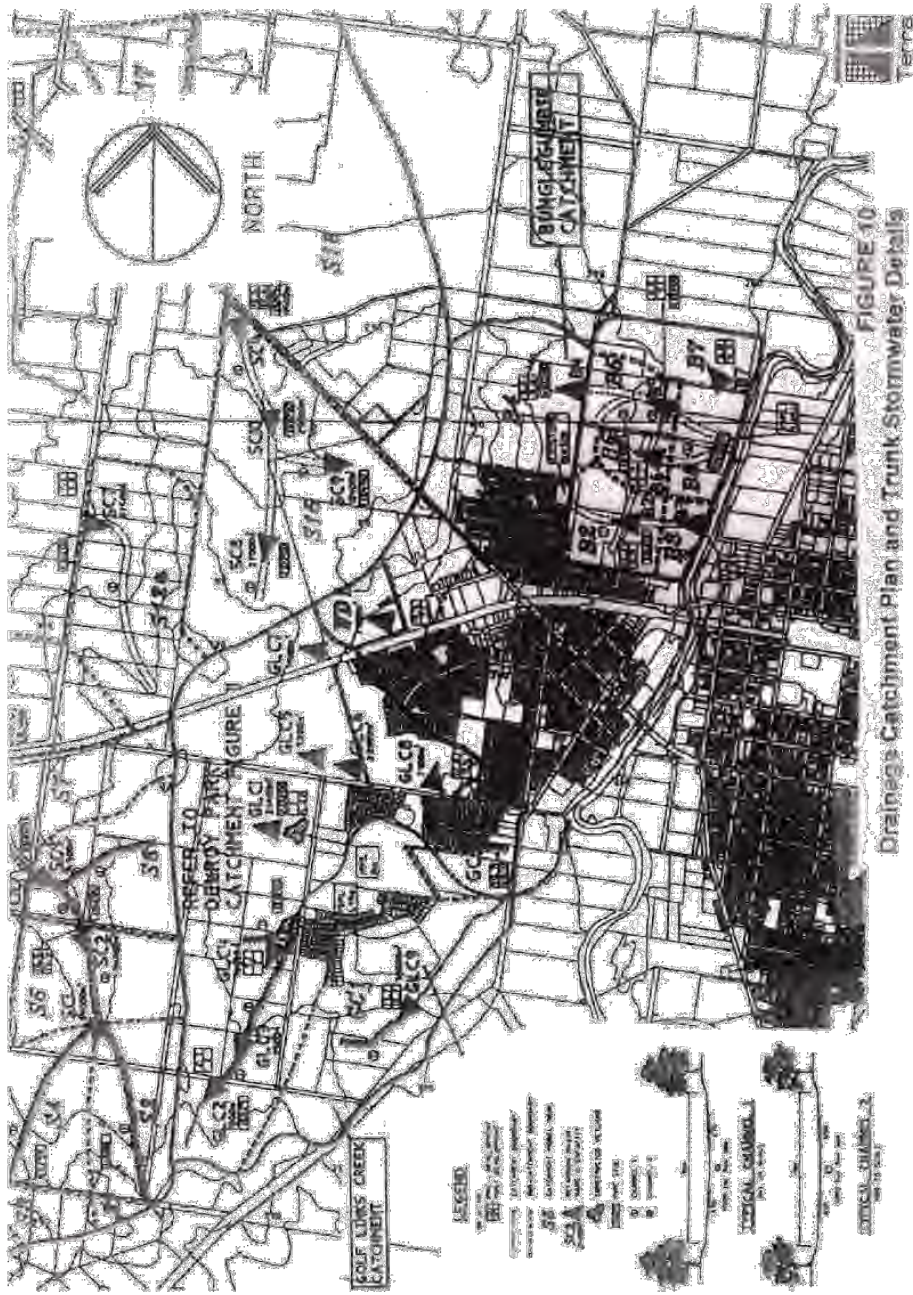


FIGURE 10
Drainage Catchment Plan and Trunk Stormwater Details

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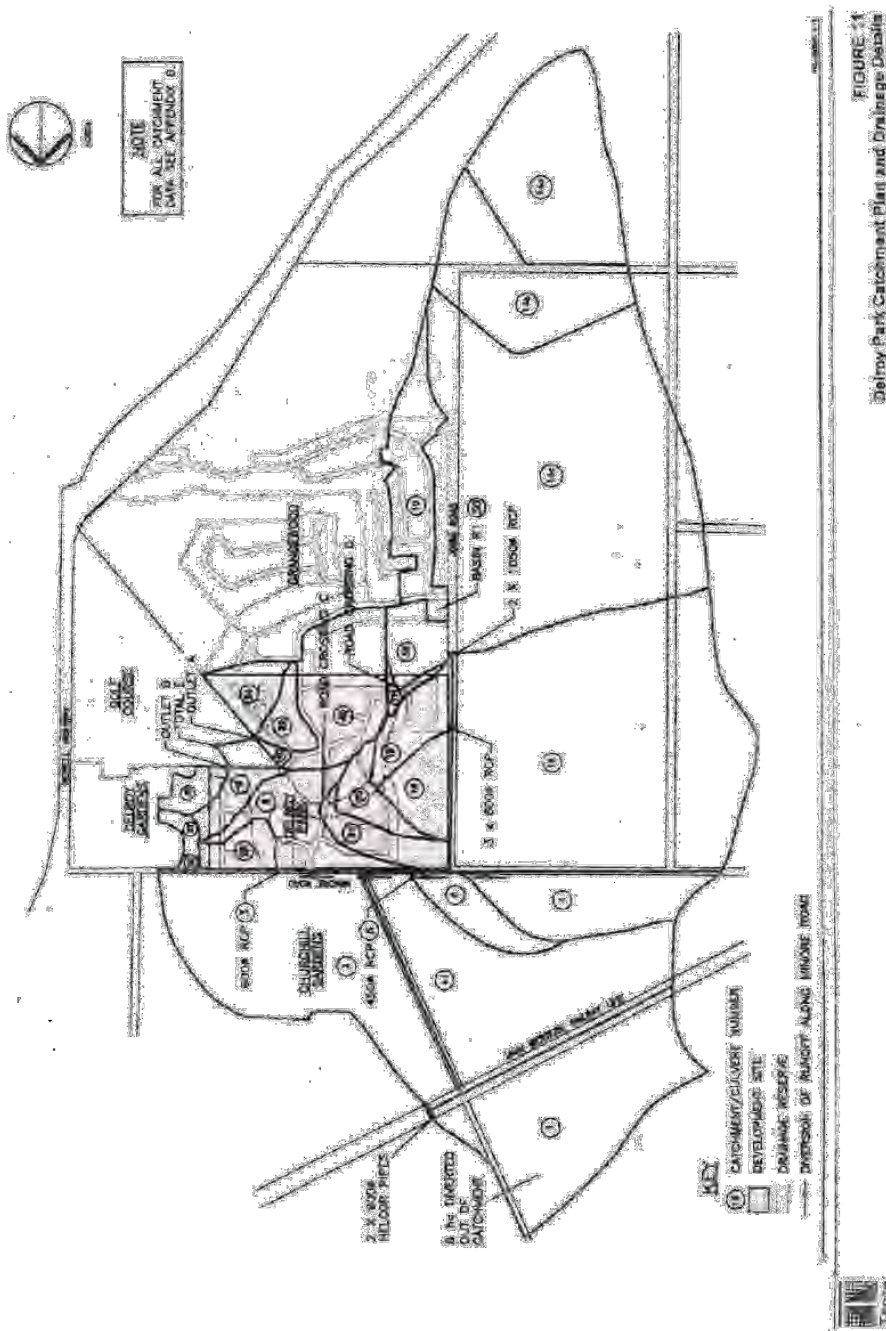


FIGURE 11
Delroy Park Catchment Plan and Drainage Details

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8.4 TRUNK STORMWATER SUMMARY

The various works to be constructed to service the West Dubbo Urban Release Area in accordance with the trunk stormwater strategy outlined in this report is summarised below:

Bunglegumbie Catchment

- 450mm diameter low flow pipes 3,700m
- Grated junction pits 61
- Open swale drainage channel 3,700
- Road crossings 1
- Retarding basins with piped outlets 6
- Constructed wetlands 1

West Dubbo Single Catchment (Draining to Jannali Road)

- Retarding basin with piped outlet 1

Golf Links Creek Catchment

- 450mm diameter low flow pipes 3,000m
- Grated junction pits 50
- Open swale drainage channel 3,000m
- Road crossings 4
- Retarding basins with piped outlets 9
- Constructed wetlands 2

Basin	Volume at Spill Level m ³	Primary Outlet	Weir (length @ basin height)	Basin Performance 100 year ARI Flows		
				Inflow m ³ /s	Outflow m ³ /s	Peak Level
B2 (B2)	16,000	3x1200 @ 0m	30 m @ 1.6	15.0	11.5	1.73
B3 (B3)	7,700	5x1200 @ 0m	20 m @ 1.1	12.7	11.8	1.21
B4 (B4)	17,600	4x1200 @ 0m	20 m @ 1.1	10.5	8.0	1.14
B5 (B5)	9,100	4x1200 @ 0m	20 m @ 1.3	9.5	9.1	1.29
B6 (B6)	5,600	1x900 @ 0m	10 m @ 1.4	5.2	1.7	1.44
B7 (B7)	15,600	2x1200 @ 0m	25 m @ 1.3	8.5	4.5	1.30

Critical storm duration = 60 minutes
(1) value in brackets indicates the RAFTS-XP node

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Location	Proposed Structure
Bunglegumbie Road (d/s basin B4)	Basin B4 (4x1200)
Proposed road north (d/s basin B5)	Basin B5 (4x1200)
Proposed road centre (d/s basin B6)	Basin B6 (1x900)
Proposed road south (d/s basin B2)	Basin B2 (3x1200)

Basin	Volume at Spill Level m ³	Primary Outlet	Weir (length @ basin height)	Basin Performance 100 year ARI Flows		
				Inflow m ³ /s	Outflow m ³ /s	Peak Level
GLC1 (15)	26,400	4x450mm @ 0m 3x750mm @ 1.6m	30 m @ 2.6	15.0	5.2	2.63
GLC2 (14a)	9,600	1x825 @ 0m	30 m @ 2.8	3.2	2.0	2.5
GLC3 (14b)	11,500	2x525mm @ 0m 3x600mm @ 1.6m	30 m @ 2.45	4.7	3.4	2.46
GLC4 (14c)	36,000	3x500mm @ 0m 4x675mm @ 1.8m	30 m @ 3.3	18.2	7.0	3.34
GLC5 (4)	5,200	2x375mm @ 0m	20 m @ 1.7	2.8	0.9	1.66
GLC6 (basin)	22,000	2x450mm @ 0m	30 m @ 2.5	9.3	2.7	2.59
GLC7 (1)	7,500	2x450mm @ 0m	30 m @ 1.5	5.7	2.8	0.56
GLC8 (field)	7,300	5x750 @ 0m	30 m @ 0.7	10.0	8.4	0.91
GLC9 (G1u/s)	38,000	3x1200 @ 0m	30 m @ 2.2	18.5	12.7	2.27

Critical storm duration = 120 minutes
(1) value in brackets indicates the RAFTS-XP node

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Location	Proposed Structure
Blackbutt Road	1 x 825 mm \varnothing RCP
Jaira Road (d/s of GLC4)	3 x 1200 mm \varnothing RCP
Jaira Road (d/s of GLC1)	2 x 1200 mm \varnothing RCP
Minore Road	4 x 1200 mm \varnothing RCP

Basin	Volume at Spill Level m ³	Primary Outlet	Weir (length @ basin height)	Basin Performance 100 year ARI Flows		
				Inflow m ³ /s	Outflow m ³ /s	Peak Level
WD1 (WD1)	7,500	1 x 1050	15 m @ 1.5	10.0	3.1	1.8

Critical storm duration = 60 minutes
(1) value in brackets indicates the RAFTS-XP node

6. The Dubbo Residential Estate in South Dubbo will construct a self-contained drainage scheme as part of its development. The developers have already acquired the necessary easement on behalf of Council to permit their run-off to legally cross private land to the Old Dubbo Road, and then the Macquarie River beyond.

At this stage, Council's Stormwater Drainage Function Plan documents the following funding commitments towards these works. In reality, more funds will be required. Additional financial planning will need to be undertaken before any new S.94 Contributions Plan is prepared.

Year	Project	Estimate
2012/13	Troy Gully Scheme (1)	\$100,000
2022/23	Troy Gully Scheme (2)	\$170,000
2023/24	Troy Gully Scheme (3)	\$175,000
2012/13	Keswick Scheme (1)	\$250,000
2014/15	Keswick Scheme (2)	\$390,000
2026/27	West Dubbo Schemes (1)	\$960,000
2027/28	West Dubbo Schemes (2)	\$1,000,000
2028/29	West Dubbo Schemes (3)	\$1,940,000
2029/30	West Dubbo Schemes (4)	\$1,080,000
		\$5,165,000

This amount of expenditure over the next 30 years is not adequate to meet Council's actual commitments to trunk drainage.

SUMMARY

Growth in the Dubbo urban area by 6100 additional dwellings is predicted by 2036. Council plans are in hand to extend its road network, water supply system, sewerage system and

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stormwater drainage system to cater for this growth. The report above describes the extensions proposed and includes estimates of cost for same. A total spend of \$194 million is expected:

• Roads	\$54 million
• Water Supply	\$80 million
• Sewerage	\$55 million
• Stormwater Drainage	\$5 million*
	\$194 million

* The figure for Stormwater Drainage is considered to be too low at this stage.



DUBBO CITY PLANNING AND
TRANSPORTATION STRATEGY 2036



NOVEMBER 2009

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Context of the Dubbo City Planning and Transportation Strategy 2036

Dubbo City Council advises that this document is the result of an independent review of Council's "Future Directions and Structure Plan" which forms part of the Urban Development Strategy adopted by Council in 1996. The Strategy reviews the growth of the City and the principles of future development of the City and makes recommendations in respect of its findings.

The broad principles of this Strategy are to be considered in future strategic landuse planning decisions, however they do not represent the adopted Strategic Landuse Policy for the City and its future growth.

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1.0 EXECUTIVE SUMMARY

1.1 INTERGENERATIONAL RESILIENCE

Strategic Planning is the handing down of intergenerational stewardship to let the next generation thrive and move hitherto in unknown directions.

The plan must encompass the social, economic and ecological factors to ensure Dubbo survives and prospers, being attractive to changing styles of investment and changing demographics.

Our discussions with Council and Council Staff have endeavoured to identify the soul of Dubbo and goals for its future direction; the ten minute City; the alternative to suburban living and investment; the oasis in the West.

There is movement; more regional people are settling in Dubbo to retire; its role in regional freight is growing; it is well known for the Zoo; three primary drivers for economic growth.

There are threats: over the last 50 years smaller rural settlements have merged into smaller towns that in turn merged into yet larger towns. Is this continuing? Does the efficiency of centralisation mean Dubbo will cease to expand and offer only the essentials to a retracting region as the coast attracts more economic energy or will surrounding towns continue to merge and as a result Dubbo will grow?

Perhaps the guiding directions are:

- **Being prepared to deliver new, and as yet undefined, lifestyles.**
- **To ensure Dubbo is attractive in times of economic stress.**
- **To expand Dubbo in a holistic, balanced manner.**

New investors need a place to locate; this means a range of environments suitable for different styles of business; commercial ventures with good street addresses; retirement places connected to the local neighbourhood and to public transport; warehouses and industry that can work through the night or in a global market.

These places need individual identities. This will add synergy; the Arab Souks illustrate the positive impact of direct competition and synergy, and, perhaps as important, direct neighbourly support. Mixed architecture is a sign of confusion and uncertainty.

Similarly, families from differing backgrounds need suitable communities, shown most recently by the Grangewood Estate. Family size is reducing, partly because of retirees, but also later marriage, high divorce rates and single parent families. And specifically Dubbo is the place to come and settle on a large plot of land, enjoy the space and have everything within reach.

Part of the resilience to accommodate changing circumstances is to provide infrastructure that allows viable public transport to be introduced at some time in the future. This will not only bring choice for the young and older residents of Dubbo, it will also keep Dubbo in the global loop of sustainable living.

1.2 VISIONS

Will Dubbo become a centre for the "slow life" that is now catching on in Europe, relaxed, open, good food, value adding to the rural economy? Isn't it already?

Perhaps one of the most neglected areas of planning in the last 20 or so years throughout the western world has been the lack of provision of places for varying life styles: where does the pub go, and the outdoor restaurant? Where can the tourists walk in the evening? Where are the quiet corners for a sit down, where retirees can mix with the local community, the children? Can the sports fields be reached by bike?

Will the ten minute City work in all the new suburbs; for everyone?

1.3 DATA AND INFORMATION

This Strategic Plan is based on the completion of 7500 additional dwellings in Dubbo. The population forecast is based on this development occurring over a 30 year period; an additional 250 dwellings per year. This population will be housed in three sectors (Refer to Figure 1.1), the South East Sector [SE], the South West Sector [SW] and the North West Sector [NW]. Refer to Section 5 for Population and Employment.

During this period the average size of families is expected to continue to decrease and the number of employees per family will also decrease. The strategy for employment is based on employment projections for this additional population. The increase in regional demand for health, education, governance and services are closely related to the size of the population e.g. one health worker per such and such population. Maintaining the ten minute City is reason enough to maintain governance, commerce and major attractions in, or close to, the City centre.

Expansion of the freight, warehousing and distribution industries is related to both the rural economy, which is cyclic, and the growth in the economy; more wealth, more stuff, more movement. There is ample space to accommodate this in the north and in the "Industrial Candidate Areas" (ICAs).

There are not enough new jobs in governance, freight and community support to supply jobs to all the new residents. Eg Dubbo needs to be generating wealth in order to sustain this growth of 250 dwellings per annum. Therefore there is a need to consider what attractions can make Dubbo more competitive as a community.

Of course there are other scenarios: Dubbo could lose its place as a regional centre to, say, Orange and the Coast; or it could retract by not attracting additional employment and remain smaller than the target population. This plan considers how to manage and create opportunities for growth.

Three new strands of additional employment have been considered as part of Dubbo's future:

- Services industry supporting more retirees;
- Businesses to increase the value of rural products; and
- Increasing the base for tourists.

The Dubbo Urban Areas Development Strategy addressed how these activities can be encouraged to set up in Dubbo and in particular the management of land to encourage specialist development. (Refer to Section 6 Land Release Strategy).

The Strategy also identified a land bank for unexpected growth for large site employment needs and further expansion of the freight industry.

The transport strategy is supported by estimating future travel between the land activities and testing various scenarios for new road connections. (Refer to Section 7).

1.4 FIVE NEW ELEMENTS

This Strategy is set around five elements that can be ingeniously worked together so that each element has synergies that add social, economic and ecological benefits.

1.4.1 Extension across and along the Macquarie River Front

Refer Figure 1.2.

The first element in the plan is the extension of the City centre across the Macquarie River extending controlled activity along the Macquarie River Front. This will be the focus for tourism, recreation; a means of using the space of the flood plain to enhance "the Oasis" function of Dubbo.

The demand for *Community Businesses* (defined as commercial, health, further education and accommodation) will support the expansion of the River Front from Thompson Street north to the former Bunglegumbe Sewage Treatment Plant.

The flood plain accommodates the quieter of two parallel pathway systems; the second is developed north from Stonehaven Avenue for pedestrian movement between hotels and accommodation.

The concept of the river front is to extend the City to the west bank, opening up the west to Whylandra Street and the redevelopment of properties east of Whylandra Street and extending north.

1.4.2 The Freightway

Refer Figure 1.3.

The second element in the plan is for a **complete ring of truck routes** to carry trucks to the warehousing, freight and distribution centres to the north and west of the City. Built over the next 40 years, it is a fundamental part of the social and economic plan for Dubbo.

It will avoid the need to widen roads within the City thereby allowing them to operate without complex turn restrictions - there are some minor exceptions to this that are discussed in Section 3.

It will, over time, remove trucks from streets that have active frontages (such as Victoria Street) thereby increasing the social amenity of the inner City streets and improving the ambience for visitors and the local residents.

It will declare Dubbo as a City which takes freight seriously and provides the best access for B-Double and Road Trains.

Most sections of *The Freightway* can operate at 80km/h and in some cases 100km/h.

1.4.3 The Green Ring

Refer Figure 1.4.

One of the salient, and often missed attributes of Dubbo is its greenness and how it settles into the river valley surrounded by quite prominent hills.

It is recognised that the riparian flora is protected to a greater extent by the flood plain and the woodlands need more protection.

The third element of the plan, the *Green Ring*, helps achieve this.

Recommendation:

It is proposed to establish a *Green Ring* of vegetation, 100m wide and 24 km long, that is embedded within Dubbo's urban fabric.

(This has been developed and will be implemented by Council with the Strategy Open Space Master Plan for the City.)

A complete *Green Ring*, with tentacles into the rural areas will allow flora and fauna to migrate through the City and encourage biodiversity, even as the City grows beyond the 40 year limits.

Large sections of *The Green Ring* are in place, albeit not all 100m in width.

The Green Ring passes through two prominent hills overlooking the town that can become part of its allure for local users.

All roads crossing *The Green Ring* will be designed to remind drivers of local habitats; places where State Highways cross into the City will become prominent Gates in announcing the green credential of the City.

The Freightway is located outside *The Green Ring*.

The completed 24 km circuit will include a shared bike/walking track, referred to as *The Ring*.

The Green Ring will be embedded into the three expanding residential areas and provide ideal locations for lifestyle meeting places. Ingenious solutions can combine demand for, say, a kiosk to serve the cyclists on *The Ring*, locals wanting a break and be the focus for passengers waiting for a bus.

The Green Ring will also link sport fields and schools, providing quick access for cyclists and walkers.

1.4.4 Regional Business Ring

Refer Figure 1.5

The fourth element of the plan aims to maintain Dubbo as a “ten minute City” by locating all regional attractions close to the centre of the City. This is a fundamental means of maintaining the ten minute travel time for the majority of trips and thereby reducing the number of kilometres travelled in Dubbo as there will be less traffic on the roads. This control will also reduce the time travelled for local trips.

Analysis of the availability of larger sites indicates all future activities that generate major traffic flows; including Shopping Centres, Hospitals, Universities, Colleges and Bulky Goods Stores which can be accommodated within 2.5km of the City centre.

More than sufficient land has been identified in the plan to accommodate all other activities requiring major sites outside the City Ring.

The Regional Business Ring defines the limit for including customer parking on the development site. Development outside this ring will be restricted to on-site parking for employees and business use (trucks bays etc), and no on-street parking will be permitted on industrial roads. Further details of the activities permitted in each classification of land are contained in Sections 2 and 5.

1.4.5 Places

Refer Figure 1.6

As Cities expand residents and businesses are less connected to the centre and conduct more of their lives in their local community. Homogeneous estates further limit the sense of belonging to a larger community.

The fifth element of the plan is to structure development around the creation of Places linked easily to the surrounding homes or businesses.

The Places will contain small attractors such as; a seat overlooking a view; a play area; a kiosk; or passing through a golf course (Grangewood/Delroy) and occasionally a small local shop or community building.

These Places form the focal points for longer walking journeys through the local areas and indeed stopping points for very long journeys by foot or bike along the *Green Ring*.

Noisier activities can also be countenanced where they can be quarantined from the neighbours by, for example, the 100m separation created along *The Green Ring*. The land use strategy identifies a range of land activities that need to be considered in local neighbourhoods: youth workshops (garages); barbeque areas; outdoor restaurants; pubs; all need space and defined areas. The strategy carefully installs these into the future urban structure now.

Another step up is the proposal to include community businesses in selected parts of the new residential areas. These are described more in Section 2.

Places are also important for some businesses, for example some commercial activities cannot afford to be located in the City centre but would prefer a location where buildings address the street to allow pedestrian movement between them. Similarly, some small industrial manufacturing prefers to be located in places with street activity. Those are located in community and regional business centres.

The Road Hierarchy is included in the Summary Figure 1.6 as a reference to Section 4.

Fig 1.1: Expansion of Population and Employment

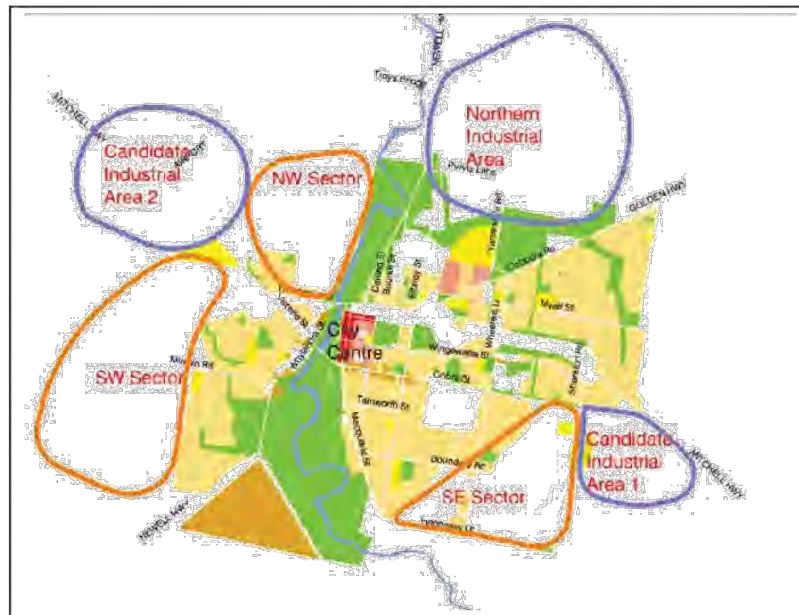


Fig 1.2: Extension across the Macquarie River

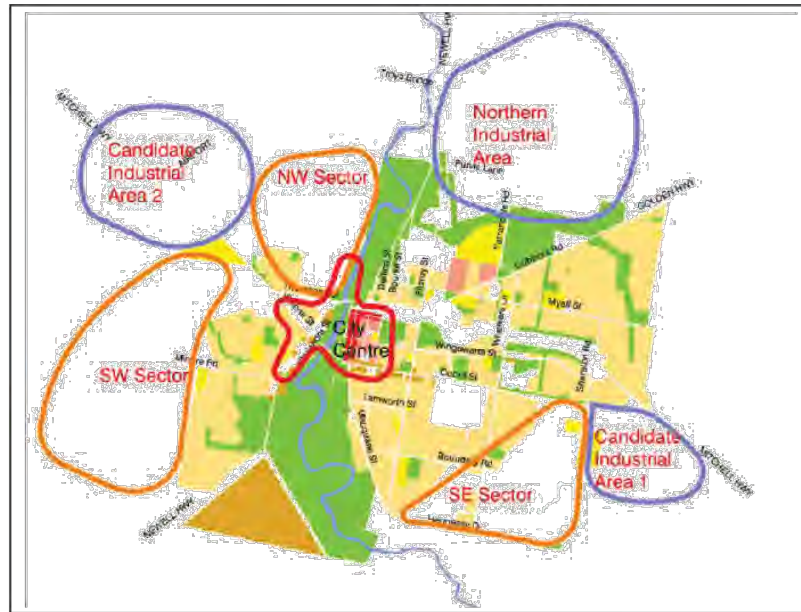


Fig 1.3: The Freightway Ring

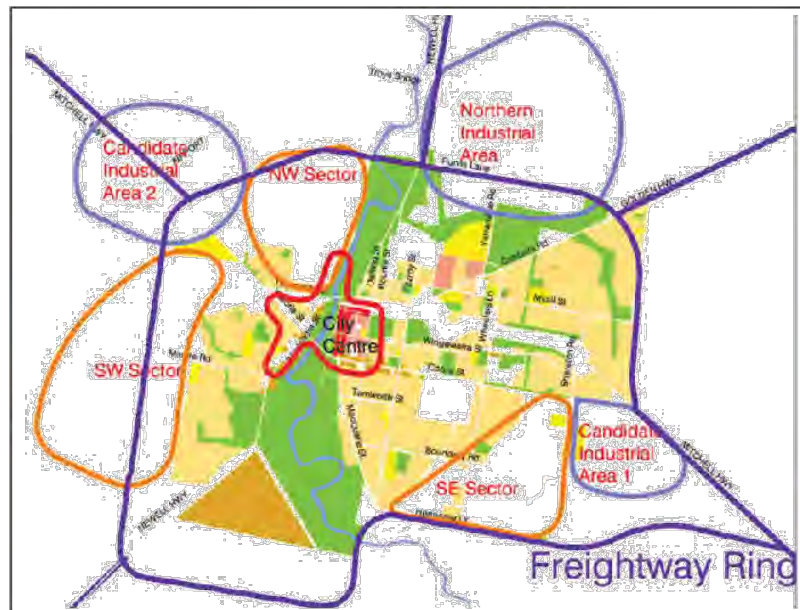


Fig 1.4: The Green Ring

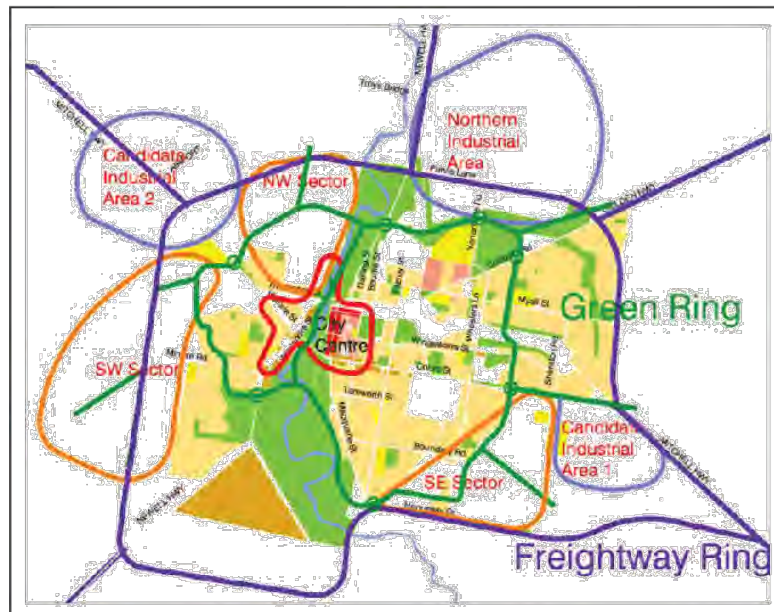


Fig 1.5: The Regional Business Ring

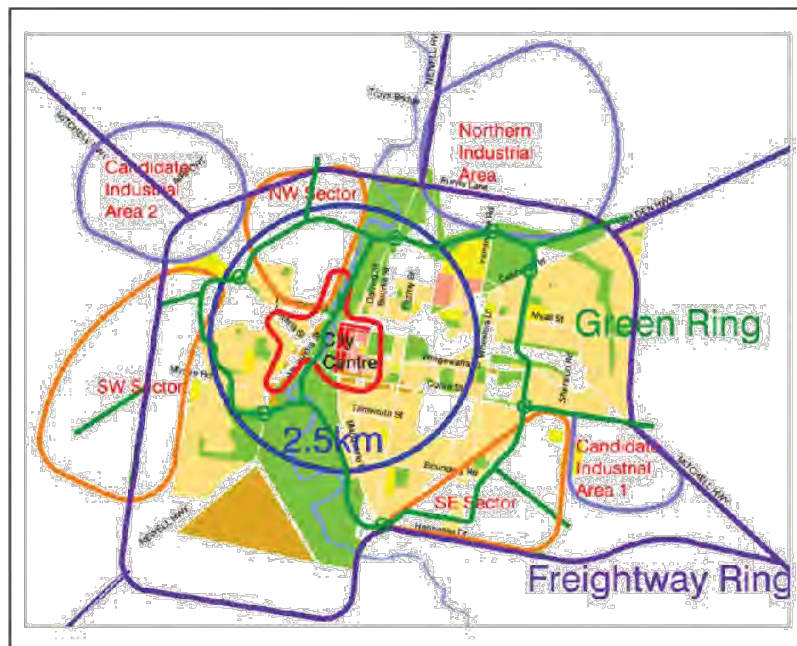


Fig 1.6: Expanding Places

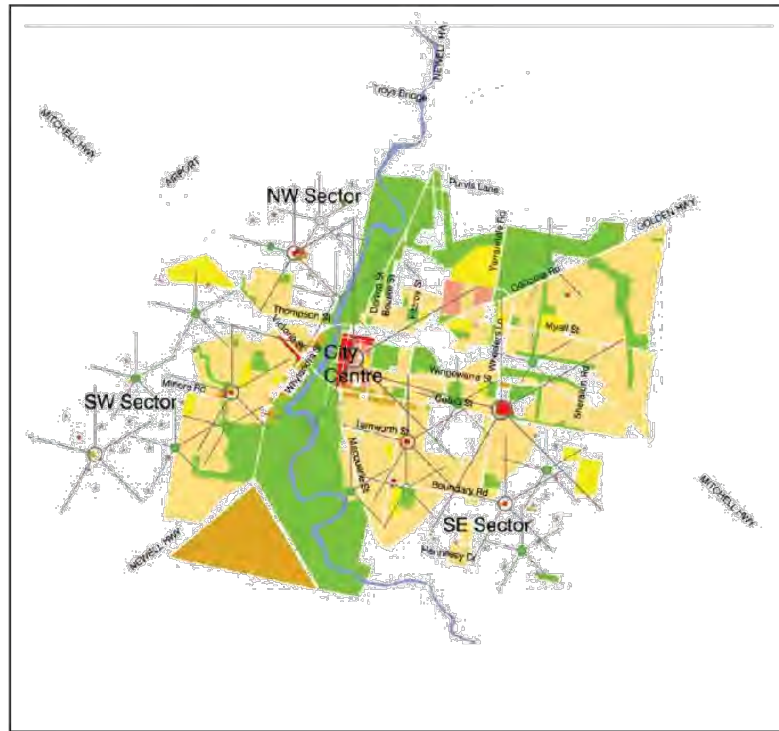
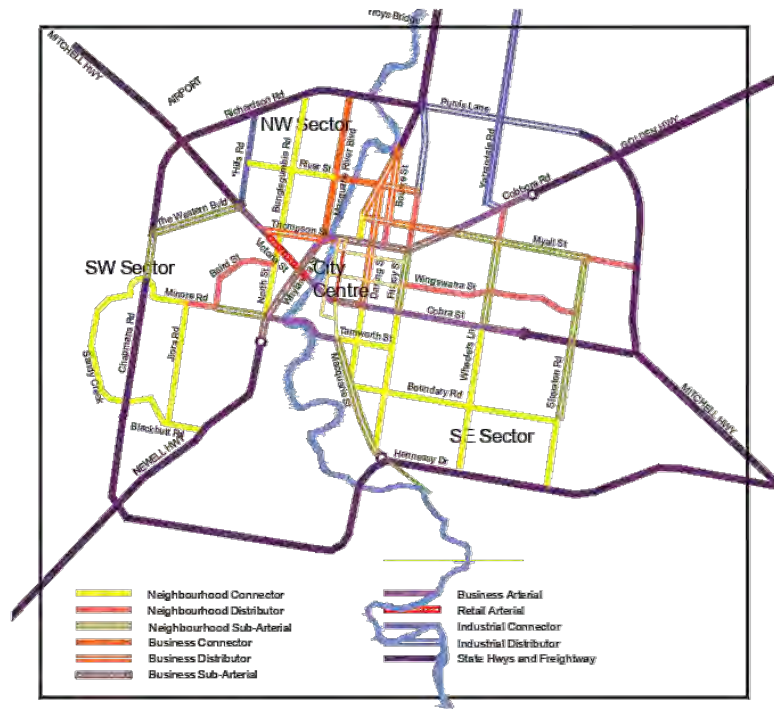


Fig 1.7: Road Hierarchy
Refer to Section 4





2.0 PLANNING PRINCIPLES

Land use planning is about resolving conflicts between different users either as neighbours or by what an activity does down the street.

Dubbo can afford to have high ideals; there is space and opportunity to achieve great outcomes.

Land use planning is the coming together of activity, amenity and access.

- o Activity - what is desired to do;
- o Amenity - the best way to do this activity; and
- o Access - the movement that achieves the activity and the amenity.

The defining elements of this Strategy are:

- o Land uses that reflect desired amenity - areas with priority to:
 - (1) residents;
 - (2) day activities; or
 - (3) the 24 hour activities, in particular the freight industry.
- o Streets that reflect movement from the land activity - solution with a priority to:
 - (1) children about;
 - (2) adults pedestrians; or
 - (3) vehicular transport needs.
- o Ecological places that reflect the activity occurring - solutions with a preference to the flora and fauna. The spatial needs for the ecology are defined in this strategy but not the philosophical outcomes which will be developed further through open spaces plans and community plans that adopt ecological priorities. For example; residents in some Cities are now working together to create whole suburbs that can, say; accommodate migrating birds or the movement of a species during times of the year (Ducks, frogs!).

2.1 PLACES

There is a tendency to consider the central area as the only focus for activity. In reality people move about their local areas as well as throughout the City.

Table 2.1

Place	Range of Attraction	Alternative ways to travel			
		Walk	Bike	Bus	Car
Corner	120m	W			
Local	600m	W	B		C
District	2km		B	PT	C
City	5km		B	PT	C

The closer the attraction the more choice of how to travel. This is summarised in Table 2.1 showing most people will walk 120m to a local corner, have the choice of car, bike or walk for slightly longer journeys and that bus travel is seldom used for less than 2 kilometres, except for some mobility impaired who will use the bus for almost all trips. Few walk by choice for non recreational journeys greater than about 1.5m km.

Figure 2.1 is a representation of how places can join the City together with small places that are almost private local spaces to the large more extrovert centres (Not all of the smaller places are marked in the existing areas). Residents of course also travel City wide; such as, to the City centre, to major places of employment, or activity such as sport centres, and the Orana Mall.

The analysis of existing and future road hierarchy finds that walking and bike routes can be provided successfully throughout the central part of Dubbo using existing streets both now and in the future.

The benefit of the increased local accessibility is illustrated in Figure 2.2 in which a random house has been selected in the future part of Keswick Estate - shown as a dot in the centre of circles that show the straight line distance from the selected house.

The design of Keswick Estate has been interpreted from guidelines in this Strategy including Local Places, District Places and a new road connecting to Cobra Street.

Within 250m of the random house there could be:

- A pocket park,
- A BBQ Area,
- A bus route that will stop anywhere in the nearest residential street outside peak hours - this bus would not take this route without the proposed new road access to Cobra Street.
- Access to the Shared Walking Bike Route with direct access throughout Dubbo. This is an example of the synergy in the combined strategy.

The *Green Ring* provides the incentive for a safe pedestrian/bike crossing for Cobra Street thereby linking two residential areas that would otherwise be separated by up to two kilometres. And because of the proposal for Park Streets along the *Green Ring* which slow traffic, an extra road access can be added to Keswick. This can be achieved because *The Freightway* offers an alternative for trucks seeking access to the Industrial areas and passing through Dubbo.

Within 350m there could be:

- A bus stop served by two bus routes, one of which would not go there if it were not for the new road link to Cobra Street;
- Vehicular access points to Cobra Street, previously there was more than 1km to travel to the nearest distributor road;
- A youth workshop;
- A sports club; and
- A small shop that would not exist without the Workshop, club and the bus stop.

Within 600m there could be:

- o A sports hall (this already exists in some instances);
- o A motel with a restaurant; and
- o Other places that could be attractions for walking west towards South Dubbo.

Within 1000m, a distance still viable for walking and good for a bike, there could be:

- o Convenient, safe access to Orana Mall, currently more than 1.5 km from this same point and following busy roads; and
- o Schools (already existing).

And within 2000m - the limit for easy cycling - could be:

- o More community businesses in Boundary Road;
- o Possibly employment in the industrial area behind Wingewarra Street (The Bike/Walk access to this area is currently well over two kilometres, most of which is along busy, quite unattractive roads for walking); and
- o A hardware store - not good to come home with sand on a bike from the hardware store and ironically, this hardware store is used as an example of bad locational practice, but not if you live in Keswick Estate.

This example could be used at any other location in the proposed new areas. The small local *Places* encourage local walking which lead to longer trips along more human scale streets and paths. This is how existing grid suburbs work; residents can walk via a multitude of ways to reach destination, or cycle along quiet roads - quiet because more direct ways through an area mean less travel in the local streets and less concentration in the few connective streets that are available in a more closed system.

2.2 THREE BUILT ENVIRONMENTS

The land activities have been used in the projections of future employment and population. This is described fully in Section 5. The employment figures are taken from ABS data and then summarised in a form that is applicable to this classification of activities.

The land use activities described here are combined to produce input into a Local Environmental Plan.

Table 2.2: Three Built Environments

1	LAND ACTIVITIES				
	RESIDENTIAL			BUSINESS	INDUSTRY
	Residential	Community Business	Small Light Industry	Regional Business	Regional Industry
AMENITY Time Activities Occurring	12 to 16 hrs	10 hrs except Small Retail	10 hrs	10 hrs except Retail 16 hrs	24 hrs
Design Criteria	School Children	Elderly & vulnerable	Employees Truck access	Fit Adult	Traffic predominant

Three environments are included in the plan; residential areas, those close to the City centre; and those on the outer parts of Dubbo.

2.3 RESIDENTIAL

The two primary points in the amenity of a residential area are quietness; particularly at night; and safe streets so people can move about freely. There is a range of expectation and acceptance of these conditions but the underlying facts are absolute safety and the provision of choice of amenity to suit the different markets; not everyone wants the same housing.

Previous design attempts so that all residents lived with super quiet background noises even during the day have been disregarded. Vehicle flows of up to 20,000 are now accepted in the Sydney Metropolitan Strategy. Even in quiet Dubbo there are roads with high traffic flows at night, mostly through traffic. However it is easy for Dubbo to set the bar high for residential amenity and choice.

Road standards are described in Section 3, housing choice is discussed later.

Residential areas can tolerate activity from small businesses and some activities that attract traffic during the day. These are grouped into community businesses and small light industries.

2.3.1 Residential - Community Business

The term *Community Business* is an all encompassing name for activities that are compatible with residential activities and that generate pedestrian activity. These activities attract pedestrians, and not trucks, operate only during the day and are therefore quiet at night. Limiting the size of a development in this category limits the scale of traffic generation and therefore the impact on local streets.

It is proposed that a proportion of all residential areas are set aside for *Community Businesses*, expressed perhaps as so many hectares per say 100 hectares, this is similar to defining open space requirements (or 20m² per single dwelling lot).

Some of the *Community Businesses* will be of direct benefit to locals, such as doctors, Kindergartens, small offices, and local services; others will offer local employment.

The most compatible commercial activities embedded in residential areas are health centres, community buildings, schools, (which have a higher traffic generation for short periods), corner shops and other small shops - (see Residential Section 6).

Education is included in this list because of its high pedestrian generation. Primary and High Schools have a low evening use and can therefore be mixed into residential areas. Higher education has more evening activities and more activity throughout the day and is allocated in the *Regional Businesses* category described shortly.

Hotels, open air restaurants and pubs/taverns are also included in the category but defined as *Curtilage Activities* because they require a curtilage between the activity and the nearest residential housing.

In summary, an area defined as *Community Business* could be used as a small business, small hospital, medial centre or shop without any major difference in either

traffic generation or local amenity. The limit to development is the lot size which in general will only permit small developments.

Economic incentive # 1 for the development of Dubbo:

Recommendation:

Community businesses must be located along streets where buildings front the street edge and parking is located at the rear of the buildings.

This urban form is proposed in all of the sectors and, in particular, in River Street in the North West Sector, and along Boundary Road in the South East Sector and Sandy Creek Boulevard (Boulevard does not exist at the present time) in the South West Sector.

Another advantage of this incentive is the provision of choice for those seeking *Home Work*, which can also be located in *Community Business*.

Home Work is specialist housing for those wishing to work from home, ranging from Dressmaking to Lawnmower maintenance. A certain level of noise is accepted and the scale of the work areas is strictly controlled by the size and design of the lot. This is a specialist topic to be detailed elsewhere. Access to the residential part of the house is generally made from a rear lane and customer parking is on-street at the front of the building. No customer driveways are permitted in *Home Work* but are permitted in *Home Work Light Industry* which is attached to *Small Light Industry*.

2.3.2 Residential - Small Light Industry

Only a few areas of small light industry have been included in the Strategy. *Small Light Industrial* landuse is specifically aimed at a niche market and *Small Light Industrial* is defined by limiting the size of any development; hence only small operators can operate such as small Car Services, Bakers, small Manufacturers etc. *Small Light Industrial* includes small distribution centres such as those found along, say, Erskine Street. For example, rural products need a bit more space for parking and storage than a shop and therefore cheaper land and are included in *Small Light Industrial*.

Being small and located in site-specific areas these establishments can be limited to daytime operation; thereby making them compatible with residential areas.

The amenity characteristics (Refer to Table 2.2) include the need for truck access. Pedestrian amenity is mostly limited to serving employees - but some movement will occur.

Small Light Industrial is used in the Strategy as a buffer zone between *Residential* and *Regional Industrial* areas where the future amenity will be less certain.

Interesting developments can be achieved for *Home Work Light Industry* to include truck access, but again this is a small niche market. *Home Work Light Industry* is generally served by a rear lane for residential access and most pedestrian access.

Urban Design Guidelines should be developed as to how buildings should address the street.

The economic incentive for the future of Dubbo is:

Recommendation:
The development of a *Small Light Industrial* on the western side of the North West Sector.

This road, linking the northern end of the Western Boulevard to the Northern Bypass (does not exist at the present time) with River Street, offers an ideal opportunity as a buffer between residential and more industrial uses further to the west. This can develop its own character with a single architectural theme for buildings fronting the street.

It is envisaged that this road, which is over a kilometre long could have larger sites to the left and small sites to the east. The proposal highlighted in the North West Sector shows these as being potentially *Home Work* for industrial users, a very specialised demand group who should be catered for in Dubbo. Again, architectural controls would be essential for the *Home Work* side of the road.

2.4 REGIONAL BUSINESS

The next two categories have been separated because of their differing travel demands and the impact they have on the City as a whole.

Figure 2.3 illustrates the principle that an activity that generates a large volume of traffic from all over the City should be located as close as possible to the centre of a City.

For example; the Bulky Goods store in ICA1 generates traffic fairly evenly from all over Dubbo. This means all trips from west of the Macquarie River are more than 5 km in length whereas the City centre is less than 5 kilometres from 95% of the entire Dubbo area. The further from the centre, the longer the average trip to the activity.

Regional Businesses are defined as high generation activities.

The positioning of major generators is critical to the efficiency of the City.

Recommendation:
The strategic proposal is that all high generating activities be located within 2.5km of the City centre.

As can be observed from Figure 2.3 there are plenty of sites and recycling opportunities within 2.5km of the centre, including, coincidentally, the former RAAF Base site.

The proposed planning control to create the split between *Regional Business* and *Regional Industry* is the provision of parking.

- Sites within 2.5km of the City centre are defined as *Regional Businesses* and must provide parking for employees and customers; and
- Sites more than 2.5km from the City centre are defined as *Regional Industry* and must provide parking for employees and trucks only, with customer parking limited to, say, ten car spaces (unlimited truck spaces). Also on-street parking will be restricted on *Industrial Roads* thereby limiting the development of major traffic generators.

Regional Business includes Hospitals, Higher Education, Major Shopping Centres, including Bulky Good Stores, and Government and Major Commercial Buildings.

Accommodation is also included as a regional business; although there are instances where accommodation can be included in community business. This is defined as accommodation and not hotel to differentiate between simple motels that are generally quite quiet and operate similar hours to that of a residential area and hotels that have evening activity.

Regional Business also includes Hotels and Pubs and Places of Entertainment, including footpath seating - which are likely to be located in the City centre.

An economic incentive for the development of Dubbo is:

Recommendation:

The extension of Whylandra Street north of the Serisier Bridge into the North West Sector is a highly desirable location that can be developed as a joint venture by Council and other local landholders.

This is an incentive for attracting new businesses into Dubbo for those seeking special places.

2.5 REGIONAL INDUSTRIAL

The final category of land activities includes the transport, warehousing and distribution industries and large site industrial activities.

Freight handling is strategically located to the north and west of Dubbo and plenty of land has been set aside with 24 hours access to the Freightway.

There is sufficient land to cater for large scale industrial uses together with Transport, Distribution and Warehousing.

The *Regional Industrial* areas all have 24 hour access and are mostly located in ICA 1 and 2 located at either end of the City along the Mitchell Highway. This is not so relevant for industrial activities that may not require 24 hour operation but may have the occasional delivery during the night periods.

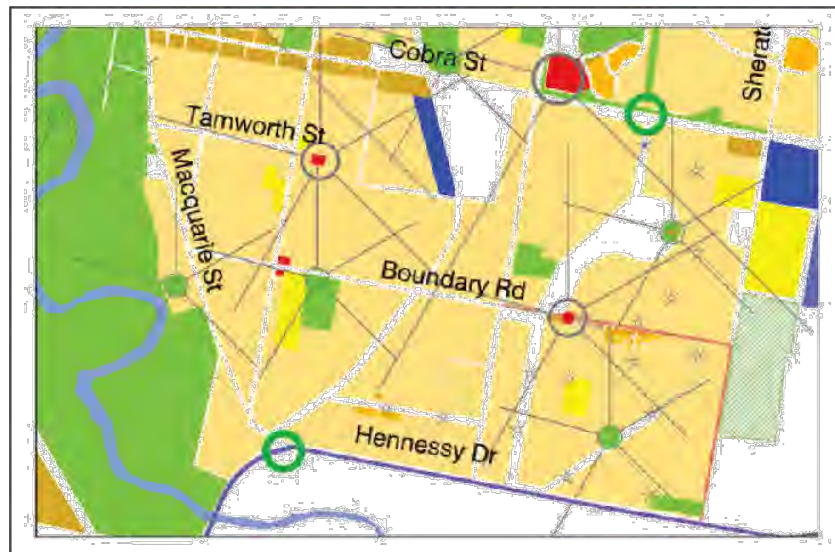
Details of the land take of each of these activities are contained in Section 5 together with details of the land banking for these activities.

Table 2.3 summarises the activities contained in each of the land use classifications.

Table 2.3: Land Uses in the Built Environments

1 LAND ACTIVITIES					
	RESIDENTIAL			BUSINESS	INDUSTRY
	Residential	Community Business	Small Light Industry	Regional Business	Regional Industry
AMENITY Time Activities Occurring	12 to 16 hrs	10 hrs except Small Retail	10 hrs	10 hrs except Retail 16 hrs	24 hrs
Design Criteria	School Children	Elderly & vulnerable	Employees Truck access	Fit Adult	Traffic predominant
2 LAND USES					
GROUP	Residential	Community Business	Small Light Industry	Regional Business	Regional Industry
Housing	Residential	Home Work	Home Work	Mixed Use	No
Pedestrian		Small Commrc'l Community Blds Health Centres School Motel Small Retail	Rural Distribution [A]	Major Commrc'l Government Hospitals TAFE University Motel Major Retail	
Noise Curtilage		Open Restaurant Hotel		Pubs Hotel	
Truck			Light Ind Sml Site	Bulky Goods	Light Ind Lge Site Warehousing Distribution Truck Stop

Fig 2.1: Illustration of the Catchment from Places



- The larger circles indicate places that draw demand from a wide area of over 2km.
- The District Places attract demand from just over a kilometre.

- The local places are just that but between them they offer interest and rest on a longer journey.

Recommendation:
All places should be on a defined network system.

Fig 2.2: Illustration of Access from a random building in Keswick

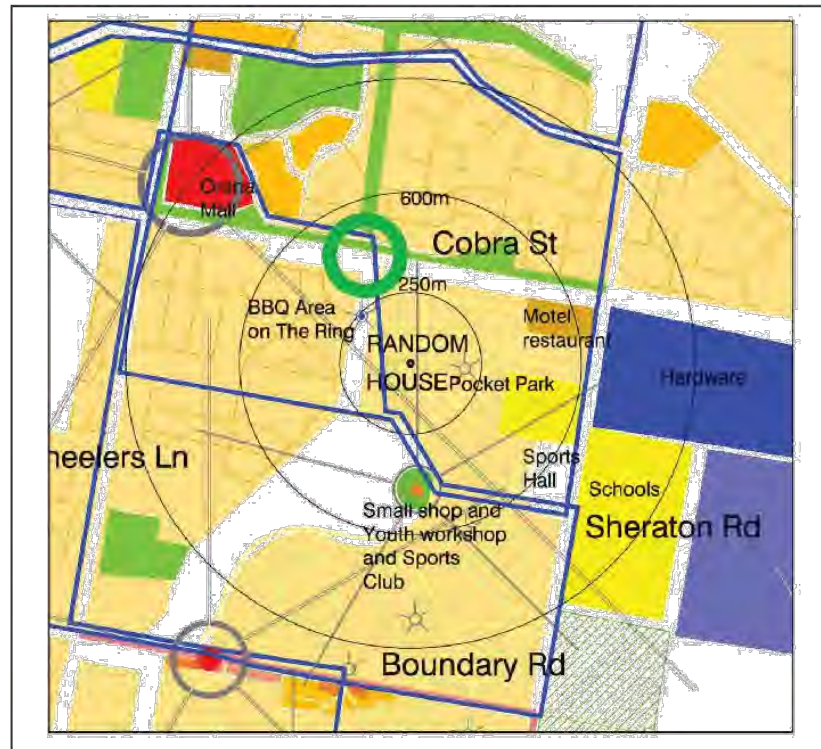
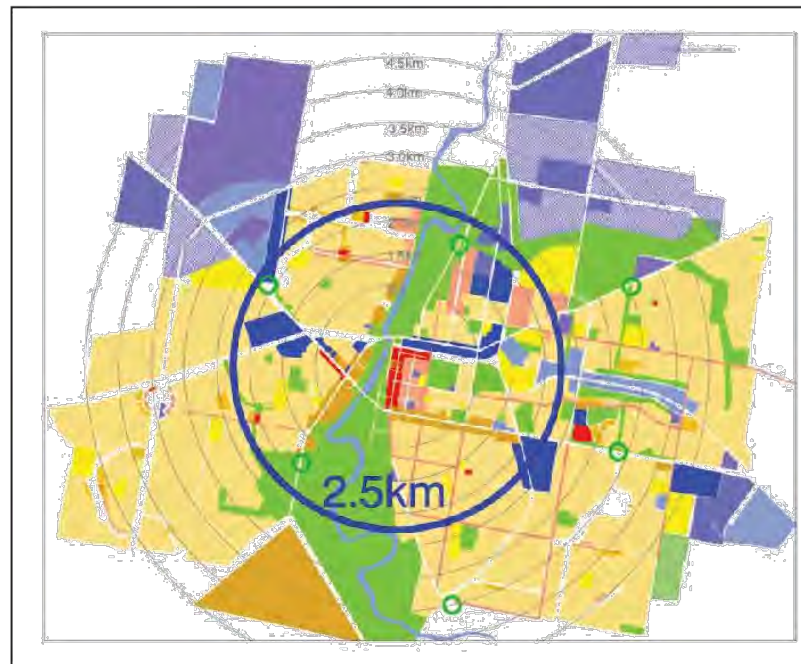


Fig 2.3: Development and Impact of Location on Travel





3.0 TRANSPORTATION PRINCIPLES

3.1 THE THREE ALTERNATIVE NETWORKS

The underlying principle for the provision of transport networks in Dubbo is to maintain the easy access currently enjoyed by the residents of Dubbo. This can be achieved without changing the amenity of the streets themselves; the main principle is to spread demand to additional low key links.

Movement in Dubbo has been structured around the provision of three alternate networks, a road network; a public transport network; and a bike/walk network. This reinforces the principle that the City is providing for alternative lifestyles.

Each network will have a strong presence:

- The presence of public transport being strengthened by a strong central transfer, stops that include community facilities and the opportunity to allow buses to stop at any point along residential streets outside peak periods;
- The bike/walk network will be strengthened by segregated paths passing Throughout the neighbourhoods; and
- The roads will be strengthened by a consistency of style for different driving environments.

The three networks are part of the City's strategy for sustainability, providing the City with the resilience to survive economic changes, helping to reduce carbon emissions and being a major attraction for new residents seeking alternative lifestyles.

3.2 PUBLIC TRANSPORT

The guiding principles for public transport are to create connective road systems that can accommodate buses that pass within 500m of most households in the existing and new areas of Dubbo.

The concept is to allow bus routes to circulate throughout the City every half hour. These would fan out from the City centre to all suburbs and make a loop returning to the City. Hence by catching a local bus into the City and changing onto one of the other bus routes residents will be able to reach any part of the City by public transport every half hour. Figure 3.1 describes this system and a more detailed plan is contained in Section 6 which indicates how 12 or so bus routes (one bus on each route) could create this service.

During parts of the day buses will stop when hailed along the residential streets.

A synergy is created between the lifestyle communities and public transport strategy; each stop becomes a small centre for the community, be it a kiosk, a place for local commerce or retirement housing, a few apartments or a shop. The local streets are designed to focus on these places further emphasising their role in the local community. Residents choosing a quieter lifestyle would live at the edges of the catchment. This has some implication on land use planning described shortly.

A fundamental part of successful bus operations is efficient direct services. Bus routes will need to cross through new residential areas and the road connective must be designed to allow for direct services. Every turn is an inconvenience to bus passengers as much as bus operators. Hence an illustrative route network has been produced to indicate the level of connectivity required for each suburb. This will need to be finalised with bus operators.

The objective of the outcome from this agreement will be a connective system through new areas that may, but not necessarily will, become bus routes at some time in the future.

3.3 WALKING, BIKING (Biped, Bikes, Boards, Boots and Blades)

The focus for local communities is described above and varies according to circumstances.

Movement through the City on foot and by bike is structured around three systems

- The design of Local Residential Streets to accommodate cyclists and allow the movement of pedestrians across the street at any random point. This is achieved through performance standards for local streets, described below in section 3.4;
- The design of busier streets to accommodate cyclists along the street and allow the movement of pedestrians across the street in areas that generate pedestrian and cycle movement. These areas include all residential areas and streets through Community Business areas. This is achieved through performance standards for Distributor Street, described below in section 3.4; and
- The design of a shared bike-walking system to provide safe, convenient crossings of all streets and highways and linking to all living area of the City.

The main element of the Shared Bike-Walking Network is to utilise the *Green Ring* as *The Ring*. The Ring crosses all roads including State Highways providing a framework of regional connectivity. Combined with the existing bikes routes along the Macquarie Riverside and other links through green wedges this will provide the bases for a "soft mode" movement system throughout Dubbo.

Further work will be required to complete the network in a few existing areas in order to provide a complete system.

Figure 3.2 illustrates how the three walk networks provide a matrix of options.

3.4 ROAD NETWORKS

The road designs are based on the principles that Dubbo;

- Is and should remain a ten minute city,
- That it is and should develop as a freight distribution truck city, and
- That it should continue and expand as a living city offering different opportunities for the residents and attracting new residents.

This has been interpreted into three network concepts illustrated in Figure 3.3.

3.4.1 Road Network 1 The Freightway - outer ring

An outer ring truck route has been considered by engineers for a number of years to make Dubbo an attractive place for the warehousing, trucking and the distribution industries.

The outer location is being reinforced by the new rail freight terminal that will primarily serve the abattoir located five kilometres north of the City centre. The new freight centre will also attract other freight movements including rural sector produce to Sydney, Melbourne and Brisbane. It is understood that this rail freight head will not be connected to the proposed inland freight railway line that will pass close to Dubbo but have a more direct and therefore faster alignment.

The outer location is intended to minimise interference with town traffic and therefore minimise gear changes for truck drivers. This will attract drivers who will travel a little further, but a little easier to reach their destinations.

The Freightway generally follows existing road alignments and can therefore be implemented relatively easily. See Section 7 for suggested Program.

The alignment is generally set slightly more towards the City centre than away from it thereby providing some attraction for City traffic. The reason for this is two-fold: firstly, the volume of through truck traffic is relatively low and does not justify a fully fledged bypass; and secondly, using the road for some circulating City traffic very conveniently reduces the volumes within the City centre by a few hundred here, a few hundred there. The total impact of this alignment probably reduces the city grid system by over 30,000 vehicles per day. This concept is used extensively in Germany.

The aim of diverting traffic from the City streets is to avoid any additional four lane roads within in the town centre, in particular, Cobra Street to the L H Ford Bridge.

The concept is that over time freight traffic on the Newell Highway will be diverted to the west of the town centre and later traffic using the Mitchell Highway will divert north through Purvis Lane. The intersection of *The Freightway* and the Mitchell Highway in the north is an ideal location for a Truck Stop that will further encourage drivers to use *The Freightway*.

The first priority is to serve the abattoir and the new intermodal freight centre located north of the abattoir off Yarrandale Road.

The traffic flows on *The Freightway* are not intended to be high and the combined flows of local and truck traffic can be accommodated in two traffic lanes.

Figure 3.4 Illustrates how, when completed, Truck Drivers will have a better choice to use *The Freightway*.

The Freightway will:

- Provide more direct access to the northern industrial areas from the Newell south, and the Mitchell - east and west.
- Be only 2.5km longer than the Mitchell Highway for those making through trips, with possibly a time saving of a few minutes as well as less hassle - six intersections vs nine through the City.
- Be only 700m longer than the Newell Highway for those making through trips, with a time saving of a few minutes as well as less hassle - 5 intersections vs 10 through the City.
- It will be 3.2km longer for those drivers on the Golden Highway, perhaps not quicker than Whylandra Street.

Modelling traffic with demand projections every ten years has resulted in a program whereby the progressive introduction of *The Freightway* will maintain the existing traffic conditions in the City at all times (see Section 7 and 8).

The Freightway is a fundamental part of keeping Dubbo as a ten minute and convenient City.

3.4.2 Road Network 2 State Highways to the Centre

Development since the 1960's has successfully segregated activities; the State Highways coming into town are uninterrupted and generally segregated from adjoining land activities. High speeds can be maintained to within 2 or 3 kilometres of the City centre. Similarly the more recently developed residential areas have generally been successfully quarantined from conflicts, but not necessarily integrated with Places.

In the older parts of Dubbo, those set out before the 1960's, there are conflicts between adjoining land uses and between traffic and land uses fronting streets.

The Freightway will address the desire to circulate around the City quickly and efficiently and will provide access to all industrial, warehousing, and transport destinations.

This provides an ideal opportunity to review the function of roads within the City. The State Highways will continue to bring tourists directly into the City centre rather than using *The Freightway*.

Maintaining direct access to the City centre is a fundamental part of maintaining Dubbo as an attractive and convenient City for visitors. This is a typical well defined hierarchy used in Europe and North America where the "old roads" lead to the "Centrum" and the bypasses take the through traffic. The old roads change in character as they approach the City centre and transept from a rural environment progressively through outer suburban, then inner suburban, then City conditions. Visitors know they have arrived in town when the pavement activities are buzzing.

This arrival occurs in Dubbo at Victoria Street, Erskine Street, Cobra Street near Macquarie Street and Whylandra Street.

Recommendation:

The urban design of these locations needs to stress the arrival in the City and attract tourists to think they will have a look around.

3.4.3 Road Network 3 Distribution Grid

It is proposed that the distribution of City traffic will be accommodated using a grid of roads that will serve cross City and City movement. These roads are intended to move residents quickly and safely around town whilst not offering an attractive way for trucks who will use *the Freightway*.

The purpose of *The Distribution Grid* is two fold:

- (i) To spread traffic and have no major concentrations of traffic. Concentrations tend to result in large intersection designs which not only create delays for traffic in terms of longer signal phasing but also become barriers to pedestrian movement both as a source of noise and possibility of difficulty of crossing the streets; and
- (ii) To limit traffic flows so they are consistent with adjoining land activities, creating both economic opportunities, for say, activities requiring some level of exposure to passing traffic; and traffic environments that are consistent with those activities. Another synergy, bring a little more traffic along a road in a residential area and then locate some activities that are consistent with residential living but happy to be located on a slightly busier street. (See community business in Section 2).

Hence, *The Distribution Grid* is one of the key design elements of the City.

There is another urban model, develop major generators outside the City, do not provide alternatives to the central strategies, create very busy streets and chase away the customers to the edge of the city; this is not recommended.

Increases in traffic demand will be accommodated by *The Freightway* and additional links in the *The Distribution Grid* that will progressively and significantly reduce traffic that would otherwise be to the detriment of the City centre.

In this way tourists and residents will be continuing to travel in the central area with no appreciable change in conditions over the years and this will allow the street environments to compliment tourist activities.

Fig 3.1: Radiating Buses

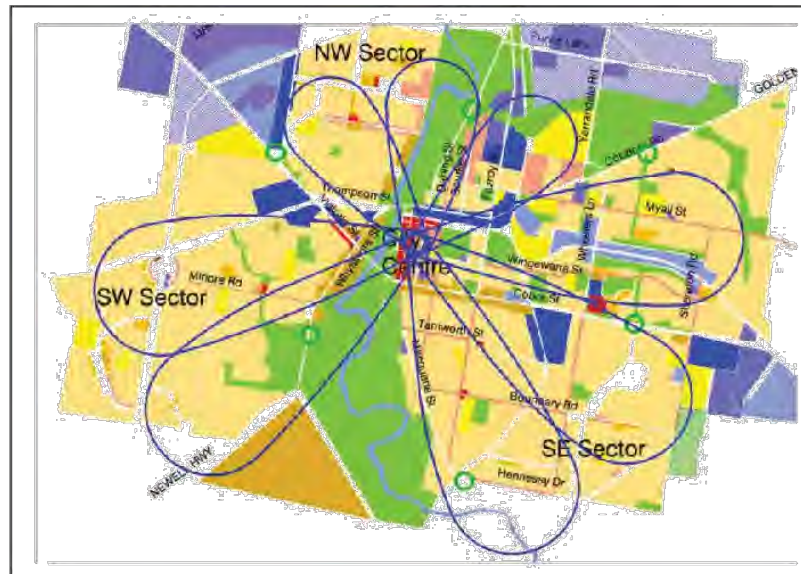


Fig 3.2: Walk and Bike Access

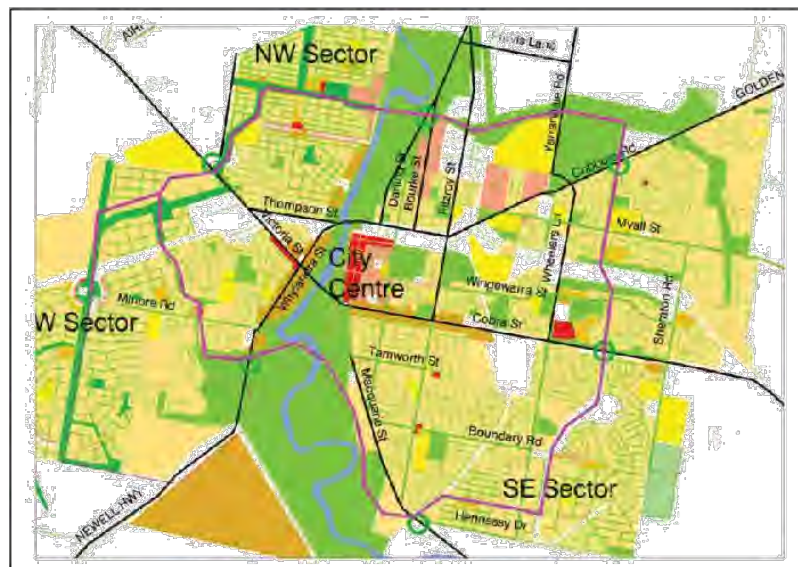


Fig 3.3: Three Road Networks

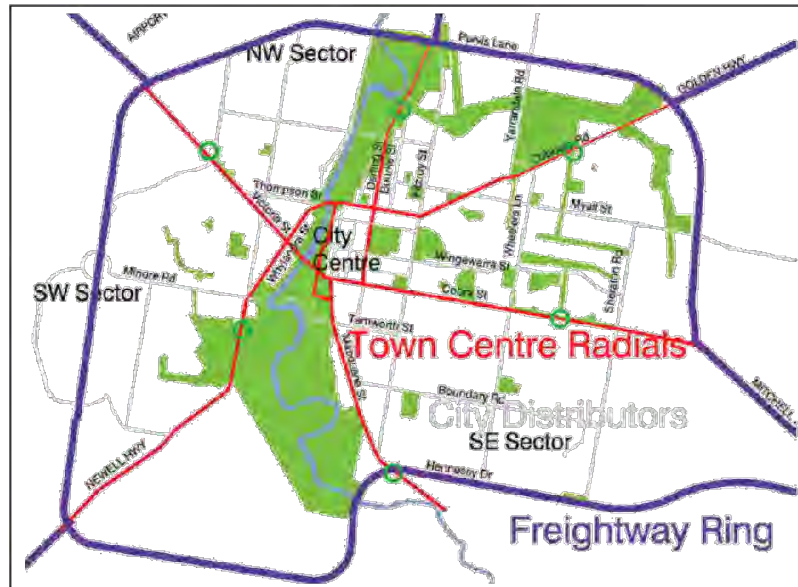
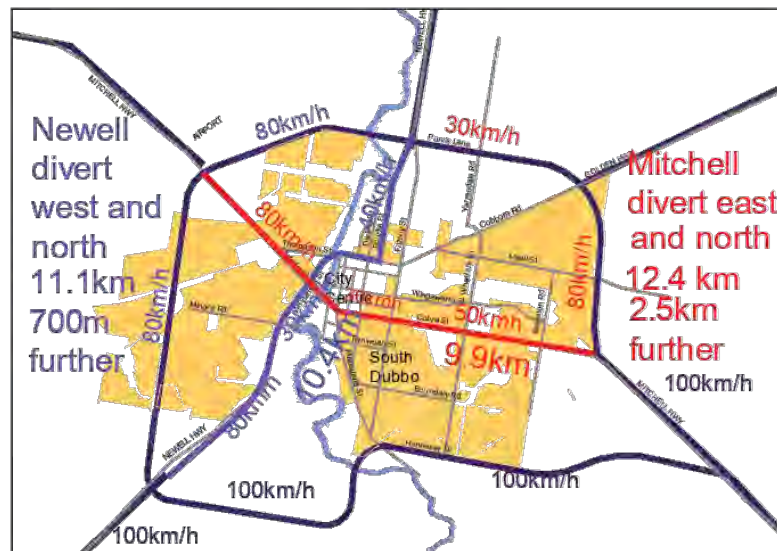


Fig 3.4: Travel times along Freightway





4.0 ROAD SYSTEMS

4.1 MAXIMUM TRAFFIC FLOWS

There is a certain amount of the “chicken and egg” scenario about designing a road system suitable for local environments.

Traffic in Dubbo operates well and flows relatively easily. There are few major issues and these are being addressed as and when the need arises.

This analysis follows the course of what street environments could be achieved given the future traffic flows and then describes street profiles that could achieve these environments.

The analysis uses the modelling results and considers a range of three traffic flows.

The traffic ranges measure how streets could function and how it might change in the future, in effect to give a warning of changes along the existing roads in Dubbo that might or might not be acceptable.

Streets with a flow of less than 6,000 vehicles per day [vpd] are easily adaptable to pedestrians and turning traffic and are described as a **Connector**.

Flows of 6,000 - 11,000 vpd require some form of management, such as a median island, to provide the optimum conditions for turning traffic and pedestrians and are described as a **Distributor**.

Flows of greater than 11,000 - 15,000 vpd, can be accommodated in one lane per direction turning lanes but pedestrian movement must be channelled to specific crossings. These are described as **Sub-Arterial Roads**.

There are few streets in Dubbo with flows in excess of 15,000 vpd and they are generally segregated **Arterial Roads** with no access to buildings.

Section 4.4 illustrates which streets currently fall within the three ranges. Section 4.6 examines which of these will change in the future.

4.2 PERFORMANCE OF EXISTING ROADS

The performance of existing roads and future roads has been reviewed as a measure of the opportunity for the management of the function of Streets.

Figure 4.1 illustrates the ranges in traffic flow for 2006 that are described below.

Considering firstly the State Highways, parts of each have volumes in the range of 11,000 to 5,000 vpd therefore being defined as **Sub-Arterial Roads**.

- The Mitchell Highway (Cobra Street) is one of the busier roads in Dubbo operating as a Sub-Arterial Road except for a small section near the former RAAF Base and across the L H Ford Bridge where it is busier.

- The Newell Highway is operating as a Sub-Arterial Road from Minore Road in the south to Fitzroy Street.
- The Golden Highway (Cobbora Road) is operating as a Sub-Arterial Road north to Wheelers Lane.

Streets operating in this volume range indicate that pedestrian access across the street maybe an issue. In the case off Cobra Street the pedestrian access is managed well by partial median. The other sections of State Highway generally do not pass through areas requiring high pedestrian amenity.

The sections of streets in **Residential Neighbourhoods** that are also operating as **Sub-Arterial Roads** with more than 11,000 vpd include:

- Parts of Wheelers Lane, north of the Mitchell Highway;
- Myall Street; and
- A short section of Fitzroy Street.

These results highlight the lack of north south connectivity discussed in Section 4.3.

There is a small anomaly in the graduation of streets with Sheraton Road south of the Mitchell Highway showing up as having a flow in excess of 11,000 vpd. This section of Sheraton Road is essentially a cul-de-sac serving three large schools and a quarry and therefore carrying a large volume of traffic during two short periods of the day. The result of amalgamating these peak period flows describes Sheraton Road as *Sub-Arterial* with issues of pedestrian access and this is a good reminder of the issues on this section of Sheraton Road.

Sections of street in residential areas operating in the range of 6,000 - 11,000 vpd (Distributor Roads) include:

- Wingewarra Street in a short section directly north of the RAAF site - again this is because of the lack of connectivity in this area which is restricted to two east west routes;
- Sheraton Road, north of the Mitchell Highway; and
- Parts of North Dubbo.

The residential composition of North Dubbo is generally unaffected by these higher flows which are mostly in sections of streets with warehousing, distribution and car sale uses. The future of North Dubbo is under consideration by Council and the concept of a Regional Business Centre is included in this Strategy. This will not address the protection of, or future of the historic precinct north of Erskine Street.

The majority of streets in Dubbo carry less than 6,000 vpd with traffic operating very smoothly and pedestrian movement unconstrained by the traffic.

All roads south of Cobra Street (with the exception of Sheraton Road at the school sites) and in the western part of Dubbo are operating with less than 6,000 vpd and can be defined as *Connectors*.

In conclusion, the streets of Dubbo are well managed and the flows can be managed to suit local conditions.

4.3 ANALYSIS OF EXISTING CONNECTIVITY

The connectivity of the existing road network is summarised in Figure 4.2 which shows some of the barriers to traffic movement that exist in Dubbo and the analysis considers whether these have any impact on the existing traffic conditions.

4.3.1 The North-East

An evaluation of an existing grid highlights the value of such a grid. Traffic delays are currently experienced along Cobbora Road and, to a lesser extent, crossing the Macquarie River.

In the north east, traffic is funnelled into Cobbora Road via three rail crossings over three kilometres, including Fitzroy Street, Wheelers Lane and Sheraton Road (see figure 4.2). This is an important movement between the residential areas and the industrial areas to the north of the City. The limited alternatives are exacerbated by the termination of Sheraton Road at Cobbora Road which, in effect, reduces traffic to two north south routes crossing through the existing town. This reduction to two crossings forces more traffic along Fitzroy Street and even this is exacerbated further by the 2.3 kilometre barrier created by the Institutions Precinct, including the hospital, TAFE and University. Many drivers must use Cobbora Road to cut across to, say, Bourke Street, and hence there is additional traffic in the area which is now being addressed by new road improvements.

There are no easy answers to the barriers in the North East.

- The Eastern Section of the Outer Ring Road is too far east to be of much use by local traffic.
- One more crossing of the railway line near Welchman Street will lead to more traffic to the constraint of Cobbora Road but would reduce traffic slightly in Wheelers Lane.
- Unfortunately an agreement between the major players in the Institutions Precinct a few years ago precludes the extension of River Street through to Cobbora Road which would offer one more link through the area.
- The extension of Myall Street is included in the plan adding one street through this barrier. Whilst this is shown to work for the next 40 years, it does raise an interesting point about the needs for the next generation.

4.3.2 The South-East

In the South East a barrier has been created by the Molong Railway line south of Cobra Street. This 1.5 kilometre barrier is less important today but will become more noticeable with the development in the SE sector, as will the Wheelers Lane and Fitzroy Street links from the south east to the industrial area. One further crossing has been included south of Boundary Road. This will connect one new residential area of 400 lots and there is the possibility that the rail line will be re-established as a freight line.

4.3.3 The South-West

Of more concern are the two long barriers already created to confine access to the South West. Currently Minore Road is the only access to this area and its existing residential frontage adjacent to Whylandra Street limits its future use as a Sub-Arterial Road. These two gaps consist of 2.3 kilometres south of Minore Road, practically to the edge of urban development, and another 1.7 kilometres between Minore Road and Joira Road.

Ideally traffic is distributed by roads every 800 or so metres and there should be three roads in four kilometres not one. This has been addressed, to some extent by the linking of the western areas across the railway line to the Mitchell Highway north of Jannali Road along the "Western Boulevard". This is not ideal and will lead to some difficulties in the early stages of development when the cost of the bigger road will not be appreciated. (See further Section 6).

4.3.4 The Macquarie River

The more obvious barrier to movement in Dubbo has traditionally been the river which has two crossings to the City centre. Some movement is made at the Troy Gully Bridge north of the City towards the abattoir but this is limited to lighter vehicles and not part of the proposed truck route. The issue of limited river crossings can at least be addressed by making additional crossings, albeit they may be expensive.

However, the other barriers which are described above are more permanent because they go through urban infrastructure which is very difficult to open up once closed.

Two elements of the Strategic Plan address connectivity and spreading traffic.

- *The Freightway* will remove trucks from the City centre;
- The *Distribution Grid* is designed specifically to spread traffic away from focal points creating the opportunity for the Functional Road Hierarchy to work throughout Dubbo.

The Road Network has been described in Section 3, a summary of the operating conditions on existing roads is described below using the same terminology as that used to describe the existing traffic conditions in Section 4.2 above.

4.4 FUTURE ROAD FLOWS

4.4.1 Existing Streets

The modelling for 2036 has been used to compare future with existing traffic.

This is to indicate the sections where traffic flows are likely to vary.

The following difference in road operations will occur by 2036 (Refer to Figure 4.3 for numbering):

1. Baird Street will change from a *Neighbourhood Connector* to a *Neighbourhood Distributor*. This is a serious downgrading of a residential

street and is a direct result of the lack of connectivity built into the local road network. Further traffic management will be required in Baird Drive.

2. Minore Road east of Joira Road will change to a **Neighbourhood Distributor** and to a **Sub-Arterial** as it approaches the Newell Highway (see Figure 4.3.)

This is the result of the lack of connectivity to serve the western part of Dubbo.

It should also be noted that the new "Western Boulevard" from the Mitchell Highway to the railway bridge at Chapmans Road will need to be designed as a **Sub-Arterial**. This can be designed accordingly but is likely to be costly during the early stages of residential development from the Mitchell Highway.

3. Macquarie Street, south of Tamworth Street, is currently carrying less than 6,000 vpd including rural traffic to the south of the city and hence local residents are not cut off from the River Front. The volume in Macquarie Street is expected to increase to **Sub-Arterial** volumes north of Boundary Road and to a **Neighbourhood Distributor** north of Hennessy Drive. This is the result of development in the South East Sector.

4. In the North East:

- o Myall Street changes in its character to the west of Cobbora Road extending as a **Sub-Arterial** to east of Sheraton Road.
- o Similarly Sheraton Road north of Cobra Street changes from a Neighbourhood Distributor to a **Sub-Arterial**.
- o Part of Wheelers Lane north of Wingewarra Street will also change in character from a **Neighbourhood Distributor** to **Sub-Arterial**.

All three streets are designed to accommodate this sort of volume of traffic.

However, it does indicate that the argument for putting too little connectivity, which cannot be changed in this case will show up in the future.

It also puts a good case forward for the construction of the Eastern Bypass to allow some traffic to avoid these streets.

5. The only street in Dubbo South, apart from Macquarie Street, to change status is Boundary Road where the flow is predicted to exceed 6,000 vpd a short section approaching Fitzroy Street. This is not a particularly serious volume deficiency and can be managed, but this anomaly highlights how the potential connection across the former RAAF Base would have avoided such a hiccup.

It also indicates how further connectivity to Boundary Road further east could have a detrimental effect on the environment in South Dubbo. No such connections are proposed in the Strategy.

6. Cobra Street is already carrying 11,000 to 15,000 vpd along most of its length with parts of it exceeding this **Sub-Arterial** limit. It is generally designed to accommodate this flow, including upgrading of the intersection with Fitzroy

Street. Pedestrian movement is also well accommodated. More management of pedestrian accessibility will be required between Darling Street and Wheelers Lane.

The important point of this analysis is that the section near the City centre between Darling Street and Macquarie Street does not increase over the Distributor status and, thus, is suitable for the location of motels and the increased pedestrian activity that is expected in this section.

The results of the traffic modelling strongly support the argument that Cobra Street should not be upgraded.

Handling the pedestrian activity in this heavy traffic is quite satisfactory with median treatments which can be extended the length of the street to the Orana Mall.

7. The Mitchell Highway continuing west of Thompson Street is also extending as a high capacity link but this runs through a suitable environment to support such a road and is not of any concern.
8. Victoria Street through West Dubbo is also expected to exceed the **Sub-Arterial** limit but this can be handled by median treatments that will be very suitable for this retail area.

In some ways this will be the only "busy" main street, very similar to roads in Orange and Sydney.

9. Thompson Street will change to a **Business Distributor** by 2036 but this is not of concern as the road is designed for these volumes.

Again the interesting point about this analysis is that the areas of South Dubbo do not change from their current status by 2036. One of the concerns of connecting Minore Road to the extension of Tamworth Street as a bridge link was the possibility that traffic would filter through South Dubbo. This is shown not to occur at all and is not a concern for the future.

In summary, the new roads can all be designed as low-key connector roads (as one exception) and the condition of some existing streets will deteriorate.

4.5 ROAD HIERARCHY

Using a grid follows very traditional transport concepts, indeed from Roman times, that have recently been adopted in the development of the SW and NW Sectors in Sydney, the development of Perth and recent developments in Brisbane.

The Road Hierarchy is an interpretation of standards used in WA, SA, QLD and VIC and applied in planning the SW Sector and the NW Sector of urban expansion in Sydney.

The principle for the proposed Road Hierarchy is to adopt road profiles that meet the amenity of users in the different land activities.

The maximum traffic flows in the proposed Road Hierarchy are set to let traffic operate at a convenient level of service and to create suitable permeability for pedestrian movement.

The success of the new roads in distributing traffic across central Dubbo simplifies the Road Hierarchy. In effect, nearly all new streets can be built in the same manner with two traffic lanes and two parking lanes and access to properties that vary with the volume of traffic using the street.

In practice, developers and future Councils will wish to vary the street designs. This Strategic Plan should therefore define the Hierarchy in such a way as to offer that flexibility whilst maintaining the safety and convenience of all users.

The principles for determining suitable street profiles are the combination of access and amenity, convenience for all users.

Two levels of decision-making are proposed:

- (i) choosing the width of the right of way; and
- (ii) choosing the profile of the street in the right of way.

The width of the right of way is required for planning purposes:

- o 20m for Connectors;
- o 25m for Distributors and Sub-Arterials;
- o 30m for Arterial Road;
- o The right of way for local streets will vary with conditions.

The following sections discuss the Road Hierarchy in more detail.

4.5.1 Local Streets

Local Streets will often carry less than 500 vpd and generally less than 1,000 vpd.

Flows of greater than 3,500 vpd require two traffic lanes and two parking lanes and are referred to as **Connectors**.

Local Streets are intended for use by local traffic, bikes, pedestrians moving about the neighbourhood, the occasional delivery vehicle and parking which occasionally is intensive.

The location of **Local Streets** has not been defined in the Strategy except for the requirement to link a bus route across residential areas between **Connectors**. This is defined in the Strategy (see Section 6.)

The lower order Local Streets need only be 7.5m wide to accommodate these demands; these are referred to as Option 2 in Table 4.5.1. Some developers prefer to use a more traditional street 12.6m in width. The speed in such streets needs to be restrained either by the length of the block or other means. Placing landscape, trees and bushes in small blocks in the parking lane can reduce speed in local streets.

Some **Local Streets** will be required to carry bus services. The speed of buses should also be restrained, preferably by visual rather than physical means. Bus routes can be accommodated in a 9.4m Neighbourhood Street (9.8m for frequent bus services.)

The Local Street dimensions are described in Table 4.5.1; **Neighbourhood Street** for residential areas, **Business Street** for Business areas, and **Industrial Street** for Industrial areas.

4.5.1: Local Streets

	ROAD HIERARCHY				
	NEIGHBOURHOOD			BUSINESS	INDUSTRIAL
ENVIRONMENT	Residential	Community Business	Small Light Industry	Regional Business	Regional Industry
DESIGN CRITERIA	School Children	Elderly & vulnerable		Fit Adult	Traffic predominant
LOCAL STREET	Neighbourhood Street			Business Street	Industrial Street
Flow Range	<3500 vpd	Only from Connector	Only from Connector	<3500 vpd	<3500 vpd
Target Speed	35km/h			45km/h	50km/h
Reserve	17m			17m	17m
Traffic Lane	5.4m (5.8m)			2.9x2	10.6m
Bike Lane	None			1.4x2	None
Parking Lane	2.0m			2.0x2	None
Carriageway	9.4m (9.8m)			12.6m	10.6m
Access	From Street			Driveways 50m or Rear Lane	From Street
Option	<100 vpd 7.5m				

The **Business Street** is the traditional 12.6m carriageway marked with a parking lane and bike lane and two narrow traffic lanes designed to slow traffic.

The preferred **Industrial Street** is slightly narrower (10.6m) than the traditional carriageway with two 5.1m traffic lanes and no parking. The higher speed of the traffic precludes use by bikes. Off street bikeways are required through Industrial Areas, some of which are described in Section 3.

4.5.2 Connectors

In Dubbo, flows greater than 3,500 vpd are defined as part of the Grid Network. The **Connectors** are designed to carry up to 6,000 vpd. The design is intended to accommodate traffic, including buses, parking and, in residential areas, to allow pedestrians to cross at will. An example of such a design is Grangewood Drive. A street carrying more than 6,000 vpd in a residential area should have a median to assist pedestrians crossing the road and is described as a **Distributor**.

All new roads in the residential areas of Dubbo will carry less than 6,000 vpd and therefore can be designed as **Connectors**.

Table 4.5.2 describes the **Connectors** under the same Land Use environments that are used in the Strategy.

4.5.2: Connectors

	ROAD HIERARCHY				
	NEIGHBOURHOOD			BUSINESS	INDUSTRIAL
ENVIRONMENT	Residential	Community Business	Small Light Industry	Regional Business	Regional Industry
DESIGN CRITERIA	School Children	Elderly & vulnerable		Fit Adult	Traffic predominant
LOCAL STREET	Neighbourhood Street			Business Street	Industrial Street
Flow Range	3500-6000 vpd	See Business	See Industrial	3500-6000 vpd	3500-6000 vpd
Target Speed	45km/h	35km/h	45km/h	35km/h	50km/h
Reserve	20m			20m	20m
Traffic Lane	2.9x2			2.9x2	4.9x2
Bike Lane	1.4x2			1.4x2	1.4x2
Parking Lane	2.0x2			2.0x2	None
Carriageway	12.6m			12.6m	12.6m
Access Option	From Street or	Rear Lane	Street or Rear Ln	Rear Lane	From Street

The **Neighbourhood Connector** includes a parking lane (2.0m), bike lane (1.4m) and traffic lane 2.9m) in each direction (12.6m overall bitumen). Occasional planting is desirable in the parking lane.

This **Neighbourhood Connector** can be accommodated in a 20m reserve.

Provided that properties are served by a rear lane then the same road profile can be used to serve a **Community Business or Home Work**. The rear lane is required to serve residential parking and the street parking is used by customers (and may require time restrictions).

The same road profile can also be used for the (Regional) **Business Connector**. There are no new Business Connectors in the Dubbo Strategic Plan, if there were they would require rear lane access thereby allowing space for customer parking on the Connector.

The **Industrial Connector** varies from Business and Neighbourhood Connectors because they are used by trucks that need more space for manoeuvring. Hence, parking is excluded from **Industrial Connectors** and the **Industrial Distributor**. Since speed and pedestrian safety for children is less of a priority in industrial areas, there is no need for physical means of speed controls.

The **Industrial Connector** is also 12.6m in width with two wide traffic lanes and, since no parking is required two bike lanes can be included by the kerb.

Some developers may wish to build more luxurious roads, such as Grangewood Drive, and any design is suitable provided that the needs of pedestrians, bikes and buses are all met. Grangewood Drive is built to standards similar to a **Neighbourhood Distributor**, which that is described next.

4.5.3 Distributor Avenues

The flow range for Distributors is 6,000 - 11,000 vpd. No roads are projected to operate in the flow range in the new areas of Dubbo and therefore no distributors are required in Dubbo. However, the design of an "Avenue" may be preferred for streets with lesser volumes.

4.5.3: Distributor

	ROAD HIERARCHY				
	NEIGHBOURHOOD			BUSINESS	INDUSTRIAL
ENVIRONMENT	Residential	Community Business	Small Light Industry	Regional Business	Regional Industry
DESIGN CRITERIA	School Children	Elderly & vulnerable		Fit Adult	Traffic predominant
Distributor	Neighbourhood Distributor			Business Distributor	Industrial Distributor
Flow Range	6000-11000 vpd	See Business	Not Compatible	6000-11000 vpd	6000,11000 vpd
Target Speed	45km/h			45km/h	50km/h
Reserve	20m			25m	25m
	(Avenue)			(Avenue)	Turning lane
Traffic Lane	2.9x2			2.9x2	4x3
Bike Lane	1.4x2			1.4x2	1.4x2
Parking Lane	2.0x2			2.0x2	None
Carriageway	2x6.3m			2x6.3m	14.8m
Median	Min 3.1m			Min 3.1m	Turning lane
Access	<9000 vpd Street			50m min/Rear Ln	From Street

The "Avenue" profile has the same parking (2.0m), bike (1.4m) and traffic (2.9m) lanes as a Connector; this will maintain the operating speed to 45km/h. The Distributors have a central median to use as a pedestrian refuge.

The **Neighbourhood Distributor** is the same as the **Business Distributor** with the exception that the **Business Distributor** requires access from a rear lane or driveways at intervals of not less than 50m to enhance the pedestrian environment. Median crossings are not desirable and hence driveways can only be entered as left in left out, except for access to major carparks.

The **Neighbourhood Distributor** should also include rear lane or service road access when the flow exceeds 9,000 vpd because it is difficult to reverse out of a small residential driveway into a higher flow of traffic.

The **Industrial Distributor** is similar to parts of Cobra Street - two traffic lanes and a wide turning lane allowing access into adjacent industrial properties.

4.5.4 Sub-Arterial Avenues and Boulevards

The only new street which will attract more than 11,000 vpd is the proposed "Western Boulevard" between the Mitchell Highway and the "Western Freightway".

This demand is unsuited for simple pedestrian access and pedestrians should be restricted to fixed crossings (similar to Sheraton Road.)

Two design profiles are available in this range, the "Avenue", as described for a Distributor and the Boulevard.

The **Neighbourhood Avenue** - a Sub-Arterial Road - has the same profile as a Neighbourhood Distributor with the exception that the environment is not suited for young pedestrians and rear lane access is required for traffic access to residential properties. Pedestrians must be "directed" towards safer crossings; this can be achieved by heavy planting or physical means in the median.

(Another option to handle this flow of traffic near a residential area is to locate a Neighbourhood Avenue on the edge of the residential development where no pedestrian movement is likely to occur. This is not easy in the case of the SW Sector.)

Similarly a **Business Avenue** carrying more than 11,000 vpd needs marked pedestrian crossings. In intensive areas, such as retail strips, a crossing is desirable every 80m, elsewhere the crossings should be located every 150m.

A Boulevard performs the same function as an Avenue but traffic access to properties can be made from the service lane rather than a rear lane.

The dimensions of a Boulevard are described in Table 4.5.4 which also includes an **Industrial Boulevard**, a profile that could be used for sections of the **Freightway**. In the case of the proposed "Western Boulevard" the limit of 11,000 vpd is only exceeded in the first section from the Mitchell Highway by 2036. However, further residential expansion to the west will continue to place more traffic on this route. Hence, it should be designed as a **Neighbourhood** Sub-Arterial and properties should be accessed by a rear lane or service lane.

4.5.4: Sub-Arterial

	ROAD HIERARCHY				
	NEIGHBOURHOOD			BUSINESS	INDUSTRIAL
ENVIRONMENT	Residential	Community Business	Small Light Industry	Regional Business	Regional Industry
DESIGN CRITERIA	School Children	Elderly & vulnerable		Fit Adult	Traffic predominant
SUB-ARTERIAL					
Flow Range	11-15000 vpd	Not Compatible	Not Compatible	11-15000 vpd	11-15000 vpd
Target Speed	45km/h			45km/h	50km/h
	Neighbourhood Avenue			Business Avenue	
Reserve	25m			25m	
Traffic Lane	2.9x2			2.9x2	
Bike Lane	1.4x2			1.4x2	
Parking Lane	2.0x2			2.0x2	
Carriageway	2x6.3m			2x6.3m	
Median	Min 3.1m			Min 3.1m	
Pedestrians	Pedstrn barrier			80m Crossings	
Access	Rear Lane or			50m or Rear Ln	
Option	Neighbourhood Boulevard			Business Boulevard	Industrial Boulevard
Reserve	30m			30m	30m
Traffic Lane	2.9x2			2.9x2	4x2
Bike Lane	1.4x2			1.4x2	None
Service Rd	5.5x2			5.5x2	7.5x2
Carriageway	19.6m overall			19.6m overall	23.0m overall
Median	Min 3.1m			Min 3.1m	Optional
Separator	Min 3.5m			Min 3.5m	Min 3.5m
Pedestrians	Pedstrn barrier			80m Crossings	At intersections
Access	Services Rd			50m Min/Rear Ln	Service Rd

The design of the **Neighbourhood Boulevard** is similar to the Distributor with a parking lane (2.0m), bike lane (1.4m), traffic lane (2.9m) and median for through traffic. Residents facing the proposed “Western Boulevard” will have driveways to Service Roads. The service road (5.5m) will be separated from the through road by a 3.5m separator.

The **Industrial Boulevard** is designed to allow trucks to access properties from the Service Road; the two through lanes do not need to be separated by a median.

4.5.5 Arterials

The range of flow for **Arterial Roads** for application in Dubbo is 15,000 - 21,000 vpd. State Highways are also Arterial Roads with rural characteristics and flows in the range of 3,500 to 8,000. These roads conform to RTA standards.

Traffic will exceed 15,000 vpd on Victoria Street in West Dubbo by 2036. This is defined as a **Retail Arterial** and the profile is described in Table 4.5.5. The design combines a wide bike lane with a parking lane allowing vehicles to manoeuvre into a parking space without blocking passing traffic.

4.5.5: Arterial

	ROAD HIERARCHY				
	NEIGHBOURHOOD			BUSINESS	INDUSTRIAL
ENVIRONMENT	Residential	Community Business	Small Light Industry	Regional Business	Regional Industry
DESIGN CRITERIA	School Children	Elderly & vulnerable		Fit Adult	Traffic predominant
ARTERIAL					
Flow Range	11-21000 vpd	15-21000 vpd		15-21000 vpd	3500-8000 vpd
Target Speed		35km/h		50km/h	80 to 100km/h
	Not Compatible	Retail Arterial		Business Arterial	Arterial Road
Reserve		33m		30m	30m
Traffic Lane		2.9mx2		3.1mx2	See RTA
Bike Lane		2.4mx2		Separate	Separate
Parking Lane		2.1mx2		4.1mx2	
Carriageway		14.8m		14.4m	
Median		Min 4.5m		Min 4.5m	
Footpaths		Min 5.0m		Min 5.5m incl Bike	
Pedestrians		80m Crossings		80m Crossings	Signalised
Access		Rear Lane		Rear Lane	No access
Option	Neighbourhood Boulevard			Business Boulevard	Industrial Boulevard

Other **Arterial Roads** operating with more than 15,000 vpd can be designed either as **Business Arterials** with a wide parking lane (4.1m) and traffic lane (3.1m) and separated bike tracks or, in the case of busier State Highways, as two-lane through road with no parking designed in accordance with RTA standards.

4.6 SUMMARY

In summary, with the exception of the proposed “Western Boulevard”, all new streets in Dubbo can be built as:

- (i) Local Streets – see profiles;

- (ii) Connectors – the design of connectors varies for residential and community businesses, developers may chose to use; or
- (iii) Avenues.

The high volume streets that are not State Highways or the Freightway in Dubbo can be treated as:

- (iv) Inside the Regional Ring - Boulevards;
- (v) Outside the Ring - State Highways; or
- (vi) The Freightway - design to be determined.

Figure 4.4 illustrates the classification of street sections in the Road Hierarchy; these are listed in Tables 4.4.1 and 4.4.2.

Table 4.4.4: Street Classification

LOOK UP CLASSIFICATION CLASSIFICATION	STREET SECTION	LOOK UP STREET NAME STREET NAME	CLASSIFICATION
Neighbourhood Connectors	Blackbutt Road	Baird Street	Neighbourhood Distributor
	Boundary Road	Blackbutt Road	Neighbourhood Connector
	Bunglegumbe Road	Boundary Road	Neighbourhood Connector
	Darling Street (south)	Bourke Street	Business Connector
	Joirra Road	Bourke Street (North Dubbo)	Neighbourhood Distributor
	Minore Road (west)	Bunglegumbe Road	Neighbourhood Connector
	North Street	Cobbora Road (south)	Business Sub-Arterial
	River Street	Cobra Street (City)	Business Sub-Arterial
	Sandy Creek	Cobra Street (east)	Business Arterial
	Sheraton Road (south)	Darling Street (north)	Business Connector
	Tanworth Street	Darling Street (south)	Neighbourhood Connector
	Whealers Lane (south)	Eastern Freightway	Rural Arterial
	Macquarie River Boulevard	Erskine Street	Business Sub-Arterial
	River Street Bridge	Fitzroy Street (City)	Neighbourhood Sub-Arterial
Business Connectors	Hills Road	Fitzroy Street (north)	Industrial Distributor
	Industrial Connectors	Fitzroy Road (North Dubbo)	Neighbourhood Distributor
Neighbourhood Distributors	Baird Street	Golden Highway	Rural Arterial
	Bourke Street (North Dubbo)	Hills Road	Industrial Connector
Business Distributors	Fitzroy Street (North Dubbo)	Joirra Road	Neighbourhood Connector
	Myall Street (east)	Macquarie River Boulevard	Business Connector
	Wingewarra Street	Minore Road (east)	Neighbourhood Sub-Arterial
	Bourke Street	Minore Road (west)	Neighbourhood Connector
Industrial Distributors	Darling Street (north)	Mitchell Highway (east & west)	Rural Arterial
	Myall Street (North Dubbo)	Myall Street (east)	Neighbourhood Distributor
	River Street (North Dubbo)	Myall Street (east)	Neighbourhood Sub-Arterial
	Thompson Street	Myall Street (North Dubbo)	Business Connector
Neighbourhood Sub-Arterials	Fitzroy Street (north)	Newell Highway (north & south)	Rural Arterial
	Purvis Lane	North Street	Neighbourhood Connector
	Yarrandale Road	Purvis Lane	Industrial Distributor
	Fitzroy Street (City)	Richardson Road	Industrial Sub-Arterial
Business Sub-Arterial	Minore Road (east)	River Street	Neighbourhood Connector
	Myall Street (east)	River Street (North Dubbo)	Business Connector
	Sheraton Road (north)	River Street Bridge	Business Connector
	Western Boulevard	Sandy Creek	Neighbourhood Connector
	Whealers Lane (Centre)	Sheraton Road (north)	Neighbourhood Sub-Arterial
	Cobbora Road (south)	Sheraton Road (south)	Neighbourhood Connector
	Cobra Street (City)	Southern Freightway	Rural Arterial
	Erskine Street	Tanworth Street	Neighbourhood Connector
	Whylandra Street	Tanworth Street Bridge	Business Sub-Arterial
	Tanworth Street Bridge	Thompson Street	Business Connector
Victoria Street	Victoria Street	Retail Arterial	
Cobra Street (east)	Western Boulevard	Neighbourhood Sub-Arterial	
Richardson Road	Western Freightway	Rural Arterial	
Eastern Freightway	Whealers Lane (Centre)	Neighbourhood Sub-Arterial	
Golden Highway	Whealers Lane (south)	Neighbourhood Connector	
Mitchell Highway (east & west)	Whylandra Street	Business Sub-Arterial	
Newell Highway (north & south)	Wingewarra Street	Neighbourhood Distributor	
Southern Freightway	Yarrandale Road	Industrial Distributor	
Western Freightway			

Fig 4.1: Traffic flows in 2006

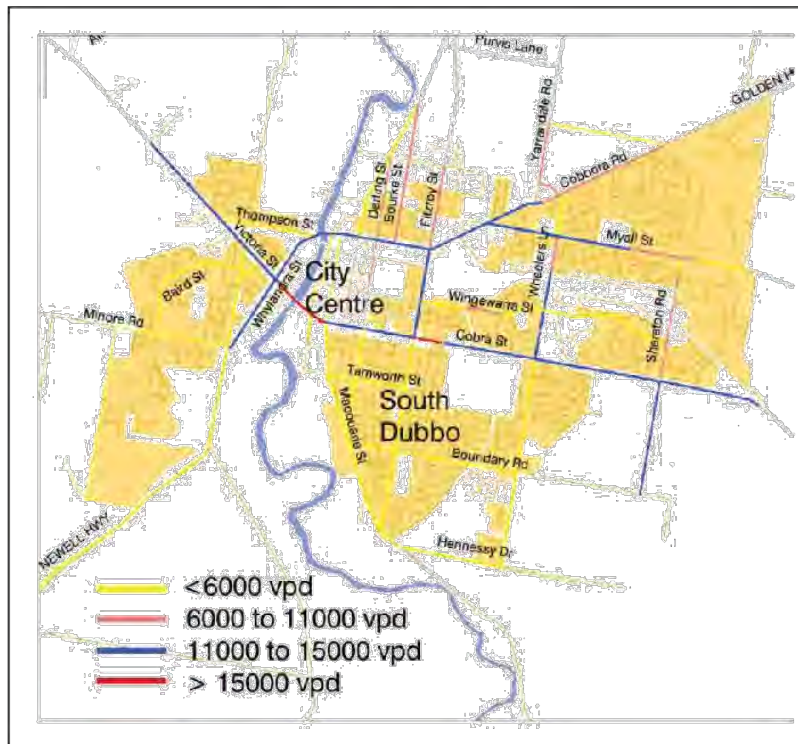


Fig 4.2: Connectivity and Discontinuity

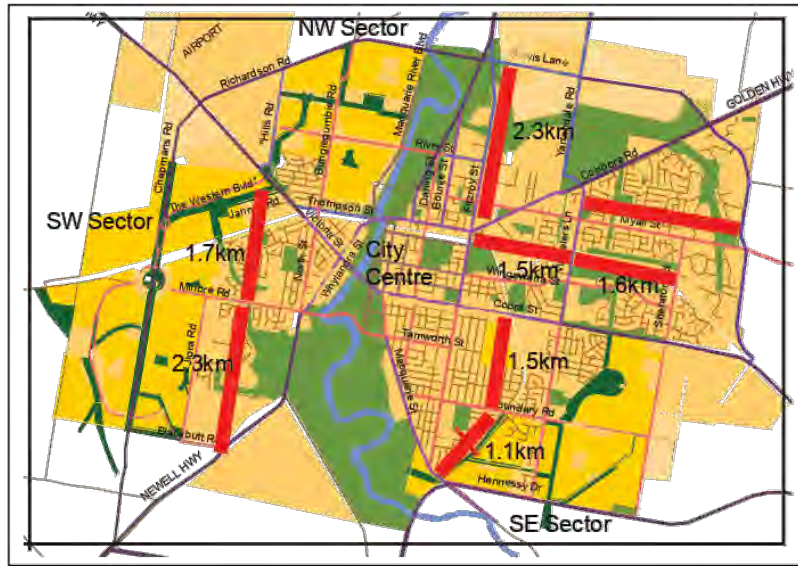


Fig 4.3: 2036 projected flows

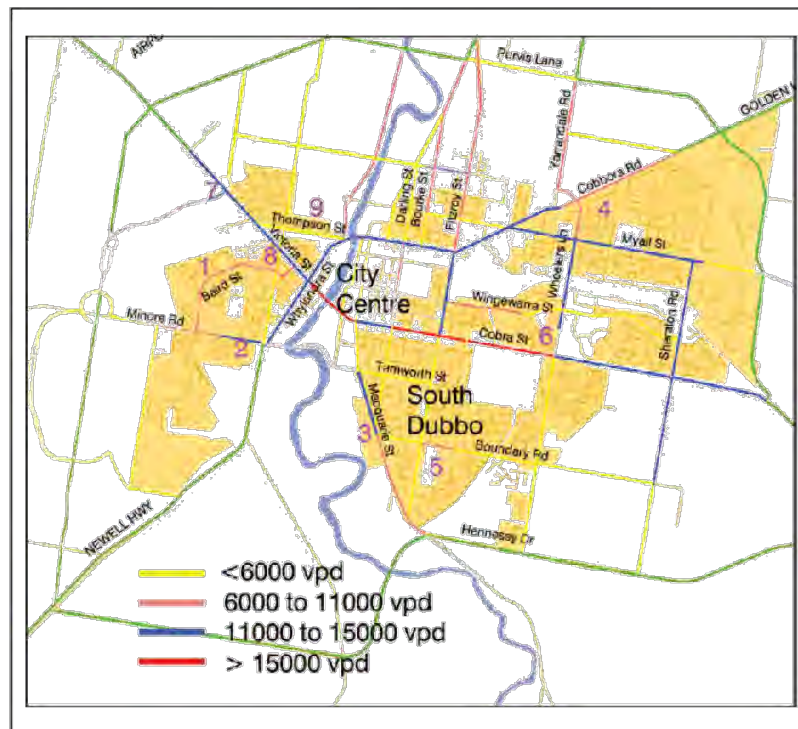


Fig 4.4: Road Hierarchy





5.0 POPULATION, EMPLOYMENT AND LAND BANK

The current population of Dubbo City is 37,800; employment is 17,000. The workforce is supported by a rural regional population of 120,000.

The housing stock is currently increasing at a rate of 250 dwellings per annum. Some of this growth is occurring as a result of the residents of inner Dubbo, where the average lot is 400m², moving to larger lots on the outskirts of town (average closer to 800m²).

The strategic plan looks at the shape of the City when an additional 7500 dwellings have been completed. At that time further land releases will be established.

The current rate of construction in Dubbo is varying and has slowed down in recent years. The Strategy is based on being maintained at 250 dwellings per year and therefore the 7,500 additional dwellings will be completed by 2036. The estimates of employment are based on that date.

The current household size in Dubbo is surprisingly low at 2.7 persons per household in 2006 (ABS) (presumably influenced by itinerant workers, seconded workers and retirees). The average household size is expected to continue to decrease to 2.3 persons per household by 2036. The population will need to increase by 18,200 to fill the housing stock; total population in 2036 56,000. [Eg on average only 1.6 more people will move to Dubbo for every new dwelling built]. These figures are summarised in Table 5.1.

[Note: The transport analysis has been extended to 2046 using lot projections through to 2046 together with extended projections of future employment].

The number of employed persons per household is also expected to decrease over time with the additional 7,500 households generating 9,000 new employed persons to a total of 24,000 employed persons. The analysis assumes this will happen.

5.1 RESIDENTIAL EXPANSION

Residential development in Dubbo is planned in three sectors, the **South East Sector**, the **North West Sector** and the **South West Sector**.

The density of existing residential areas is approximately 7.8 dwellings per hectare; this is a gross figure including roads, schools and local community facilities including open space.

Should development continue at this density, the three sectors could accommodate 10,500 dwellings, sufficient until about 2050.

The scheduling for the three sectors is described in Table 2.1 and the location is described in Figure 5.1.

The development will generally proceed from closer to the city, including the first sections of the North West Sector, continuing with development in Minore Road and Boundary Road in the South East Sector. The South East Sector will continue to fill and be at 89% capacity by 2036.

It has been assumed that half of the capacity of the North West Sector will be occupied by 2036.

Development in the South West Sector will be contained mostly to the east of Chapmans Road until 2036. This avoids the cost of utilities including new head works in Sandy Creek to the west of Chapmans Road. Development to the west will start in 2026 and will continue thereafter.

The need to consider further development fronts after 2036 is illustrated by the extension of the forecasts per area for the period 2036 to 2046 (shown in red on Table 5.2).

Table 5.2: Residential Expansion after 2036

A TOTAL NEW LOTS	Total lots (used in Model)							
	2016		2026		2036		2046	
South East Dubbo	Percent Total Development							
Keswick Estate	230	10%	420	9%	600	8%	750	8%
South of Boundary Road	860	38%	1437	30%	1720	24%	1720	18%
South West Dubbo								
Minore Road North	572	25%	572	12%	572	8%	572	6%
Jaira Road	200	9%	803	17%	1233	17%	1436	15%
Jannali Road	160	7%	465	10%	745	10%	905	9%
Sandy Creek	0	0%	133	3%	1059	15%	2126	22%
North West Dubbo	228	10%	920	19%	1321	18%	2241	23%
TOTAL	2250		4750		7250		9750	
B LOTS PER DECADE	Total lots per decade							
	Percent of total growth in decade							
South East Dubbo								
Keswick Estate	230	10%	190	8%	180	7%	150	6%
South of Boundary Road	860	38%	577	23%	283	11%	0	0%
South West Dubbo								
Minore Road North	572	25%	0	0%	0	0%	0	0%
Jaira Road	200	9%	603	24%	430	17%	203	8%
Jannali Road	160	7%	305	12%	280	11%	160	6%
Sandy Creek	0	0%	133	5%	926	37%	1067	43%
North West Dubbo	228	10%	692	28%	401	16%	920	37%
TOTAL	2250		2500		2500		2500	

Development in the decade 2036 to 2046 can continue to be divided reasonably evenly between Sandy Creek in the SW Sector and the NW Sector (43% and 27% respectively). Should development continue to be expanding at a similar rate of 250 lots per annum in 2046 then the rural land west of Sandy Creek will need to

accommodate a growing proportion of demand. This will have implications on access to the City and the City is likely to look in other directions for continuing growth.

5.2 EMPLOYMENT EXPANSION

The ABS figures are used as a starting point for the expansion of employment. These are reduced to groups for the purposes of estimating land requirements, allocating employment to workplaces and to forecasting future employment.

For the purposes of predicting the potential land take for different types of employment it has been assumed that:

- Health, education, utilities, government and business services will grow in proportion to the population;
- Agricultural services will remain static; and
- Personal services, mostly located in residential areas, are assumed to increase with the demographic change.

The economic sustainability of Dubbo will depend on producing income earning employment. This is supported by growth for:

- Warehousing, transport and distribution;
- Small businesses in value adding for local products; and
- Tourism, which is predicted to grow generally throughout the world.

Recommendation:

Develop a strategy to consider tourism. Here it is assumed that the growth will come from (a) making the City centre more attractive to visitors to stay an extra night - through more street life and simple value added local products; and (b) broadening the tourist base to more backpackers - again through more street life and a broader market than the Zoo.

Tourism is therefore expected to grow but only if the City centre and other prime locations, such as the River Front, become more active.

The employment strategy is summarised in Table 5.3.

The workforce has been separated into those:

- Working throughout the City, where there is no relationship with a specific land activity, and it is assumed to spread throughout the city;
- Work that is generally located in residential areas, that is education,
- Community Business (local and regional) and retailing;
- Light industrial; and
- Transport and manufacturing.

The proportion working in each sector changes slightly by 2036.

In the case of personal business, the growth is expected to be high, but the others are expected to remain fairly constant to those working throughout the city.

The number of people employed in education is expected to continue at the same rate as the population.

The proportion of people in commerce, health and accommodation is expected to be the same proportion, although accommodation employment is expected to increase by about 100%.

Retailing is expected to remain fairly constant in terms of the proportion of employees.

The proportion of people employed in the industrial sector is expected to increase from 18% to 22%, in particular the wholesaling and transport warehousing is expected to increase by about 100%.

Table 5.3: Employment Forecasts

Land Use Classifications ABS Classification	EMPLOYMENT			
	2006 ABS	Proptn of Total	2036	Increase from 2006
Walking throughout City		18%	15%	
Electrical/Comm/Cult/Person	526	3%	615	17%
Personal Business	771	5%	1,341	74%
Construction	1,042	6%	1,042	0%
Agriculture	648	4%	648	0%
Working within Residential Areas		9%	7%	
Education	1,531		1,769	16%
Community Business		55%	55%	
Commercial/Home Wk	3,149	19%	4,181	33%
Health	2,388	14%	2,893	21%
Accommodation	1,380	8%	2,760	100%
Retail	2,404	14%	3,593	49%
Light Industry	406	2%	528	30%
Regional Industrial		15%	21%	
Manufacturing/Car Sales/Bulky Goods	947	6%	1,705	80%
Wholesale/Transport/Warehousing	1,651	10%	3,302	100%
Other	138	1%		
TOTAL	16,981		24,292	

5.3 LAND REQUIREMENT

The land requirements for these projections have been taken by measuring the existing land that is currently used and assuming that the proportion of employees per hectare will remain approximately the same in the future (eg the same level of efficiency will remain).

There are always exceptions to the rule; the proportion of land required for education is based on the needs for primary and secondary schools in the new developing areas and an assumption that the existing TAFE and university campuses will be sufficient in the future, plus one new campus is envisaged in the railway yards adjacent to the City centre.

This is summarised in Table 5.4.

Table 5.4: Land Availability and Land Bank

Land Use Classifications ABS Classification	EMPLOYMENT				LAND AVAILABLE		LAND BANK		
	2006 ABS	Proprt of Total	2036	Increase from 2006	2006	2036	Used 2036	RESV 2036	RESV Work Force
	People		People		Ha	Ha	Ha		
Walking throughout City		18%	15%						
Electrical/Comm/Cult/Person	526	3%	615	17%					
Personal Business	771	5%	1341	74%					
Construction	1042	6%	1042	0%					
Agriculture	648	4%	648	0%					
Working within Residential Areas		9%	7%		165.8	40.0	25.8	14.2	7%
Education	1531		1769	16%					
Community Business		55%	55%		124.2	96.2	68.3	27.9	13%
Commercial/Home Wk	3149	19%	4181	33%	27.1	24.2	8.9	15.3	
Health	2388	14%	2893	21%	31.3	15.0	6.6	8.4	
Accommodation	1380	8%	2760	100%	40.1	41.5	40.1	1.4	
Retail	2404	14%	3593	49%	25.7	15.5	12.7	2.8	
Light Industry	406	2%	528	30%	75.8	33.0	22.7	10.3	9%
Regional Industrial		15%	21%		457.7	668.3	405.1	263.2	23%
Manufacturing/Car Sts/Bky Gds	947	6%	1705	80%	175.4	189.9	122.8	67.1	
Wholesale/Trport/Warehousing	1651	10%	3302	100%	282.3	478.4	282.3	196.1	
Other	138	1%							
TOTAL	16981	24295							

Currently the amount of land used for commercial, health and accommodation is nearly 100ha. An extra 80ha has been identified here for potential use by 2036.

Retailing uses 26ha, increasing by 16ha in the next 30 years.

Similarly for Industry 530ha is being used and this will increase by 700ha in the next 30 years.

The actual use of land in the LEP - as described in Section 5.5 - will be in more detail than these categories, but in essence they have similar characteristics for the design of spaces. Therefore, if, say, accommodation grows faster than expected, the amount of spare land available for accommodation, health and commercial premises can be used for accommodation if necessary.

5.4 LAND BANK

The amount of land identified/zoned in the LEP allows for flexibility in the way the City might grow.

13% of additional land is available in the LEP for Community Businesses, 7% for Education, 9% for Light industry and 23% for Regional Industry. This means any one of those can grow by that proportion before it will require further land take of any form.

The flexibility of the land bank to variations in future demands is explained more in Section 6.



6.0 LAND RELEASE STRATEGY

6.1 FRONTS OF DEVELOPMENT

When this work commenced in mid 2007, the thinking was that development would occur firstly on two fronts, the SE Sector and SW Sector, and later extend to a third front in the NW Sector. Work during this study has shown that the NW Sector should be brought forward as soon as possible. The reasons for this are:

- The NW Sector is closer to the City centre and therefore will generate less traffic than more distant development; this will be more efficient in reducing the cost of all infrastructures.
- The City needs some land that is attractive to Active Street Front Development, such as, hotels and commercial activities. This is ideally located along the Macquarie River and the Council owns some of this land and can lead by example.
- Development in the SW sector will generate demand to the industrial, health and education areas in the north. This demand will require a new River Crossing north of the Serisier Bridge before 2036. This crossing cannot be built without the adjoining land being developed and therefore the development should be brought forward. Doing this will also slow down the development of Sandy Creek west of Chapman Road thereby reducing the cost of the infrastructure for Water and Sewer in the SW.
- Opening development along the river is attractive for pedestrian access to the City and should bring forward work on the open space strategy.
- The development of the NW in preference to the SW will reduce the need for additional retailing in the SW which can be served by the retailing at Minore Road until at least 2036. After 2026 an "alternative life" on the other side of the hill will lead to another centre.

6.2 URBAN DESIGN

The estimates of employment are of necessity derived from the extensive classifications used by the ABS. The allocation of land is grouped for the synergies and conflicts that occur between activities; for example a small office can be integrated with a residential area but an office block cannot.

The broader definition of these groupings have been described earlier as residential, business and industrial and broadly allocated as central business, outer industrial and separate residential.

The future success of Dubbo as a place to attract people comes down to the opportunities available for investment and the attraction and suitable diversity of housing.

The Land Use Strategy seeks to remove further conflicts with a series of principles that guide the street front and the side conditions of approved development. These principles are complementary to a DCP and aim to create a neighbourhood community rather than a single development.

The groups are summarised as follows and described in more detail immediately below:

1. Residential areas; including dwellings and schools and, with special conditions, community businesses and retailing.
2. Community Business; which are limited in size and include small commercial offices, home work activities, community buildings and health centres.
3. Retailing; which is specifically located in to major retailing adjacent to the City; three district centres and small “corner shops”, which is a choice for Places throughout the future development, and the Orana Mall.
4. Tourist Accommodation; and activities that continue into the evening which do not attract trucks and can be located adjacent to, but with a curtilage to residential dwellings.
5. Regional Business Centres; with buildings fronting the streets and footpath activity including, the City centre with a concentration of commercial buildings, entertainment, government buildings, the North Dubbo Business Centre, the Riverside Business Centre and the Railway Yards. Each design works on the synergy for pedestrian movement between buildings. Regional Business Centres vary from Tourist Accommodation in which buildings address the street but not necessarily as a continuous building front.
6. Regional Traffic Generators; concentrated within 2.5km of the centre of Dubbo to reduce travel demand, including Bulky Goods Stores and Rural Distribution Centres.
7. Regional Industrial zones permitting 24 hour operations separated from residential areas and with access avoiding the City centre.
8. Regional Light Industrial areas with limited times of operation.

6.2.1 Residential Areas and Schools

Figure 6.1 illustrates the location of the three fronts of housing development in Dubbo for the next 30 years and the location of existing and proposed future schools.

The location of schools is illustrative and will be selected as and when required.

Table 6.2.1: Site Conditions for Residential areas are:

Maximum Site Area	Single lot 1,000m ² and Maximum Area of Development with single access road 15,000m ²
Building Line	A local condition
Height	A local condition
Access	Driveway from Street except for Sub-Arterial Road
Parking	Consider minimum 1 per bedroom

The guidelines for considering the development of an allotment might include:

- o The number of connecting streets required at the edge of any development is defined by the size of the development and its location. (NOTE: These figures

are NOT definitive but are taken from existing areas in Dubbo; Minimum 5 access points to serve 5 hectares; 8 points for 10 hectares; 11 for 20 hectares etc).

- Length of a single developed block in a residential area cannot to exceed 160m for 500m residential lots and 200m for 800m residential lots (Exceptions for urban edges).
- All connections outlined in the Strategy for Future Bus Operations and future places for bus stops to be provided as direct connections.
- Connectivity is to illustrate how small places can be networked to create local focuses to attract walking and biking between local places.
- No rear fences to open space.
- Changes between land uses generally to occur at rear fences meaning the same land uses occur in any street.
- Part of every 64 hectares is to be dedicated to long term social use; local places, community buildings, community/retirement housing, "pocket" retail, and noisy activities with appropriate curtilages.
- Home Work development can be established in residential areas. Home Work for light industrial activity can be established on edges of residential areas abutting industrial areas.

The strategic design of the three residential areas is discussed in Sections 6.3 to 6.5.

6.2.2 Community Business

Community Businesses should be embedded into residential areas.

The intent is to provide some local services close to home thereby offering local residents the choice to use a local facility and reduce their travel either by the distance travelled by car or by journeys by bike or foot.

Community business areas will also provide local employment; the first job helping out at the vets, the retirement job doing a bit of book-keeping. Most importantly *Community Business* streets will offer a place to locate local business that avoid crossing Dubbo to get to work thereby keeping the street clearer for those that do need to travel.

Community Businesses are a mix of residential housing and small commercial activities, home work activities, community buildings, health centres and small shops.

The mixed use development allows a small office or service industry to operate with housing above. This has been included into health centres and community buildings as a means to generating activity and street security. (Large community halls are not part of this group).

Home Work is a specific use in which the occupier operates a business from home. There are specific designs available for this style of accommodation, the basics being the front of the buildings are for the customers and the backs are served by a rear lane for the residents.

The size of the lot combined with the requirement that no customer parking is to be provided on the site will limit the application of the *Community Business* option.

Community Businesses are located either as part of a local Place; which would be defined as the DCP is developed, or as a Community Business Centre located along a *Neighbourhood Connector*.

The interpretations of development discussed in Section 6.3 to 6.5 are based on the provision of 20m² of *Community Business* or medium density housing per single dwelling.

Since the intent is to create footpath activity then medium density housing can be interchanged with Community Business provided they are on a Connector.

Table 6.2.2: Site Conditions for *Community Businesses* in residential areas should consider:

Maximum Site Area	Single 600m ² lot, Home Work 450m ² (except District Retail see 6.2.3). No amalgamation of sites
Land Uses	To include 50% residential occupation
Building Line	To the Footpath
Height	3 storey max
Access	Connector for Community Business Centre and Home Work, plus Rear Lane; local street for Place Business not greater than 600m ²
Parking	Customer parking on the street

Figure 6.2 illustrates the potential location of Community Business Centres and community businesses in Places.

Four locations have been considered in the analysis:

- River Street on the NW Sector;
- Sandy Creek in the SW Sector;
- Minore Hill in the SW Sector; and
- Boundary Road in the SE Sector.

Other potential locations include further streets facing the Green Ring in the NW Sector and the SE Sector.

Home Work Light Industry

One further level of flexibility is recommended with the inclusion of Home-Work with light industrial needs, e.g. the need for the occasional truck to access the property. Again there are specific designs available for this style of accommodation the basics being the front of the buildings can accommodate truck access and the backs are served by a rear lane for the residents.

Home Work Light Industry must be served by an Industrial Connector Road which is not suited to general pedestrian access by children. *Home Work Light Industry* should therefore generally be located on the edge of a residential area. Restricting *Home Work Light Industry* dwellings to 600m² with 12 hour operation limits the size of the operation to be compatible with residential living.

One location is identified in Figure 6.2 at the western side of the NW Sector that provides a buffer to the more intense industrial development near the airport.

6.2.3 Retail

Figure 6.3 illustrates the location of retail centres.

The City centre will absorb most additional retail activity in the City of Dubbo. This will include strengthening Victoria Street in West Dubbo as part of the strategy to expand the City centre.

Retailing in Victoria Street should be a vibrant affair with heavy and local traffic supporting the shops, street management to accommodate cross pedestrian movement and access from rear lanes. Whylandra Street will be more orientated to tourist accommodation and possibly restaurants filtering through to the river front. Whylandra Street will also need management to make it more pedestrian friendly.

Three new neighbourhood centres have been identified:

1. Minore Road, which has already commenced.
2. The North West Sector.
3. The South West Sector towards Sandy Creek.

These three centres would include a supermarket of 2,500m², plus 2,000m² of additional support retailing.

The development of the South East Sector is unlikely to support a supermarket due to the proximity of the Orana Mall. However, should the request arise then a site along Boundary Road would be acceptable as a means of reducing the overall travel distances travelled for the purpose of shopping. (A small centre would have little effect on Orana Mall).

Table 6.2.3: Site Conditions for Retailing in residential areas should consider:

Maximum Site Area	Single 200m ² and maximum area of development for district centre 4000m ²
Land Uses	To include 50% residential dwellings
Building Line	To the Footpath
Height	3 storey max
Access	Rear Lane
Parking	No off street customer parking for small centres, 1/100m ² for District Centres

The Orana Mall is more than 2.5km from the City centre and does not conform to the need to keep major traffic generation to within 2.5km of the City centre. Further renovations of Orana Mall should be confined to the site.

All other additional retailing in the new areas will be confined to smaller corner shops and stores which will be scattered throughout the three areas to perform part of the new places.

Further discussion on the location of the small retail outlets is included in Section 6.

6.2.4 Tourist Accommodation and Entertainment

Motels are ideally located along streets used by tourists as they enter Dubbo and that do not carry traffic throughout the night; or in special places such as near the Zoo or natural features.

Most motels in Dubbo are located along Cobra Street and Whylandra Street and parts of the Mitchell and Newell Highways.

Both streets are suitable for tourist activity providing walking access to the restaurants and entertainment in the City centre and its expansion to West Dubbo. The road strategy specifically aims to keep these environments suitable for tourists, with truck traffic being encouraged to *The Freightway* and some local traffic being distributed around the City centre to maintain the amenity of Cobra Street.

Infilling accommodation along these streets will not be sufficient to accommodate the full demand that is anticipated in the future (and will be slow). The extension of the accommodation north along the river front in the North West Sector is a natural progression from the current focus of the City.

The extension of Tourist Accommodation and the entertainment areas are illustrated in Figure 6.4.

Table 6.2.4: Site Conditions for Accommodation should consider:

Maximum Site Area	No limit
Building Line	Some variation but partly to the Footpath
Height	No limit in the City centre except 3 storey max adjacent to residential areas
Access	Preferably side streets and driveways not less than 50m
Parking	As required

Spot Entertainment

Also shown on Figure 6.4 are indicative places for low key entertainment within the residential areas. These places have been specifically located to serve the local population whilst being separated from the nearest houses by a curtilage to 50m. In the illustration these are all available along *the Green Ring* or specific open spaces associated with steeper gradients. These are discussed further in the next sections.

6.2.5 Regional Business Centres

The Land Use Strategy will locate all traffic generating development within 2.5km of the City centre. This will be a major contributor to maintaining Dubbo as a ten minute City not only because these major generators will be within ten minutes for most residents but also the reduction of distance travelled to these attractions will provide more "capacity" for other travellers. Dubbo will be more sustainable with this policy.

A large proportion of additional commercial, entertainment and government development will occur within the City centre forming an ever more active Business District. (This strategy is not addressing the form of the City centre).

Two forms of high traffic generating development are considered, *Regional Business Centres*, which are stylised to attract businesses requiring urban amenity including footpath activity, and *Regional Traffic Generators* which do not attract pedestrian activity.

Regional Business Centres are part of the strategy to attract new, more diverse, businesses to Dubbo. The primary function of the City to serve the rural hinterland will not diminish; rather the new businesses will attract more activity to the City thereby enhancing its role as a regional centre. This development is essential in providing additional employment that will go with the population target for the City. No employment opportunity, no additional population; no population no new facilities; and the City of Dubbo will become less competitive to its coastal rivals and depopulate.

The concept of *Regional Business Centres* is to create some further regional business centres that are designed for footpath activity with buildings fronting the street. Three precincts have been identified:

- Bourke Street in North Dubbo.
- The River Front of the North West Sector.
- The Railway Yards east of the Station (marked on the illustration as New TAFE?)

Figure 6.5 illustrates the location of centres; it also locates the City centre and the Hospital Precinct which also has the opportunity to develop street amenity and a sense of place.

The Bourke Street precinct could be a gradual replacement and intensification of the *Regional Traffic Generators* that currently existing in the area. Over time this centre could expand to the Heath and Education precinct of Yarrandale Road.

The River Front Precinct could be an extension of the Tourist Accommodation along the river front subject to resolution of flooding issues and can therefore adopt similar site conditions and not necessarily including full street front buildings. This might suit a hospital or higher education use.

The Rail Yards are a potential location for a new TAFE College immediately east of the City centre. This has a great potential for becoming part of an active education centre with access through the parks and through Church Street to the western side of the

Macquarie River. Alternatively, this new TAFE site could be part of a *Regional Business Centre* designed to achieve a similar active pedestrian area.

Concerning sites for additional Health and Education facilities, the current sites along Yarrandale Road will intensify and are likely to be sufficient to serve demand through to 2036.

Other potential *Regional Business Centres* include Jannali Road and the extension of the Railway Yards to Wheelers Lane. These light industry areas inside the Regional Business area are more likely to be required for other less creative designs included as *Regional Traffic Generators*.

Table 6.2.5: Site Conditions for *Regional Business Centres* should consider:

Maximum Site Area	6,000m ²
Land Uses	Offices, Government, Hospitals, Health, Education
Building Line	To the Footpath
Height	3 storey max except variable in City centre
Access	Driveways not less than 50m ² or Rear Lane
Parking	Off street customer parking as required

6.2.6 Regional Traffic Generators

The *Regional Traffic Generators* are within 2.5km of the City centre and intended for use by developments that generate high volumes of customer traffic from all over Dubbo and the greater region. They are differentiated from the Regional Industrial Sites by permitting customer parking to be located on the site. Future uses are intended to include Large Rural Suppliers, Bulky Goods Centres, and Car Sales Yards. Currently these sites include Light Industrial uses and smaller manufacturing plants. These will remain but might be replaced with more intensive uses, should the need arise.

It should be noted that the area of land defined as *Regional Traffic Generators* is well in excess of the predicted demand and therefore allows plenty of flexibility for acquiring sites.

Figure 6.6 illustrates the location of *Regional Traffic Generators*. This category also includes the recently approved Bulky Good Retail Development in ICA1.

The design nemesis of the *Regional Business Centres* is the *Regional Traffic Generator* that has no design principles for addressing the street. It could be argued that every new building should have some architectural control over its address to the street but there are many variations (service stations, fast food) which would complicate such controls. Building design has "improved" over time, or, to be more precise, has reflected the prevailing architectural mores, currently still the triangular roof treatment. This is fine for *Regional Traffic Generators*, but something more is sought for *Regional Business Centres*.

Table 6.2.6: Site Conditions for Regional Traffic Generators should consider:

Maximum Site Area	No limit
Land Uses	Rural Suppliers, Bulky Goods, Car Sales, Light Industrial
Conditions	10 hour operation during day
Building Line	No Conditions
Height	Part of application
Access	Part of application
Parking	Off street customer parking as required

As a matter of detail, due to the parking demand a fast food outlet can only be defined as a *Regional Business* and located within 2.5km of the City centre.

6.2.7 Industrial Zones

Figure 6.7 illustrates the location of *Industrial Zones*.

Industrial Zones are intended to serve the transport and industrial base for Dubbo, have easy access to *the Freightway*; and operate without restrictions. Activities include Transport, Warehousing, Distribution Centres, the Abattoir and Light Industrial Uses (see 6.2.8) including manufacturing operations.

The land allocated to *Industrial Zones* is well in excess of the forecast demand; further land could be allocated to the north and west of Dubbo as required.

The limitation to development in this zone is the restriction to customer parking and on-street parking designed to ensure traffic generating development locate near the City centre and to keep the roads free for manoeuvring trucks and industrial activity.

Table 6.2.7: Site Conditions for Industrial Zones should consider:

Maximum Site Area	No limit
Land Uses	Tolerant to 24 hour operation
Building Line	No Conditions
Height	Part of application
Access	Part of application with no on-street parking
Parking	Customer parking restricted to 1/employee to a maximum of 25 spaces. Exception; Service Station where restaurant allows one vehicle (large or small) per 3 seats to maximum 70 spaces).

6.2.8 Light Industrial Zones

The *Light Industrial Zones* have been left until last because to some degree they are the residual spaces in the urban fabric.

The projection for Light Industrial uses is subject to quite substantial variation and therefore requires more flexibility.

Currently large areas of industrial land are used for Light Industrial use. This strategy has reallocated land to more specific future uses, in particular the *Regional Traffic Generators* and *Industrial Zones* which have varying conditions and both permit light Industrial uses.

Figure 6.8 illustrates the location of *Light Industrial Zones* in two areas. The most relevant is the area along the railway line between Wheelers Lane and Sheraton Road. This is unsuited to the conditions applied for as an Industrial Zone, as listed above, and in particular 24 hour operation and access by trucks 24 hours a day. But the area is also more than 2.5km from the City centre and therefore cannot be defined as a *Regional Traffic Generator*. Hence the need for a separate definition for separate group *Light Industrial Zones*.

Many other areas could have been identified but only two are illustrated as *Light Industrial Zones*. They are adjacent to the North West Sector and the South East Sector thereby providing a greater buffer between the unrestricted conditions for the *Industrial Zones* and these residential areas.

Table 6.2.8: Site Conditions for Light Industrial Zones should consider:

Maximum Site Area	No limit
Land Uses	16 hour operation
Building Line	No Conditions
Height	Part of application
Access	Part of application with no on-street parking
Parking	Customer parking restricted to 1/employee to a maximum of 25 spaces if greater than 2.5km from the City centre. (Exception; Service Station where restaurant allows one vehicle (large or small) per 3 seats to maximum 70 spaces)

6.3 CONCEPT FOR NORTH WEST SECTOR

The next three sections consider the “guidelines” emanating from this Strategy and how they might be applied. Each sector is considered and for the purposes of illustration a different design philosophy has been applied to each sector.

The guidelines do not represent a “constraint and opportunities diagram” for the Sectors which would include for example topography, aspects and drainage, the guidelines are the conditions from the strategy only.

6.3.1 Guidelines for NW Sector

Table 6.3 lists the guidelines proposed for the NW Sector.

Figure 6.3.1 illustrates the guidelines to the North West Sector. This includes four Connectors and three bus routes that will radiate from a focus at the intersection of River Street and Bunglegumbie Road. (The bus routes look a bit proscriptive but are in fact drawn from the interpretation.) The Connectors form a strong grid that extends east to North Dubbo and south, via North Street, to Victoria Street. Modelling showed how important it is to allow some traffic from the SW Sector to pass through the NW Sector on journeys to and from North Dubbo. Hence the “Hill Top Road” is connected directly to the end of the “Western Boulevard” and thence directly to River Street. This connection is required by 2036 and hence the development should seek to spread to River Street by this time.

The rate of development in the NW Sector may be faster than the estimated figures, leading to more development in the NW and less in the SW Sector. This would not affect the Road Network Strategy, in fact it might help spread the infrastructure expenditure.

The Green Ring passes through the NW Sector and provides a new opportunity to link pedestrians and bikes to the SW Sector but raises complications at the intersection of the Hills Road, the proposed “Western Boulevard” and the Mitchell Highway. The aim of the Strategy come together at this point and must be addressed shortly.

Table 6.3: Guidelines for the North West Sector

Lots	-2,700
Community Business	20x2,700 = 54000m ² , 770m of Community Street (two sided @ 35m depth)
Schools	Primary School; High School
Open Space	Green Ring and ridge tops, traffic must be slowed at the Green Ring
Bike and Walk	Use the Green Ring for shared bikeway and footpath also connecting to River walkway system
Utilities	Connects to Town System
Approximate Program	
2016	2,016 River Front from Thomson Street; 226 Lots and Regional Business
2026	Bunglegumbie Road Connector progressing north; 900 Lots, Community Business expanding
2036	River Street Connector and River Crossing; 1,300 Lots Primary School
Post 2036	High School; Second access to Northern Freightway from Light Industrial zone; Third access to Northern Freightway from River Front
Bus Routes	First Loop across from Thompson Street to extending later to Community Centre and High School; Second Loop across from Hills Road and passing Primary School and later the Community Centre and across Macquarie River; Third Loop across from Richardson Road to Community Centre and North Street

6.3.2 Interpretation in the NW Sector

The illustrative master plan (see Figure 6.3.2) for the North West Sector is modelled on a grid network with cross links.

The two main ridges have been celebrated by the location of parks, and small restaurants or hotels could be located overlooking the town with a curtilage to residential properties. The Green Ring has been taken through one ridge and thence connected to the south west. One corridor along Bunglegumbie Road links to the rural areas.

The community structure is based on two bus stops north of River Street and a spine leading to the “Macquarie River Boulevard” at the southern end of the Sector. This could form the basis for the first stage of development.

The former Gordon Estate is currently undergoing a restructure and whilst no new connections are shown into the Estate it would be desirable to make some more direct connections between the estates.

The location of the Primary School just north of the former Gordon Estate is based on the number of lots likely to trigger a new school. A second School site in the north could be a High School (but is a little small for a High School). This school links to the Green Ring and the bus routes could divert passed the front entrance. Note how all the roads crossing the Green Ring are configured to illustrate the narrowing of lanes to slow traffic.

The concept of bringing accommodation and regional businesses along the “Macquarie River Boulevard” is illustrated in Figure 6.3.2 showing various opportunities for sites. The Community Business requirement is located along River Street with additional Home Work Industry fronting “Hill Top Road”.

The forecast used in the analysis leaves the development north of River Street until after 2036 but the proximity to the City centre, combined with the costs of developing the western parts of the SW Sector, suggests this area could develop quicker.

And since Council owns much of this land the entire area could be Master Planned and started as an exemplary design for the future of Dubbo.

6.4 CONCEPT FOR SOUTH WEST SECTOR

6.4.1 Guidelines for SW Sector

Table 6.4 lists the proposed guidelines for the North West Sector.

Figure 6.4.1 illustrates the guidelines to the North West Sector. These include four Connectors and two bus routes that come together at the Minore Shopping Centre and Minore Hill. (The bus routes look a bit proscriptive but are in fact drawn from the interpretation).

The Connectors bring traffic to Minore Road and “The Western Boulevard”, a back entrance is served by Blackbutt Road. Modelling showed how important it is to bring traffic from the SW Sector across the rail line and into the Mitchell Highway to accommodate journeys to and from North Dubbo. Hence the “Sandy Creek Boulevard” is connected directly to the end of the “Western Boulevard” rather than directly to Minore Road. This connection is required by 2036.

The rate of development in the SW Sector may be slower than the estimated figures, leading to more development in the NW. This would not affect the Road Network Strategy, in fact it might help spread the infrastructure expenditure.

Table 6.4: Guidelines for the South West Sector

Lots	-6,200
Community Business	20x6,200 = 124,000m ² , 1,700m of Community Street (two sided @ 35m depth)
Schools	2 Primary Schools; High School
Open Space	Use the Green Ring and Creeks, traffic must be slowed at the Green Ring. Preserve a 100m reserve to follow the Freightway to protect the existing flora and fauna
Bike and Walk	Use the Green Ring for shared bikeway and footpath also connecting to River walkway system. Possibility of additional rail crossing east of Chapmans Road
Utilities	East of Joira Road connects to Town System; West separate system
Approximate Program 2016	Access from Minore Road, Joira Road and Mitchell Highway; 930 Lots and Community Business Centre completed, first primary school
2026	"Western Boulevard" in place to Railway line, and crossing it if required 1,900 Lots, Minore Hill Top Community Centre underway
2036	"Western Freightway" complete development starting into "Sandy Creek"; 3,600 Lots
Post 2036	Second Primary School and High School
Bus Routes	First loop on Minore Road and Joira Road later extending across to Western Freightway; Second loop Grangewood Drive across to "Sandy Creek" later extending along "Western Boulevard"

6.4.2 Interpretation in the SW Sector

Figure 6.4.2 illustrates a conceptual master plan for the SW Sector that is modelled, for no particular reason - this is just an illustration - on a curvilinear grid network. Of course the curvilinear design imposes a shape on the Sector which is in theory is no more valid than a grid system, and can therefore be changed through good argument. In fact the connectivity of the "Sandy Creek Boulevard" to the "Western Boulevard" is part of the strategy to encourage traffic to use the Boulevard and avoid Minore Road. A grid system would tend to put more traffic onto Minore Road. But no doubt a grid system could be designed that also limited traffic to Minore Road, the illustration uses a curvilinear design.

The strong connection to the "Western Boulevard" is the predominant feature of transport access for the reasons stated in the Guidelines.

The Green Ring is made up of existing pathways through much of the SW Sector. These paths do not conform to the 100m width recommended as an ecological pathway.

The requirement to make the "Western Boulevard" a *Sub-Arterial*, which means limiting pedestrian access to marked crossings, has been resolved by extending the Green Ring to the "Western Freightway" and using this as the edge of the Boulevard, and a design where pedestrian management can be controlled.

The "Western Freightway" passes between areas of development and along Chapmans Road. Local flora along this road has been identified as significant for the local ecology. This provides the opportunity to separate the Freightway from the residential areas by maintaining a 100m reserve, albeit with a road down the centre. This becomes the second Green Ring with branches to other ecological systems including Sandy Creek.

The shopping centre at Minore Road has been expanded and will be suitable to serve development for the next few years. Thereafter smaller centres might be located along Joira Road.

In this scenario Community Business has been located along "Sandy Creek Boulevard" as a long term small centre but the main dream is Minore Hill.

Minore Hill is a prime site on the ridge overlooking Dubbo. The sketch design suggests a way in which the Freightway can be merged with and then separated from the Western Boulevard in such a manner as to slightly discourage traffic from the west to use Minore Road. The sketch suggests a cricket oval overlooking the town enclosed by community buildings and/or three storey apartments. This would be an ideal site to mix retirement housing with a kindergarten and perhaps an ecologic interpretation centre placed on the Minore Road axis. These are but ideas to illustrate how private enterprise might combine to create superior places.

6.5 CONCEPT FOR SOUTH EAST SECTOR

6.5.1 Guidelines for SE Sector

Table 6.5 lists the proposed guidelines for the SE Sector.

Figure 6.3.1 illustrates the proposed guidelines to the SE Sector. This includes three Connectors and three bus routes two of which will serve the schools in Sheraton Road.

The Connectors are an extension from the South Dubbo grid that extends north to Myall Street, with its limitations described in Section 4 and east to the Macquarie River. And as noted the flows on Boundary Road are maintained close to the 6,000 vpd limit denoting a Connector.

Development is occurring quickly in the SW Sector and will almost be at capacity by 2036.

The Green Ring passes through the SW Sector following a water course and an electricity easement. The Green Ring (and the electricity easement) crosses the Mitchell Highway some 400m east of the Orana Mall. A Gateway at this location will provide the opportunity to link pedestrians and bikes to East Dubbo and to provide a new access road into the SW Sector which can carry a bus service. The synergies in this one move are compelling.

Table 6.5: Guidelines for the South East Sector

Lots	-2,500
Community Business	20x2,500 = 50,000m ² , 720m of Community Street (two sided @ 35m depth); Some existing in Sheraton Road, and planned in Keswick, remainder south of Boundary -360m
Schools	Primary School
Open Space	Use the Green Ring and Creeks, traffic must be slowed at the Green Ring. Make connections to additional open space across the Southern Freightway
Bike and Walk	Use the Green Ring for shared bikeway and footpath also connecting to River walkway system at Hennessy Drive
Utilities	Head works to be completed
Approximate Program	
2016	Boundary Road to Sheraton Road and Keswick Connector; 1,090 Lots and small Community Business Centre
2026	New Primary school; Sheraton Road extended to cul-de-sac at future location of Southern Freightway, residential traffic continues through local streets; Gate for Green Ring completed at Mitchell Highway with additional access to Keswick
2036	Stage 1 of Southern Freightway complete and development almost complete
Bus Routes	First Loop from Boundary Road across to Wheelers Lane south of Boundary Road; Second Loop across Keswick to Sheraton Road Third Loop from Mitchell Highway across to Sheraton Road

The number of lots to be developed in the SW Sector suggest some 50,000m² of Community Business or about 720m of mixed use development along both side of Connector Roads. Some of this Community Business has already been outlined in the Keswick plan, in particular the use of the retention basin as a sports areas served by a community shop and other facilities. This is similar but smaller in scale to the proposal for "Minore Hill" in the SW Sector. Some Community Business activity has occurred on Sheraton Road, not ideally but with utility. It is suggested that only a 360m length of Community Business are required for development south of Boundary Road.

The development program is moving ahead quickly and will increase traffic along Macquarie Street towards the City centre. This can be accommodated by local streets serving Wheelers Lane and thence Hennessy Drive. The Southern Freightway is not expected to be in place until 2031 or 2036.

6.5.2 Interpretation in the SE Sector

The illustrative master plan, see Figure 6.5.2, for the SE Sector is modelled on a grid network with strong cross links to bring the definitive "edges" of the urban areas back to the community of Boundary Road.

The two minor water courses have been celebrated by the location of parks and Places. The design for Keswick has been retained with further access to the Mitchell Highway at the Gateway, mentioned above, and to Boundary Road which will operate as a Connector with flows more reminiscent of a local street at Sheraton Road. Boundary Road though the SW Sector will carry less traffic than it does currently in South Dubbo

where it operates quite sufficiently with two lanes of traffic (one each way), ample pedestrian amenity and many cross streets.

The flow of traffic on Boundary Road is unlikely to support a small supermarket and therefore the Community Businesses may be more localised containing, for example, high density retirement housing fronting onto the street to create the pedestrian activity.

The stylised design illustrated in Figure 6.5.2 includes two “interesting” diagonals, one serving a school, the other bringing residents from the south east corner of the development up to the “Activity” in Boundary Road, all small demands but creating a sense of place. A similar but small scale focus is located in the south east corner of the SE Sector being the focus for a future bus route.

The current interest in South East Dubbo is an opportunity for Council to help create places which are linked and offer a range of lifestyles, mostly quiet, but some with passing activities. Turning Boundary Road into a 50km/h access limited street serving a gated retirement estate will limit the opportunities for the remaining 6,000 or so residents who will be locating in the SW Sector.

Fig 6.1: Residential Neighbourhoods and Schools

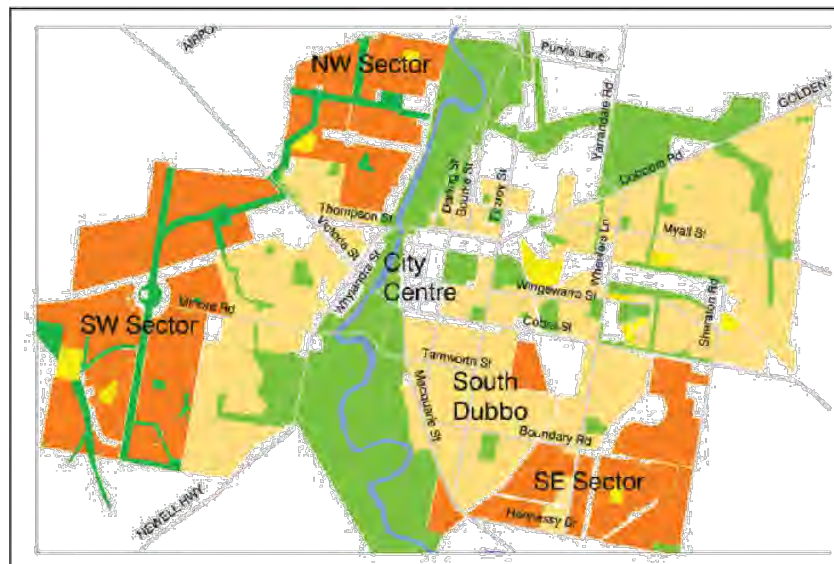


Fig 6.2: Community Business and Medium Density

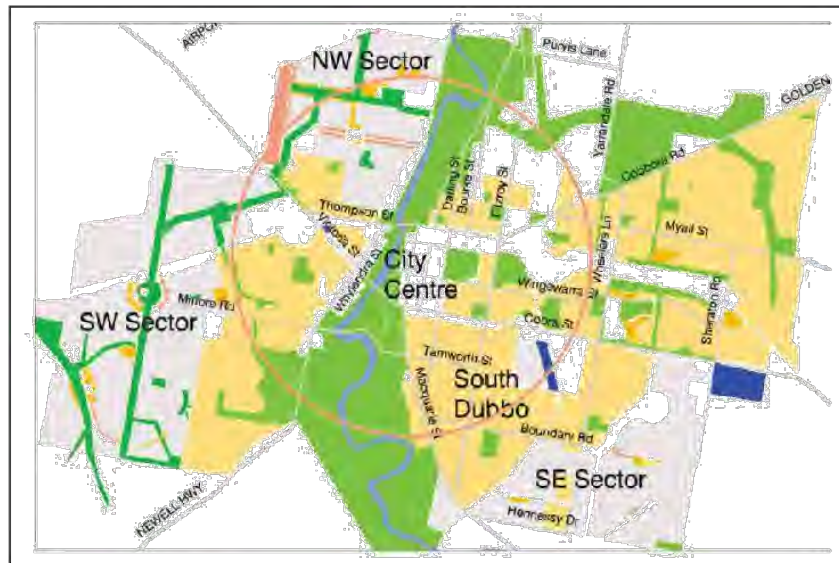


Fig 6.3: Retail Areas

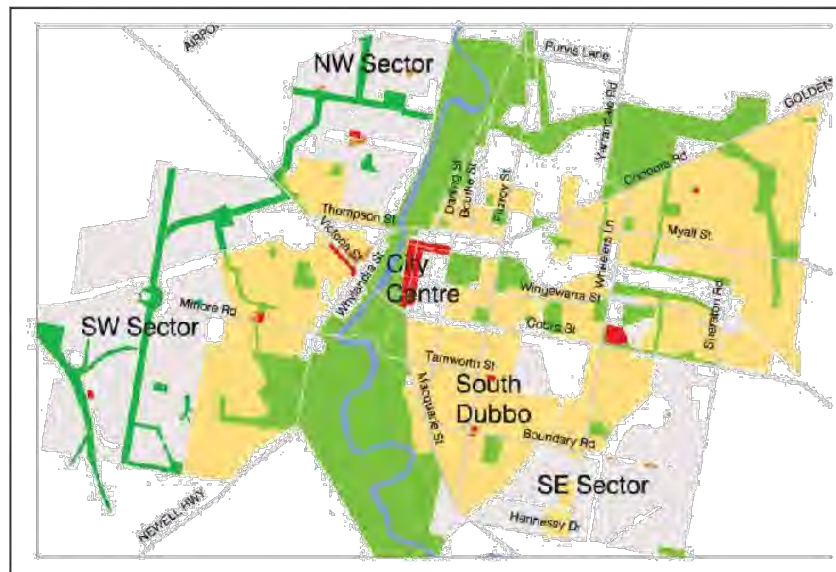


Fig 6.4: Tourist Accommodation and Curtilage Spaces



Fig 6.5: City Centre and Regional Business Precincts

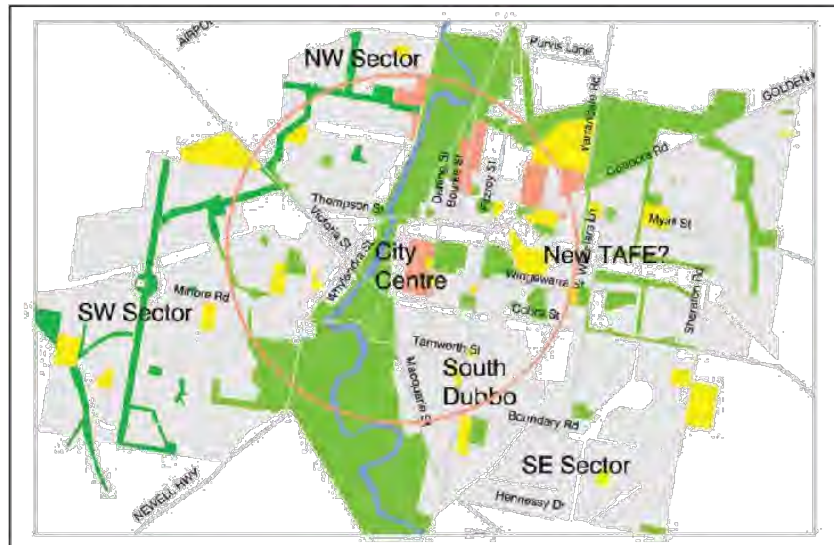


Fig 6.6: Regional Traffic Generators



Fig 6.7: 24 hour Regional Industry

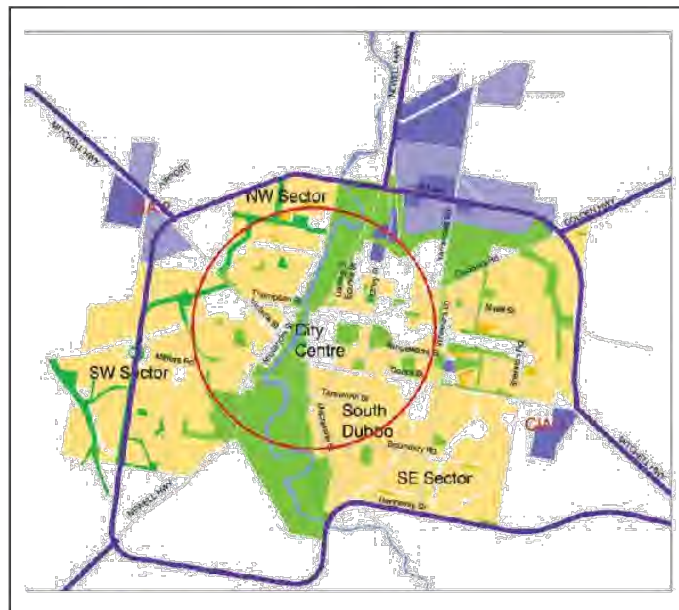


Fig 6.8: Light Industrial-Model

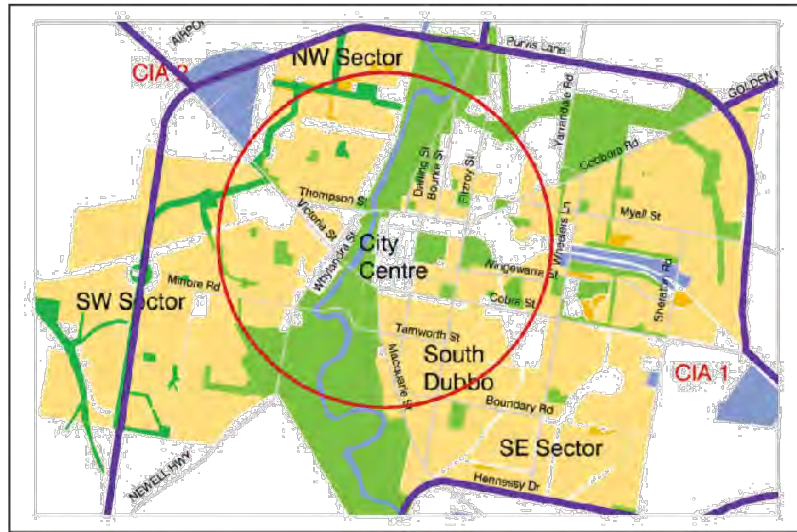


Fig 6.3.1: NW Strategic Context



Fig 6.3.2: NW Sector Interpretation



Fig 6.3.3: SW Sector Strategic Context

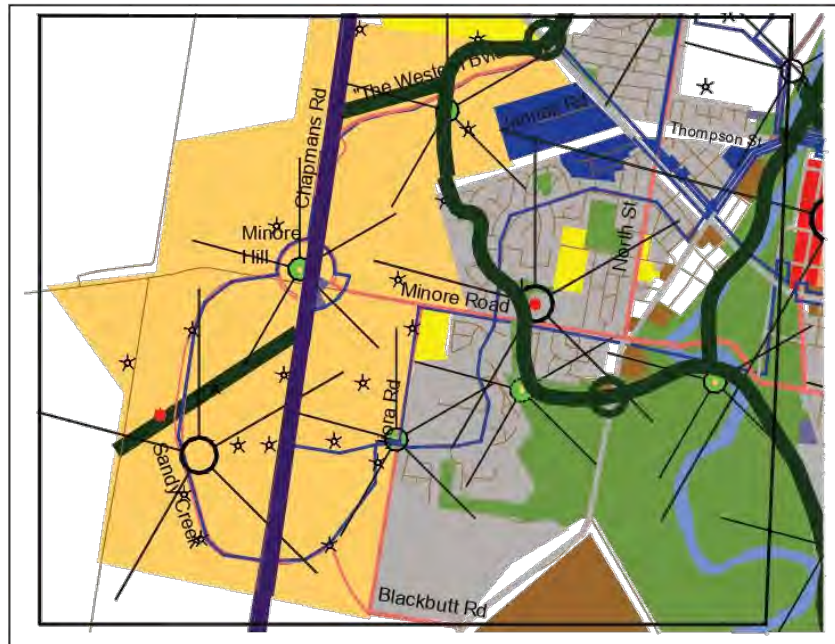


Fig 6.3.4: SW Sector Interpretation

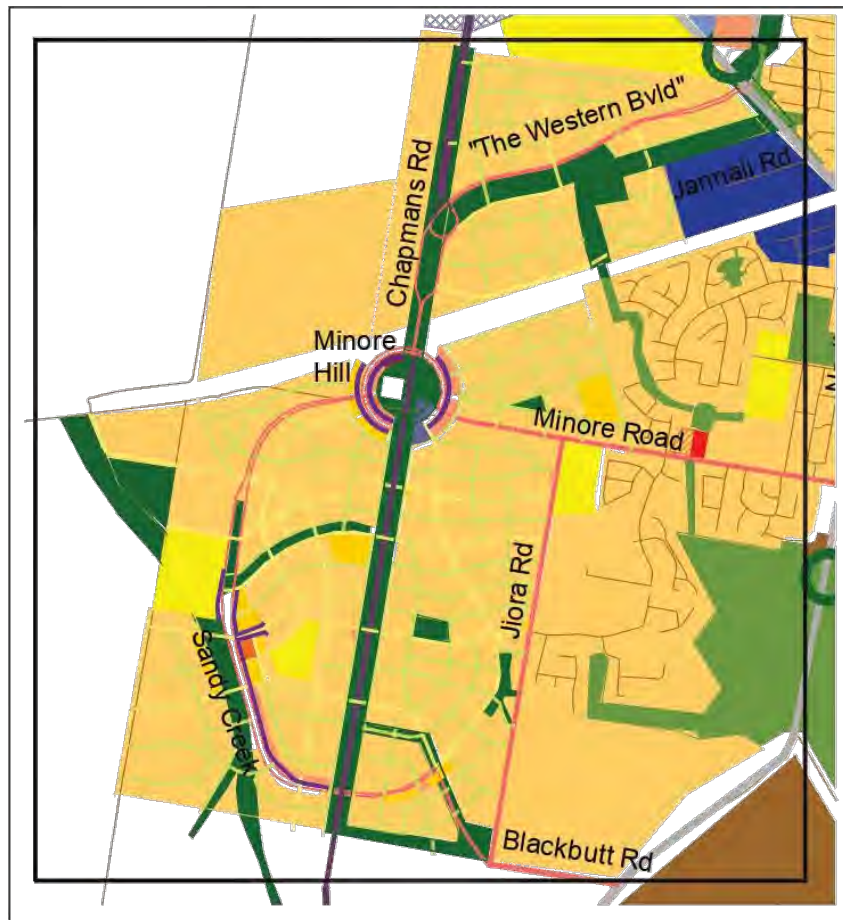


Fig 6.3.5: SE Sector Strategic Context

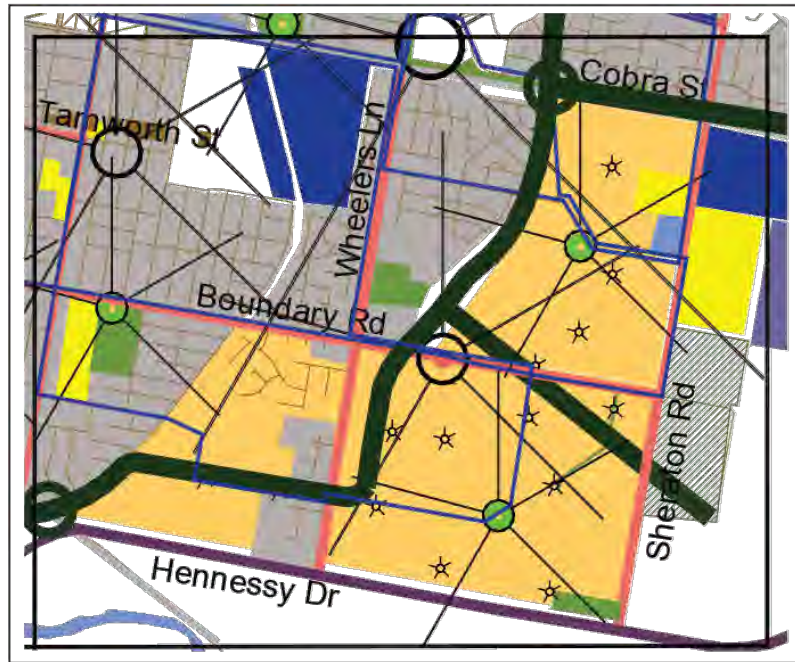
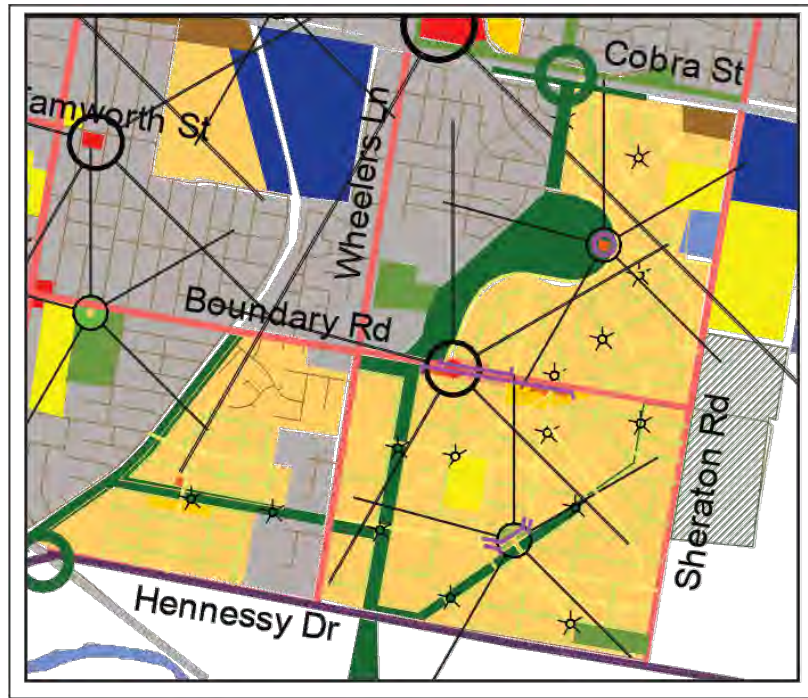


Fig 6.3.6: SE Sector Interpretation





7.0 ROAD CONSTRUCTION PROGRAM

Road Strategy is focused on maintaining the same level of service for drivers in Dubbo as they experience today to 2036 and beyond. This is an ambitious objective and one of the conditions that will set aside Dubbo as having different a lifestyle to other Regional Cities.

The program is based on the results of modelling future traffic demand described in Section 8, and maintaining free flowing traffic on all major streets. The Road Construction Program will maintain traffic at Level of Service C or better in all parts of the network, meaning delays will be unnoticeable to visitors and acceptable to local residents.

The Road Construction Program is achievable because the additional road network relies on using roads that are built as part of local development.

The main costs that are not part of local development are parts of The Freightway and, in particular, the new crossings of the Macquarie River. Ideally the entire Freightway should be built as a State Highway. Apart from the fact that the Freightway will be a highly legible efficient means of moving freight and commerce, the construction of it will be offset by the alternative which would be to upgrade the State Highways passing through the City.

The Road Construction Program is summarised in Table 7.1.

TABLE 7.1 ROAD PROGRAM			
YEAR	STREET NAME	CLASSIFICATION	FUNDING
2016	Boundary Road	Neighbourhood Connector	Development
2016	Joiria Road	Neighbourhood Connector	Development
2016	Macquarie River Boulevard	Business Connector	Development
2016	Northern Freightway	Industrial Sub-Arterial	2 lane + Bridge (RTA)
2026	Bunglegumbie Road	Neighbourhood Connector	Development
2026	Minore Road (West)	Neighbourhood Connector	Development
2026	North Street	Neighbourhood Connector	Rail Crossing
2026	River Street	Neighbourhood Connector	Development
2026	Sheraton Road (South)	Neighbourhood Connector	Development
2026	Tamworth Street Bridge	Business Sub-Arterial	2 lane + Bridge
2026	Western Boulevard	Neighbourhood Sub-Arterial	Development
2036	Blackbutt Road	Neighbourhood Connector	2 Lane
2036	Eastern Freightway	Rural Arterial	2 Lane
2036	Hills Road	Industrial Connector	Development
2036	Myall Street (East)	Neighbourhood Distributor	Rail Crossing
2036	River Street Bridge	Business Connector	Bridge
2036	Sandy Creek	Neighbourhood Connector	Development
2036	Southern Freightway Stage 1	Rural Arterial	2 Lane
2036	Western Freightway	Rural Arterial	2 Lane

7.1 CONSTRUCTION BY 2016

The Road Construction Program for 2016 is illustrated in Figure 7.1 and includes two existing road alignments and one new alignment that must be built as part of local development. If the development is delayed the roads will not be built. These roads are: -

- o Upgrade of Joira Road in the SW Sector;
- o The construction of Boundary Road in the SE Sector; and
- o The commencement of the "Macquarie River Boulevard" opening up development in the NW Sector.

The Freightway should be commenced by 2016 with the Northern Freightway providing direct access to the abattoir and including a new bridge on the alignment of Purvis Lane. The Northern Freightway consists of the extension of Richardson Road to the alignment of Purvis Lane. This can be built as a two lane road with set backs to allow Regional Industrial development to occur at a later date.

7.2 CONSTRUCTION BY 2026

The Road Construction Program for 2026 is illustrated in Figure 7.2.

The projected residential development by 2026 will include the construction of four Neighbourhood Connectors as part of development. These include:

- o The start of upgrading Bunglegumbie Road in the NW Sector;
- o River Street extended from Bunglegumbie Road in the NW Sector;
- o Minore Road extended to Minore Hill in the SW Sector; and
- o Sheraton Road extended to Hennessy Drive in the SE Sector.

The linking of North Street across the rail line at West Dubbo is also included in the 2026 program as a connection between the NW Sector and Victoria Street.

Another road constructed as part of local development during this period will be the Western Boulevard from Mitchell Street to Chapmans Road. Whilst its status as a Neighbourhood Sub-Arterial is rather onerous on the developer, the actual design is not overwhelming and can form an integral part of the residential environment.

The main cost item included in the 2026 schedule is the Tamworth Street Bridge. This will relieve pressure to widen the Ford Bridge which, if widened would in turn require upgrading of the Whylandra/Victoria intersection. This which would be contrary to the urban design outcomes sought for West Dubbo. Whilst the Tamworth Street Bridge is not in the long term going to be part of the State Highway network, because Stage 2 of the Southern Freightway will take traffic out of the City centre, it will provide an alternative to a State Highway for over 20 years.

7.3 CONSTRUCTION BY 2036

The Road Construction Program for 2036 is illustrated in Figure 7.3.

The projected residential development by 2036 will include the extension of a number of Neighbourhood Connectors and the construction of two Neighbourhood Connectors as part of development.

- The "Sandy Creek" Boulevard will be part of development in the SW Sector.
- The "Hills Road" in the NW Sector which is intended to serve light Industrial mixed use development.

An essential part of residential development will be the completion of the River Street extension across the Macquarie River. This low level bridge will take pressure off Erskine Street and reduce the distance travelled between the employment areas of North Dubbo, the NW Sector and even the SW Sector. This is a fundamental part of the City grid - the source of funding is less obvious than other roads.

Also included in the program is the reconnection of Myall Street between Fitzroy Street and Cobbora Road beside the hospital. This section of the network should be connected at the convenience of the Base Hospital possibly during some upgrading and is needed by 2036.

The completion of the back road from the SW Sector to the Newell Highway via Blackbutt Road rates a mention in the 2036 program but may be required earlier.

The main need for road construction in 20 to 30 years will be completing the Freightway. These sections include:

- The Eastern Freightway - the alignment of which has been reserved and can be completed at a reasonably low cost. This could be brought forward in the program.
- The Western Freightway which also has an alignment reserved (Chapmans Road). The major cost item will be the bridge across the Railway. This will be an essential part of the road network required to serve the SW Sector by 2036. This will be part of a strategic State road network.
- The Southern Freightway Stage 1 from the Mitchell Highway to Hennessy Drive will provide some relief to Cobra Street by offering an alternate access to the SW Sector and South Dubbo. With the completion of Stage 2 to the Newell Highway some time after 2026, this will become part of the State Highway.

7.4 CONSTRUCTION AFTER 2036

The Strategic Road Network not included for construction prior to 2036 is illustrated in Figure 7.4.

This includes Stage 2 of the Southern Freightway linking Hennessy Drive to the Newell Highway south of the Zoo - the modelling suggests this is not required until after 2036; the residents of Macquarie Street between the Tamworth Street Bridge and Hennessy

Drive will demand its construction when truck drivers start diverting from Cobra Street in noticeable numbers. This may not occur for decades.

Also in the 2036+ plan is the completion of the grid network in the NW Sector with "Hill Road" and the "Macquarie River Boulevard" linking through to the Northern Freightway. The programming of these links will be dictated by the development program, which it has been noted, could be faster in the NW Sector than the figures used in this analysis.

7.5 SUMMARY

The Road Construction Program will be subject to further debate; this analysis summarises how Dubbo could maintain its good travel conditions into the future. This seems eminently possible and desirable in spite of peak oil. Dubbo is a trading City and needs its Freightways brought out of the City. The other two new bridges at Tamworth Street and River Street will be part of a transportation network with or without the use of cars as we know them.



8.0 MODELLING

8.1 SCOPE OF WORK

The transport strategy consisted of the following analysis:

- To prepare a road strategy for Dubbo to meet the demand generated by a growing economy and a growing population into the year 2036.
- Estimate the travel demand.
- To model traffic flows using a traffic model called TRACKS. TRACKS is owned and was operated by Gabites Porter of Christchurch, New Zealand.
- To prepare a strategy for building new infrastructure in ten year periods starting in 2016 with subsequent staging in 2026 and 2036.

The underlying assumptions of the analysis are that Dubbo will grow at a rate that has been predicted by Council and which was discussed in detail in Section 2. It is also assumed that public transport will become more effective in Dubbo as demand allows more services to operate; this was discussed in Section 3. Nevertheless it is assumed that car travel will continue to be the mode of choice irrespective of the price of fuel.

8.2 THE ROLE OF MODELLING

Modelling is used to evaluate how roads will perform in the future. The same modelling can be used for evaluating public transport impacts and other more detailed analysis. For the case of Dubbo, the model has been used solely to look at road transport, freight and private vehicles.

The model calculates the trips made between generators, which are generally houses, and attractors, which are generally work places. There is also movement between work places where, for example, somebody will travel from a shop to another shop or from a warehouse to a shop. These are also included in the model and are described as non-home based trips.

The base year travel was taken as 2006. The reason for this is that it complies with the Bureau of Statistics' census data which is a good starting point for any form of modelling analysis. This is also the reason the years 2016, 2026 and 2036 were selected for future analysis.

Traffic for the base year was first estimated using typical traffic generation figures taken from similar situations. TRACKS has plenty of data and has been used in the Illawarra Region, in Coffs Harbour, throughout New Zealand and in parts of Sydney.

The modellers did find some surprises from their office in New Zealand when they found a large volume of midday traffic on the traffic counts that was not explained easily by the normal trip generation that they had used in their first estimates. This of course comes as one of the benefits of Dubbo where people drive home for lunch. This is one of the reasons why the trip generation rate per household in Dubbo is higher than that on the coast.

The first estimate of travel generated for the base year 2006 was then compared with actual travel data, the number of vehicles counted travelling along various roads in Dubbo. These counts were conducted by Dubbo City Council. Adjustments were made to the trip generations and to the movement between places until the model calibrates with, is the same as) measured conditions. Once this calibration is complete, the model can then be used confidently to project future demands based on future population and employment.

The model is used to estimate traffic in the morning peak hour, the evening peak hour and the midday travel.

8.3 2006 MODEL

The model started with assumed trip generations for 2006 and these were used to simulate existing conditions and then reviewed against the reality of actual counts.

The 2006 model correctly identified that Cobbora Road is close to capacity, as is the L H Ford Bridge. This analysis is verified by the fact that work is currently underway at the intersection of Yarrandale Road and Cobbora Road to resolve issues of traffic congestion near to the University.

Most other sections of road were found to be operating below the standard level of congestion which has been selected for Dubbo. The standard adopted for Dubbo is described in the transport analysis as "*Level of Service C*". This is a very high standard of service creating minor delays at intersections, in the range to 22 seconds. Other coastal towns are now designed to lower standards, Level of Service D or even E being acceptable in the centre of towns.

8.4 FUTURE LAND USES

The future land uses are described in Section 5. In summary, the planning strategy is based on an assumption that the number of households will rise by 250 dwellings per year for the foreseeable future.

Employment forecasts have been prepared to meet the demand from the number of workers that will be generated from these additional households.

Suitable figures have been applied to the average household size, which is decreasing over time and the number of employees per household, which is also decreasing.

The employment is distributed to existing and future employment areas. These are fully described in Section 5. For the purposes of modelling, it is assumed that each of the assigned areas for each type of employment will grow pro rata to the population growth. This assumption is made based on the need for flexibility to develop Dubbo over time. The details of how each area will develop cannot and should not be defined at this point.

The future housing has been allocated to three development areas: the South East, from Keswick continuing south across Boundary Road; the South West, continuing south and west from Minore Road; and the North West, continuing north and east of the

Gordon Estate on the western side of the Macquarie River (described further in Sections 5 and 6). It is assumed that housing will be available on all of these fronts, providing a range of housing opportunities for both newcomers and those moving to new accommodation within Dubbo.

It should be noted that currently a significant proportion of new housing on the south western part of Dubbo is being generated by those moving from the inner parts of Dubbo. This is having the effect of reducing the household size in the inner area of Dubbo, in the same way as many other areas such as communities in New South Wales.

Early Modelling

In the first set of modelling, the distribution of future housing demand prior to 2036 was focused on the south east and the south west. This analysis concluded that some of the *Connectors* required in the North West Sector to carry traffic between the south west and the north would be required before the development had occurred along them; in particular the extension of River Street through the North West Sector. This is not a practical solution, it is better to build roads as part of development and to use the roads to service development.

Final Modelling

A second set of modelling was authorised by Council to look at bringing forward development in the North West Sector. This is logical for a number of reasons, not least the fact that the North West Sector is much closer to the Town Centre and therefore development in this area minimises travel. The North West Sector is also well located to bring forward new upmarket employment and serve it with the new residential development adjacent to the employment. This synergy is described more in Section 2.

The modelling results which are used in this report are based on this adjusted planning scenario.

8.5 NETWORK BUILDING

The principle in choosing the Road Network was “load” the future travel demand (trips between places) onto a road network, see which sections incurred delays and add new roads until the traffic conditions were acceptable. Then move to the next decade.

The worst case scenario of future travel was created by “loading” the 2036 travel demand onto the 2006 road network. This gives a picture of what conditions would be like if nothing was done and development continued as predicted. This is not a realistic scenario since if delays became the normal in Dubbo then businesses and people would not be attracted to Dubbo and the forecasted demand would not be realised. Nevertheless, the Do Nothing analysis shows where traffic demand would be if the roads were good enough to take the load.

The basic concept for the Freightway had been laid down before this study commenced and had merit as a strategic move to reinforce Dubbo as a regional freight centre. The expansion of the Abattoir and new Freight Centre near the Abattoir where major factors

in the establishment of the Northern Freightway. The centre for freight on the Mitchell Highway at Richardson Road was the logic behind the Western Freightway. The Eastern Freightway was a logical means of crossing from the Mitchell Highway to the trucking and freight industries in North Dubbo without the constant need to increase capacity on existing roads running through the existing City and therefore with limited capacity for change.

The second logic for the future road network for Dubbo was mending and extending the Grid and this includes two new crossings of the Macquarie River:

- River Street, connecting existing and future development in the north, and
- Tamworth Street, connecting existing and future development in the south.

The logic was that both these connections would take some traffic out of the City centre thereby maintaining it as the urban centre and allowing expansion to the west of the river.

Here modelling proves invaluable; answering such questions as what will be the impact of a new bridge to Tamworth Street and will this lead to a flood of traffic through South Dubbo? (No, the traffic using the new Bridge mostly turns into Macquarie Street or the City centre).

Adding new roads causes small changes in demand throughout the existing streets and does not generally lead to major changes on any one street.

The modelling process was therefore:

1. Load the 2016 traffic demand onto the 2006 Network.
2. Note places where congestion would occur and add roads to remove that congestion to create a 2016 Network.
3. Load the 2026 traffic demand onto the 2016 Network.
4. Note places where congestion would occur and add roads to remove that congestion to create a 2026 Network.
5. Load the 2036 traffic demand onto the 2026 Network.
6. Note places where congestion would occur and add roads to remove that congestion to create a 2036 Network.
7. One further iteration was conducted of loading an estimated 2046 traffic demand onto the 2036 Network.

The conclusions continuously referred back to Cobra Street as is discussed below.

8.6 MODELLING ANALYSIS

The analysis is reported in two forms; Table 8.1 lists the traffic flows reported from the model summarised into screen lines, cuts across the map; Appendix A contains diagrams showing where Level of Service C is reported for each of the modelled years.

8.6.1 2036 Do Nothing and Road Strategy

Table 8.1 lists daily traffic flows on three screen lines in 2006, 2036, with no improvements to roads, and 2036, with the recommended strategy.

The existing traffic flows and conditions have been described in Sections 3 and 4.

Screen Line 1 River Crossings

Currently some 31,500 vpd cross the Macquarie River at the two crossings. Traffic is expected to increase by 96% by 2036.

The Do Nothing modelling shows the increase would be predominantly at Serisier Bridge, this partly reflecting the difference in the capacity of the Serisier Bridge and the L H Ford Bridge.

The 2036 Strategy accommodates the increased flow with the three new crossings - little increase in the flow using Serisier Bridge and an equal flow on the Ford Bridge. The flow on the Ford Bridge can be handled but only by limiting access to Macquarie Street to left in - left out. These flows will vary and can possibly be more balanced with the capacity of the bridges by rearrangements in the City centre.

Screen Line 2 Eastern Screen Line

The Eastern Screen Line cuts a north south line from the University to Hennessy Drive.

Traffic on this Screen Line is expected to increase by 58%. The highest increases are expected at the northern and southern ends of the screen line indicating that proposals to spread traffic have been very successful. Nevertheless, traffic on the main roads in the City will rise by between 26% and 37%. The road strategy still results in the pedestrian amenity decreasing in most streets but, as has been stated earlier, this can be handled because of the generous design of the existing carriageways.

Screen Line 3 East West Screen Line

The East West screen line follow the rail line from Minore Hill to south Buninyong Road.






Traffic on this Screen Line is expected to increase by 60%. The proposed connectivity maintains most streets at the present amenity, indeed the flow on Whylandra Street near Thomson Street is expected to reduce a little and this is consistent with the plan to improve pedestrian amenity through West Dubbo. In the Do Nothing case, the traffic on Whylandra Street would be twice as much as the proposed strategy requiring major upgrading of the intersection with Victoria Street which would be contrary to the proposed improvement of pedestrian amenity in West Dubbo.

Flows in the City centre are slightly higher than existing flows indicating the increased demand for the City is not mixed with additional through traffic and the strategy has been successful. Further work on the City centre can proceed with an aim to improving and extending pedestrian amenity.

The lack of connectivity in east Dubbo shows up by the increase in traffic on Wheelers Lane and Sheraton Road and pedestrian amenity will decrease in both streets. Street management can, however, support the traffic safely.

Note how the flow of traffic using North Street in West Dubbo will allow it to be designed as a Connector with full pedestrian access even with its connection to Bunglegumbie Road.

Table 8.1: Screen Lines 2006, 2036 Do Nothing and Strategy

	2026 Base Vpd	2036 Do Nothing Vpd		2036 Strategy Vpd
1 River Crossings				
Northern Freightway				7,290
River Street				2,890
Serisier Bridge	16,080	34,170	213%	19,840
LH Ford Bridge	15,610	27,980	179%	20,280
Tamworth Bridge				11,750
			196%	
2 Eastern Screen Line				
Purvis Lane	2,550	7,670	301%	8,620
Yarrandale Road	2,630	8,260	314%	8,210
Cobbora Road	9,640	12,310	128%	11,500
Myall Street	10,450	13,750	132%	13,810
Wingewarra Street	8,030	10,120	126%	8,950
Cobra Street	14,730	20,120	137%	17,380
Boundary @ Fitzroy	3,550	8,040	226%	7,860
Hennessy Drive	530	2,230		5,850
			158%	
3 East West Screen Line				
Chapmans St Rail Bridge		5,580		8,230
Victoria Street	16,600	17,110	178%	17,600
North Street		0		4,410
Whylandra @ Thompson	10,380	18,900	182%	9,720
Bligh Street (City)	5,080	9,520	187%	6,850
Macquarie Street (City)	4,450	4,780		5,050
Darling Street	5,130	8,430	164%	7,100
Fitzroy Street	11,480	13,330	116%	11,780
Whealers Lane	9,770	13,350	137%	12,750
Sheraton Road	8,010	10,440	130%	11,100
Eastern Freightway				
			160%	
LEGEND				
	Connector	3,500 – 6,000 vpd		
	Distributor	6,000 – 11,000 vpd		
	Sub-Arterial	11,000 – 15,000 vpd		
	Arterial	15,000 – 21,000 vpd		
	Arterial	>21,000 vpd		

8.6.2 2016 Network Evaluation

Table 8.2 lists daily traffic flows on three screen lines in 2006 and 2016.






The Level of Service analysis also shows that without amendments Cobra Street will be operating at over Level of Service C for part of its length. The Road Strategy reduces the Level of Service in Cobra Street to close to Level of Service C. This process is repeated in the analysis of each decade.

New roads included in the network are the Northern Freightway and the rail bridge at Chapmans Road. It is unlikely that the Western Boulevard will be completed from the Mitchell Highway to Chapmans Road by 2016. If it were completed, then the model suggests it would be used by 2,500, a reasonable flow but not one that requires the construction of a road which is not part of residential development. The 2,500 vpd will continue to use Minore Road.

It is estimated that the Northern Freightway will be carrying just over 4,000 vpd by 2016, a reasonable flow that keeps traffic out of the City centre.

The most noticeable feature of the 2016 traffic figures is the change in pedestrian amenity on many existing roads; Myall Street, Cobra Street, Victoria Street, Whylandra Street and Wheelers Lane, will each need remedial measures to maintain pedestrian and bike accessibility over the next few years. The only good message coming out of this message is that the conditions do not get much harder through to 2026.

Table 8.2: Screen Lines 2006 and 2016

	2006 Vpd	2016 A Northern Bypass	% from 2006
1 River Crossings			
Northern Freightway		4,020	
River Street		0	
Serisier Bridge	16,080	18,680	116
LH Ford Bridge	15,610	18,950	121
Tamworth Bridge		0	
			131
2 Eastern Screen Line			
Purvis Lane	2,550	5,550	
Yarrandale Road	2,630	5,390	
Cobbora Road	9,640	10,450	
Myall Street	10,450	11,860	
Wingewarra Street	8,030	8,460	
Cobra Street	14,130	16,500	112
Boundary @ Fitzroy	3,550	6,210	
Hennessy Drive	530	410	
			126
3 East West Screen Line			
Chapmans St Rail Bridge		2,510	
Victoria Street	9,630	12,150	126
North Street		0	
Whylandra @ Thompson	10,380	12,780	117
Bligh Street (City)	5,080	6,320	124
Macquarie Street (City)	4,450	4,810	108
Darling Street	5,130	6,160	120
Fitzroy Street	11,090	11,960	104
Wheelers Lane	9,770	11,510	118
Sheraton Road	8,010	8,870	111
Eastern Freightway			121
LEGEND			
	Connector	3,500 – 6,000 vpd	
	Distributor	6,000 – 11,000 vpd	
	Sub-Arterial	11,000 – 15,000 vpd	
	Arterial	15,000 – 21,000 vpd	
	Arterial	>21,000 vpd	

8.6.3 2026 Network Evaluation

Table 8.3 lists daily traffic flows on three screen lines in 2016 and 2026.

Again the Road Strategy maintains Cobra Street at Level of Service C.






The major new road in the network is the Tamworth Street Bridge which opens with a flow of nearly 10,000 vpd.

The positive impact of this road can be noted by the reduction of traffic in the vicinity, including Victoria Street, Whylandra Street at Thompson Street, Bligh Street and Darling Street and the two crossings to the City.

Following on from the comment for 2016, there are no further reductions in pedestrian amenity on any Neighbourhood or Business streets between 2016 and 2026.

Traffic in Purvis Lane and Yarrandale Road is estimated to increase by 32% between 2016 and 2026.

Table 8.3: Screen Lines 2016 and 2026

	2016	2026 on 2016	2026 Tamworth Bridge	% from 2016
1 River Crossings				
Northern Freightway	4,020	5,870	5,920	147
River Street	0	0	0	
Serisier Bridge	18,680	20,010	20,440	109
LH Ford Bridge	18,950	20,180	17,220	91
Tamworth Bridge	0	0	9,850	
				128
2 Eastern Screen Line				
Purvis Lane	5,550	7,130	7,310	132
Yarrandale Road	5,390	6,890	7,110	132
Cobbara Road	10,450	10,790	11,040	106
Myall Street	11,860	13,100	12,640	107
Wingewarra Street	8,460	9,460	8,890	105
Cobra Street	16,500	18,070	18,260	111
Boundary @ Fitzroy	6,210	7,760	7,650	123
Hennessy Drive	410	510	830	202
				113
3 East West Screen Line				
Chapmans St Rail Bridge	2,510	5,430	5,710	227
Victoria Street	17,150	17,680	18,780	122
North Street	0	0	0	
Whylandra @ Thompson	12,180	13,170	11,700	96
Bligh Street (City)	6,320	8,060	6,320	100
Macquarie Street (City)	4,810	4,960	4,790	100
Darling Street	6,160	7,090	6,640	108
Fitzroy Street	11,960	11,880	11,930	100
Whealers Lane	11,510	12,110	12,440	108
Sheraton Road	8,870	10,110	10,160	115
Eastern Freightway				
				111
LEGEND				
	Connector	3,500 – 6,000 vpd		
	Distributor	6,000 – 11,000 vpd		
	Sub-Arterial	11,000 – 15,000 vpd		
	Arterial	15,000 – 21,000 vpd		
	Arterial	>21,000 vpd		

8.6.4 2036 Network Evaluation

Table 8.4 lists daily traffic flows on three screen lines in 2026 and 2036.






And once again the Road Strategy brings down the Level of Service along Cobra Street to Level of Service C and without the Strategy the Level of Service drops below C.

The major new road in the network in 2036 is the new bridge across the Macquarie River at River Street, this opens with a flow of about 2,900 vpd with a corresponding reduction in the traffic using the Serisier Bridge.

Rapid development in the SW Sector will increase the use of the Rail Bridge at Chapmans Road by 44% and some of this traffic will still use Victoria Street, 1,800 vpd less with the River Street crossing completed.

And the Northern Freightway will also carry 23% more traffic in the decade between 2026 and 2036, complementing the River Street crossing.

Table 8.4: Screen Lines 2026 and 2036

	2026	2036	2036	%
	Vpd	on 2026 Vpd	Strategy Vpd	from 2026
1 River Crossings				
Northern Freightway	5,920	7,900	7,290	123
River Street	0	0	2,890	
Serisier Bridge	20,440	22,250	19,840	97
LH Ford Bridge	17,220	20,100	20,290	118
Tamworth Bridge	9,850	11,800	11,750	119
2 Eastern Screen Line				
Purvis Lane	7,310	8,630	8,620	118
Yarrandale Road	7,110	8,230	8,210	115
Cobbora Road	11,040	11,510	11,580	105
Myall Street	12,640	13,760	13,810	109
Wingewarra Street	8,890	8,950	8,950	101
Cobra Street	18,260	17,370	17,380	95
Boundary @ Fitzroy	7,650	7,850	7,860	103
Hennessy Drive	830	5,850	5,850	705
3 East West Screen Line				
Chapmans St Rail Bridge	5,710	8,330	8,230	144
Victoria Street	13,780	19,290	17,600	119
North Street	0	0	4,410	
Whylandra @ Thompson	11,700	12,030	9,720	83
Bligh Street (City)	6,320	6,960	6,850	108
Macquarie Street (City)	4,790	4,840	5,050	105
Darling Street	6,640	7,210	7,100	107
Fitzroy Street	11,930	11,890	11,790	99
Whealers Lane	12,440	12,780	12,750	102
Sheraton Road	10,160	11,100	11,100	109
Eastern Freightway				112
LEGEND				
	Connector	3,500 – 6,000 vpd		
	Distributor	6,000 – 11,000 vpd		
	Sub-Arterial	11,000 – 15,000 vpd		
	Arterial	15,000 – 21,000 vpd		
	Arterial	>21,000 vpd		

8.6.5 2046 Network Evaluation

The traffic estimates for 2046 are not made with the detailed land use patterns that have been used for the earlier decades. Additional population has been allocated in line with the discussion in Section 5 but employment has been spread as a simple pro-rata increase to the numbers allocated in 2036 figures (No estimates were made of the land take or likely direction of employment in 2046.)

The traffic figures are nevertheless of interest and listed in Table 8.5.






The river crossings continue to increase with the River Street crossing taking the highest percent of growth and the Serisier Bridge passing the 21,000 vpd mark, which it can carry but which may not be suited to the needs of the City centre.

Purvis Lane increases by 48% in the decade, the Chapmans Road Rail Bridge by 86% (resulting from the intensive development of Sandy Creek).

The results of the modelling on other streets listed in the screen lines are quite flat in the period, indeed some flows are shown to decrease slightly. These figures tend to show the inaccuracies that creep into modelling if it is not done carefully rather than the hope that flows will reduce in key places such as Victoria Street.

The overall impression for 2046 is that the grid system will continue to serve Dubbo well and there will be no surprises in the next 50 years of growth. Cars? Well they will still be around in some form, perhaps the MG midget will be back on hydrogen.

Table 8.5: Screen Lines 2036 and 2046

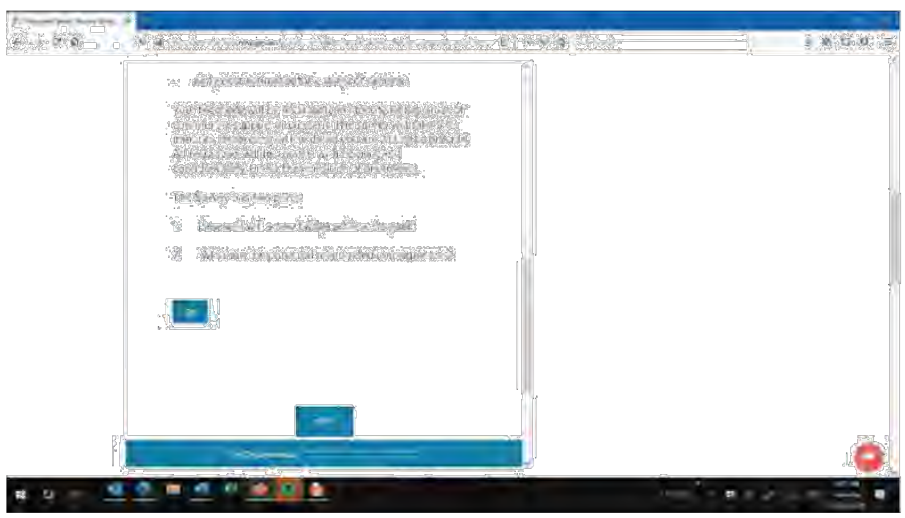
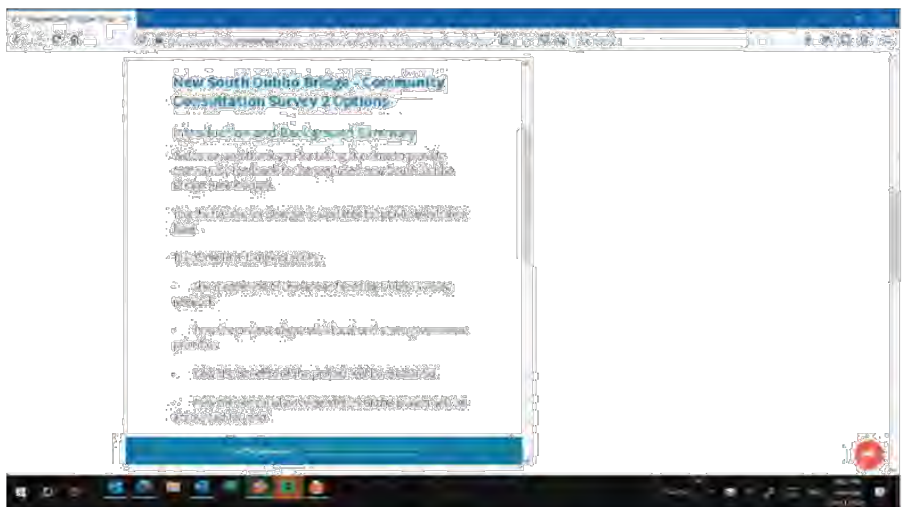
	2036	2046	%
	Vpd	Vpd	from 2036
1 River Crossings			
Northern Freightway	7290	9900	136%
River Street	2890	4300	149%
Serisier Bridge	19841	22850	115%
LH Ford Bridge	20290	20870	103%
Tamworth Bridge	11750	14180	121%
			116%
2 Eastern Screen Line			
Purvis Lane	8620	12730	148%
Yarrandale Road	8210	9120	111%
Cobbora	11580	12410	107%
Myall Street	13810	14800	107%
Wingewarra Street	8950	8250	92%
Cobra Street	17380	17740	102%
Boundary @ Fitzroy	7860	7290	93%
Hennessy Drive	5850	7140	122%
			108%
3 East West Screen Line			
Chapmans St Rail Bridge	8230	15330	186%
Victoria Street	17600	16730	95%
North Street	4410	4950	112%
Whylandra at Thompson	9720	11810	122%
Bligh (City)	6850	7980	116%
Macquarie (City)	5050	5020	99%
Darling Street	7100	7300	103%
Fitzroy Street	11790	11830	100%
Wheelers Lane	12750	13100	103%
Sheraton Road	11100	10640	96%
Eastern Freightway			142%
LEGEND			
	Connector	3,500 – 6,000 vpd	
	Distributor	6,000 – 11,000 vpd	
	Sub-Arterial	11,000 – 15,000 vpd	
	Arterial	15,000 – 21,000 vpd	
	Arterial	>21,000 vpd	

Archived: Thursday, 17 June 2021 3:36:18 PM
From:
Sent: Sat, 14 Nov 2020 05:41:22
To:
Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020
Sensitivity: Normal
Attachments:
0_103968_14Nov2020164047_South Bridge DRC Survey 14.11.20.docx

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Steve
Surname:	Hodder
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	
File upload if required:	0_103968_14Nov2020164047_South Bridge DRC Survey 14.11.20.docx



Archived: Thursday, 17 June 2021 3:36:19 PM

From:

Sent: Fri, 13 Nov 2020 00:14:12

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Damien
Surname:	Pfeiffer
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>The 2 options presented will not help in easing traffic from west to east. The would help with future proofing the city if it was moved further south. Where both options are set to interact with current roads on the eastern side will just create more congestion.</p> <p>It would be beneficial to release the other 2 options and see what they present. If it was tax payers money that payed for this report, investigation and options not sure why then councillors had the right not to release.</p> <p>Regards</p> <p>Damien</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:20 PM

From:

Sent: Tue, 17 Nov 2020 02:25:02

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Craig
Surname:	Granger
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>The below part of the Strategic Business Case needs to expand its consultation to include all cycling stake holders such as, Dubbo Bicycle User Group. (BUGS) contact Mick Cooper [REDACTED].</p> <p>Dubbo Triathlon Club and Dubbo Mountain Bike Club.</p> <p>Also you could have the best cycle way/path connectivity in the world BUT if when you get to your destination and there is no safe and secure storage/parking for your bike so no one damages or steals it your NOT going to ride or use the cycle way/path to to go to work or shopping so only the recreational riders will use it as most do loop rides and cafe rides where there bikes are in full view while they are stopped.</p> <p>Craig.</p> <p>EXTRACT.</p> <p>Increase the percentage of commuters in West Dubbo choosing active transport</p> <p>The Transport for NSW Economic Parameter Values provides a list of benefits (and costs) of walking</p> <p>and cycling, relative to using a car as the main method of commuting. Benefits include health, air</p>

	<p>pollution, GHG emissions, noise, water pollution, nature and landscape, urban separation, roadway</p> <p>provision cost savings, and parking cost savings per km travelled using active transport¹⁶</p> <p>-</p> <p>It is unlikely that an increase in the number of residents of West Dubbo choosing active transport will</p> <p>be directly attributable to a new South Dubbo Bridge, especially given that the proposed bridge is only</p> <p>one of a number of upgrades to the City's road and active transport network. However, qualitative</p> <p>evidence from stakeholder groups such as the Dubbo Cycle Club will be sought as part of a detailed</p> <p>business case.</p>
<p>File upload if required:</p>	

Archived: Thursday, 17 June 2021 3:36:22 PM

From:

Sent: Wed, 18 Nov 2020 11:11:14

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

Attachments:

0_103968_18Nov2020220456_Dubbo Ring Roads.pdf

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	David
Surname:	Allen
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>Planning of a full ring road 360 degrees around Dubbo is urgently needed. Everything I have seen so far is blinkered compartmentalized thinking that fails to solve future traffic problems and dumps traffic right back into congested intersections unnecessarily. Some of council may want this congestion creating strategy to retain state funding but are wrecking the city in the process of trying to retain that funding. If Dubbo had a real long term strategy it would control the LEP but it seems short sighted LEP is 'burning the bridges' when it comes to cheap long term traffic solutions and leading to a 'Paramatta Road' type situation.</p> <p>The attached file suggests a ring road but not much thought has gone into it - please consider it further with care.</p>
File upload if required:	0_103968_18Nov2020220456_Dubbo Ring Roads.pdf



Archived: Thursday, 17 June 2021 3:36:25 PM

From:

Sent: Wed, 18 Nov 2020 22:57:57

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Brittany
Surname:	Ward
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>My concern for both options of the bridge is the impact on a leisure area. That area is absolutely beautiful and peaceful. What is going to happen when you had in a high traffic bridge? you lose the peace and the impact on not just the sporting fields but the walking tracks?</p> <p>It also does not take into consideration the rapid expansion of south dubbo.</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:27 PM
From:
Sent: Sun, 22 Nov 2020 09:36:09
To:
Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020
Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Ann-Maree
Surname:	chandler
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	these suggestions are impacting heavily into much used areas for sporting, leisure and public use i can not fathom how this is practical to anyone
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:28 PM

From:

Sent: Sat, 21 Nov 2020 05:41:12

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Michelle
Surname:	Sullivan
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	I completely oppose this bridge. The changes negatively impact the natural setting of the Sandy beach river area. No bridge is worth the loss of habitat, green space, river damage and loss of car free recreational green spaces for residents.
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:29 PM
From:
Sent: Fri, 20 Nov 2020 21:53:06
To:
Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020
Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	shane
Surname:	clarke
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:30 PM
From:
Sent: Mon, 23 Nov 2020 09:09:44
To:
Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020
Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Garry
Surname:	Burton
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:31 PM

From:

Sent: Tue, 24 Nov 2020 10:39:44

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Steven
Surname:	Munn
Residential Address:	██████████
Contact Number:	██████████
Email Address:	████████████████████
Submission:	Ring road is my view. Go early and we will have less opposition
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:32 PM

From:

Sent: Tue, 24 Nov 2020 10:21:24

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Barbara
Surname:	Corcoran
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>I strongly oppose the construction of the new South Dubbo Bridge for the following reasons</p> <ul style="list-style-type: none"> *impact on park, recreational and river walkways along the Macquarie River *has minimal purpose for the expense to rate payers/ tax payers * floods are infrequent with minimal disruption * mirrored services eg supermarkets on both sides of the river therefore basic needs met <p>I would support a flood proof bridge at Troy crossing to provide additional movement over the Macquarie River during flood events and to facilitate the possible future by-pass of Dubbo. This bridge at Troy would ensure that stock could be delivered to the sale yards and would enable traffic to flow in a north/ south and east west direction.</p> <p>Regards Barbara Cororan</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:33 PM

From:

Sent: Tue, 24 Nov 2020 09:24:08

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Marion
Surname:	Kenny
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>I strongly oppose the construction of the south Dubbo bridge proposal.</p> <p>It has limited purpose and will degrade the beautiful park and walkways on the western and southern sides of the Macquarie river - a significant tourist attraction and a beautiful area for Dubbo residents</p> <p>A flood proof bridge at Troy would be a better alternative and should be considered.</p> <p>The South Dubbo bridge will do little to improve traffic flow through Dubbo and the flood of 2010 lasted only a few days.</p> <p>Better management of flood events should see reduced impact to Dubbo residents - eg working from home which has been perfected during COVID, shutting schools, closing LH Ford bridge to traffic and utilising buses. There are shops either side of the river so basic needs can be met.</p> <p>Build a flood proof bridge at Troy crossing</p> <p>Regards Marion Kenny</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:35 PM

From:

Sent: Tue, 24 Nov 2020 04:09:18

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Lynton
Surname:	Auld
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>Both options on display will have an extremely detrimental effect on the vitally important lady Cutler sporting complex. Option 1 will also destroy a valued public recreation space on the Macquarie River, Sandy Beach.</p> <p>Both options 1 and 2 will split the existing Lady Cutler sports precinct in half. Young children and sports participants will be forced to negotiate high volumes of high speed traffic in order to manoeuvre between fields and to access the kiosk.</p> <p>Justifying the new bridge there have been 11 traffic accidents at the west Dubbo roundabout, presumably mostly rear enders. have there been any fatalities? Imposing high volume high speed (50-60kmh) traffic into a heavily utilised pedestrian zone is a recipe for disaster and death. Particularly when the vast bulk of those pedestrians are children.</p> <p>Options 3 and 4 do not have these issues. Both skirt the sports precinct to the south. Both connect with Macquarie st at the existing very dangerous Tamworth st intersection. Blocking this intersection would force traffic from west to turn north or south along Macquarie. This would i) prevent traffic from west accessing south Dubbo via Tamworth, ii) would remove one of the most dangerous intersections in Dubbo (visibility is atrocious) and would of course, iii) prevent the dislocation of the sports fields and Sandy Beach, and also retain the existing ambience and safety of the Lady Cutler precinct. it would also retain Sandy Beach for community recreation Option 3 is my preference.</p> <p>Deliberately choosing not to display options 3 and 4 does not mean these options are not popular, the limited choice being offered is misleading to the public and the results procured are unreliable.</p> <p>This is a terrible process thats been mishandled.</p>

File upload if required:	
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Archived: Thursday, 17 June 2021 3:36:36 PM

From:

Sent: Wed, 25 Nov 2020 06:52:37

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Tony
Surname:	Miller
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>OPTION 2 WOULD PLEASE EVERYONE but would go with anyone of option 1 or 2 just want it not to be all talk..</p> <p>long term there should be planning for 2035 ... Bypasses around the city in planning ? Are they going to open the railway up as the bridge on the Hendersy Road could be opened up for long term future...</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:37 PM

From:

Sent: Wed, 25 Nov 2020 05:15:05

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Raymond
Surname:	Perkins
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>The most practical location for the Dubbo South Bridge is considered to be "control line road 02.</p> <p>It provides better alternative outlets to South Dubbo streets, so it should minimise bottlenecks.</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:38 PM
From:
Sent: Thu, 26 Nov 2020 02:29:06
To:
Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020
Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Oscar
Surname:	Robinson
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:39 PM

From:

Sent: Thu, 26 Nov 2020 03:21:58

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Kevin
Surname:	Rugg
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>Hi</p> <p>Initially I personally designed, installed and substantially funded the Sandy Beach Disc Golf Course which conducted a Covid limited event last weekend which included Sydney, Newcastle & Dubbo as the three NSW sites. The SBDG course would be majorly impacted by the Option A route. Whilst not the major sport in terms of numbers, disc golf is played by locals regularly and often by visitors.</p> <p>At this morning's meeting we heard the major impact that either Option A or B will have a massive impact on the Lady Cutler sports facilities including #1 being safety!</p> <p>Sandy Beach and Sir Roden Cutler Park are not often crowded out but do very regularly get visited by Dubbo tourists and residents. These proposals would virtually wipe this out.</p> <p>It was indicated that this is a 2025-30 time frame project with a second South bridge in maybe 2050.</p> <p>As i raised at the meeting both of these arrangements appear to me to move the bottle neck from the western end to the eastern end of LH Ford bridge.</p> <p>I also suggested that it would make more sense to put a low level bridge alongside the LH Ford bridge (either one lane bridge each side or two lanes on south side) and have exit/merge lanes on the western side and a connection into Bligh St on the eastern end.</p> <p>In conjunction with this I would also suggest the following:</p> <ul style="list-style-type: none"> - Cobra / Macquarie St intersection only carry Macquarie St through traffic with low

	<p>priority</p> <ul style="list-style-type: none">- in West Dubbo traffic be encouraged onto Victoria Road via Baird St & Young St with traffic lights on Victoria / Young St intersection- in South Dubbo, Boundary Road be given priority rather particularly once it is extended through to Sheraton Rd <p>This proposal would achieve this project objectives at a considerably lower cost and this could allow the next South crossing off Obley Rd to Hennessy Drive be brought forward.</p> <p>My thoughts only but I am certain the Dubbo Disc Golf players would support this.</p> <p>Regards</p> <p>Kevin</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:40 PM

From:

Sent: Thu, 26 Nov 2020 11:48:48

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Alan
Surname:	Hughes
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>Building a bridge in the proposed location in Sth Dubbo would take away the most popular recreation area in Dubbo putting traffic in the major sporting area in Dubbo</p> <p>Also this will still add a bottle neck the traffic in different areas including the traffic light at the end of the bridge this will also add extra traffic into Tamworth street and Boundary road</p> <p>Would you not be better building a bypass around the outer edge of Dubbo removing the through traffic and Trucks this would ease the traffic across the existing bridges</p> <p>Or maybe build a 2nd bridge along the existing LH Ford bridge and you could have 4 lanes</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:42 PM

From:

Sent: Thu, 26 Nov 2020 09:43:44

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Margot
Surname:	Russell
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>These proposed bridges will cause many accidents, as children walk between fields to find their siblings playing on a different field. Many families have multiple children playing on the fields (eg soccer or cricket) requiring kids to find their own way across the fields. Its unimaginable that Council thinks it is a good idea to put general city traffic (and possibly anyone in any vehicle) through a multisport precinct, where people are stopping, parking, searching for kids, kids are crossing the roads, chasing balls. etc</p> <p>The multisport precinct is used by soccer players, cricketers, runner, triathletes, walkers, people with dogs, PSSA sports, cyclists, occasionally touch football comps etc, kayakers, dragonboaters, scooter riders, parents just taking their kids for a walk in nature or to fish, and swimmers. Besides spoiling the quiet amenity, the natural beauty, sports players and pedestrians who have happily co-existed with the safe considerate drivers that currently share the zone, they will be relegated by the busy, careless, fast, inconsiderate drivers zooming over the bridge straight through the sports fields. It is honestly the most ludicrous concept. Cross city traffic is an anathema with community sports fields. Find another location for a cross city bridge and DO NOT DESTROY A PERFECTLY SUCCESSFUL CITY PRECINCT (ASSET). Think about children and sports people and nature lovers.</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:43 PM
From: [Rod Fardell](#)
Sent: Thu, 26 Nov 2020 01:54:36
To:
Subject: PUBLIC SUBMISSION FOR THE 2 BRIDGES
Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

Hi Guys,

I would like to overall thank Council for giving us this opportunity to respond to the new Bridge Project proposal.

As an organisation I would like to say that we strongly OPPOSE the current proposal due to the reasons below we also believe there is a better alternative to this situation.

Council staff did present only 2 options and reasons why this bridge is needed but all sporting organisational leaders including a large amount of recreational staff members are AGAINST the idea and for good reason.

1. The Bridge does little to ease congestion just creates bottle necks in other area's. Traffic Lights will create a stop and go effect into the CBD.
2. No figures done what times the traffic issues are and why. (School times for example)
3. Hundreds of children from South and East are pushed into West Dubbo because there is no school for them in the East. Particularly 2 lower socio economical schools being Orana/Bunningyong. There is no study on this to show creating a larger school or another school would ease on this.
4. Safety. New bridges mean greater safety risks to all our young kids playing soccer/cricket as the new route takes all traffic into those sporting area's.
5. Destroys our amazing Sandy Beach area. This is an iconic site.
6. Traffic Congestion will mean greater issues with Parking in those key sporting area's.
7. There were other alternatives that Council had been \$100k to provide but chose not to provide.
8. The Survey only gives you two options BUT you must choose one. You cannot refused both.
9. There are better options but no opportunity at this stage for Community Consultation
10. The River Street Bridge will be built commencing in 2022. There is no much positive data Council want to give on his will assist these other issues. These Bridges should not be considered until the full affect of the River Street Bridge is completed. Strategising now it's impact is not a great way for future planning.
11. I believe that 2 options that be more applicable is the a bridge adjacent to Dundullimal. It gives all the traffic from South and East to West and because of the larger road / greater speed zones no time difference.
12. Increasing the lanes on LH FORD BRIDGE for 2 off ramps leading back into the City or into South Dubbo.

I am no Civil Engineer or City Planner but I believe you have the team make better options from this.

If we accept this now this bridge may get built and have a long lasting impact on the City of Dubbo for quite some to come.

Rod Fardell


CHAIRMAN OF THE TITAN MUD RUN

Archived: Thursday, 17 June 2021 3:36:44 PM
From:
Sent: Mon, 30 Nov 2020 22:12:31
To:
Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020
Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Sam
Surname:	Cowell
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:47 PM

From:

Sent: Mon, 30 Nov 2020 22:26:45

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Mark
Surname:	Williams
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	As a resident I clearly understand the need for a future southern bridge option however it is disappointing that Council considers the destruction of the Sandy Beach precinct worthy as an option to present to the public. This option should have been excluded without further consideration. This area is one of the most enjoyed and easily accessible river access points in Dubbo. Strategic planning is a tool that should be utilised to make decisions that are often difficult and expensive. It is futile exercise if the decision made on simple engineering terms, i.e. what is the straightest and cheapest. Thankyou for the opportunity to comment.
File upload if required:	

From: Dubbo Ultimate
Sent: Fri, 4 Dec 2020 00:06:43
To:
Subject: Consultation on South Dubbo Bridge options
Sensitivity: Normal
Attachments: Dubbo Ultimate DRCouncil Bridge letter Dec2020.pdf;
Archived: Thursday, 17 June 2021 3:36:48 PM

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

Hi,

Please find attached a letter regarding the invitation for public comment on the South Dubbo Bridge options

Cheers Tim Hosking

Dubbo Ultimate

Tim Hosking
Dubbo Ultimate Frisbee
DUBBO NSW 2830



4 December 2020

Dear Sir/Madam,

On behalf of the Dubbo Ultimate Frisbee, we'd like to submit our position on the proposed two South Dubbo Bridge Options as presented by Dubbo Regional Council.

Our interest arises as Dubbo Ultimate uses the Lady Cutler (east) ovals for large posting tournaments and assisted in the formation of the Dubbo Disc Golf Course at Sandy Beach. We represent approximately 100 players/members.

As such:

- we **oppose** the two route options, particularly the option that impacts Sandy Beach directly, given the impacts to the sporting precinct and particularly the Dubbo Disc Golf Course. We would be happy to consider other options if they are presented for comment.
- Should council wish to pursue either of these options, we would request Council:
 - o make good on a plan to relocate and replace community Disc Golf infrastructure.
 - o use fencing and road crossings so the Lady Cutler East sporting ovals can continue to be used together for large events safely.
- we would prefer routes that avoided the Sandy Beach Disc Golf Course, and ideally routes that avoided increasing traffic through Lady Cutler East so the public can safely use of these important facilities.

I am happy to be contacted about this matter.

Sincerely,

Tim Hosking
DU President

██████████ ██████████

Archived: Thursday, 17 June 2021 3:36:53 PM
From: [REDACTED]
Sent: Tue, 8 Dec 2020 01:21:34
To:
Subject: Dubbo bridge options
Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

Dear Sir,

I would like to add my support to the residents of South Dubbo in objecting to the two South Dubbo bridge options put forward by Council.

I spent some time in Oklahoma City in the 1970's, at that time a city of 100000 people. There was a ring road in the form of a freeway all around the outskirts of the city with no stops at all, and with entry and exit points suitably spaced along it. One could go from one corner to the other in a few minutes.

I think the option of skirting all the residential development and going straight to East Dubbo has great merit. I would go straight to the Mitchell highway with an exit lane for the education zone of Sheraton road.

A similar plan in the west to take the Newell highway away from the built up areas would also be a great long term option.

Yours faithfully

Michael Harrison

Archived: Thursday, 17 June 2021 3:36:54 PM
From: [REDACTED]
Sent: Thu, 10 Dec 2020 03:02:07
To:
Subject: south dubbo bridge
Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The Chief Executive Officer
Dubbo Regional Council
Dubbo

Dear Sir

I strongly object to the proposal to build a bridge across the Macquarie River at Sandy Beach.
I believe there would be more appropriate access points.

I firmly believe that the Council should investigate a ring road around Dubbo
- as the city expands the traffic problem is fast becoming a burden on the residents and a ring road would elevate the through traffic

Yours faithfully

Barbara O'Brien
[REDACTED]

Archived: Thursday, 17 June 2021 3:36:56 PM

From:

Sent: Tue, 15 Dec 2020 22:26:44

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Jeffrey
Surname:	Childs
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>I would like the south bridge to go ahead, it would be a big benefit to people that live in West Dubbo. It would put us straight into the business centre of Dubbo. I would like to vote for the control line 03.</p> <p>If Tamworth residents are frightened of to much traffic then make it so you can't turn right off the new road.</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:36:57 PM

From:

Sent: Fri, 18 Dec 2020 03:46:57

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Kevin
Surname:	Murray
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>The vocal excessive opposition to the River Street Bridge and the push for a ring road is clouding the waters of the importance of a West to south crossing of the river.</p> <p>The unlikely and unfunded ring road to the west of town will do very little to ease the congestion that is already evident in West at peak hour .</p> <p>While all the proposed options have issues , option 2 may work in the short term , but not in the long term.</p> <p>A more comprehensive and long term option would be to look at a crossing to link to Hennessy Rd/Macquarie St , this will allow an option to join Macquarie street , and access to numerous exits prior to CBD (Boudary Rd , Tamworth St ,Margaret Cres , Fitzroy , Dalton , Brisbane , Darling) while also having the option of Hennessy Rd to Wheelers lane , which with new access Rd currently being built at Southlakes to link to Private School Zones , also potential to continue this road behind Bluebridge to connect to Mitchell Hwy .</p> <p>The previous councils have perhaps dropped the ball by not prioritising a ring road to west in Traffic Management plan , but with the opportunity presented with South case study it may provide a opportunity for another crossing - No need for flood crossing - 9 years and 11 months of every 10 years it will be well used - do we not progress for the 1 month every 10 that we have a flood ?</p> <p>No matter where progress is there will be people who are against development , the challenge for Council and Government is to govern for the greater good and not the vocal minority , hopefully we can see some leadership around this with South bridge proposal - not a good start with Mayor backflipping on dumb decision to only release 2 of the options worried he may lose a vote or two ?</p>

File upload if required:	
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Archived: Thursday, 17 June 2021 3:36:59 PM

From:

Sent: Sun, 20 Dec 2020 22:17:10

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Garry
Surname:	Gowans
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	Forget about South Dubbo Bridge. We need to raise Troy Bridge above flood level.
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:00 PM
From:
Sent: Sun, 20 Dec 2020 22:11:05
To:
Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020
Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Yvonne
Surname:	Gowans
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	We need a high level bridge at Troy Crossing. That will take traffic from the crossroad of Highways at West Dubbo. No bridge will be needed at South Dubbo for a very long time.

File upload
if required:

Archived: Thursday, 17 June 2021 3:37:03 PM

From:

Sent: Mon, 21 Dec 2020 08:57:03

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Karen
Surname:	Hyland
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>I strongly oppose councils plan to build a South Dubbo Bridge linking West Dubbo to the CBD for the following reasons:</p> <ul style="list-style-type: none"> • The consultation process was do followed correctly as a Business plan was developed and released prior to any consultation with Dubbo City citizens. • Council has not liaised with transport NSW regarding traffic flow and the ring road proposals • A gain of 4 seconds drive time for West Dubbo citizens is not a valid reason • Council has a duty of care to preserve the historic Sandy Beach and surrounding park areas. • Council has acted in a negligent manner directing traffic through children's playing fields. • Council has acted in a negligent manner directing traffic through the quiet streets of South Dubbo. • Council has acted unethically by omitting information from the public about other proposals. • Council and reacted without researching a sound and feasible future traffic flow plan beyond 2030. • Council has not considered alternate options such as taking the walkways off the LH ford Bridge and open up an extra lane for traffic flow.

	<ul style="list-style-type: none">• Council actions of building a low level bridge with low approaches will alter the flow of the river, which is illegal.
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:04 PM

From:

Sent: Tue, 22 Dec 2020 23:22:43

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Alan
Surname:	Nelson
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>It is clear that there is considerable community opposition towards all four options that have been presented. Personally, I have no really deep seated concerns about the option which leads into Tamworth Street but, having said that, I do believe Council should stroke it out along with the other three. I am totally against the River Street bridge (as is Council) and am in favour of a western highway bypass of the city for Newell Highway through traffic. But I do believe (contrary to the views of many including your Mayor) that the bypass should not be built as a solution to the local traffic issues that are strangling Dubbo. A traffic count south of the city (say near Camp Road) and another count in Whylandra Street (say just south of the LHFord bridge) would either confirm or deny my view that highway traffic is not a highly significant component of the traffic congestion we suffer most days. The State Government is pursuing River Street to provide a second flood free river crossing. If this is a high priority, surely duplication of LHFord bridge (as was agreed upon a few years back) should be the preferred option. This would lead into Cobra Street which is sufficiently wide to provide two lanes in each direction. This should be done as a fully funded State Government project, leaving the bypass to be fully funded by the Commonwealth. This is their responsibility as the Newell is a National Route. We are told that a local bridge over the river is a local project, to be funded by Council. As such it would be years away and the problem of local traffic congestion needs to be tackled now, not at some indefinite time in the future.</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:09 PM

From:

Sent: Sun, 3 Jan 2021 02:29:57

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

Attachments:

0_105454_03Jan2021132804_South Bridge options - letter of reply.pdf

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Simon
Surname:	Tratt
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	Please see attached.
File upload if required:	0_105454_03Jan2021132804_South Bridge options - letter of reply.pdf

Proposed South Dubbo Bridge Options

Traffic impacts to existing residential areas in south central Dubbo

In the GHD report, Section 2.4 'Impacts to existing property and traffic arrangements' only refers to Big 4 Holiday Park and Tamworth Street residents. It fails to consider the additional traffic that will impact over 115 residences along Macquarie Street between Reakes Avenue and Margaret Crescent, nor does it consider the 'leakage' of traffic into local streets such as Boundary Road as vehicles travel to and from the Sheraton Road school precinct, Bunnings and even Orana Mall as traffic originating from West Dubbo attempts to bypass the Cobra Street congestion at peak times each weekday morning and afternoon.

Negative impacts to the Macquarie River active living space

Bridge Option A dissects Sandy Beach which forms an integral part of the River walkway that Council has spent years embellishing for the active participation of residents and visitors. It is the start of Parkrun that has in excess of 350 participants each Saturday morning. It is an integral part of the Dubbo Stampede half and full marathon route. An event that has been running for nine years, brings in a lot of running tourists to Dubbo, and portrays Dubbo in a positive and healthy light.

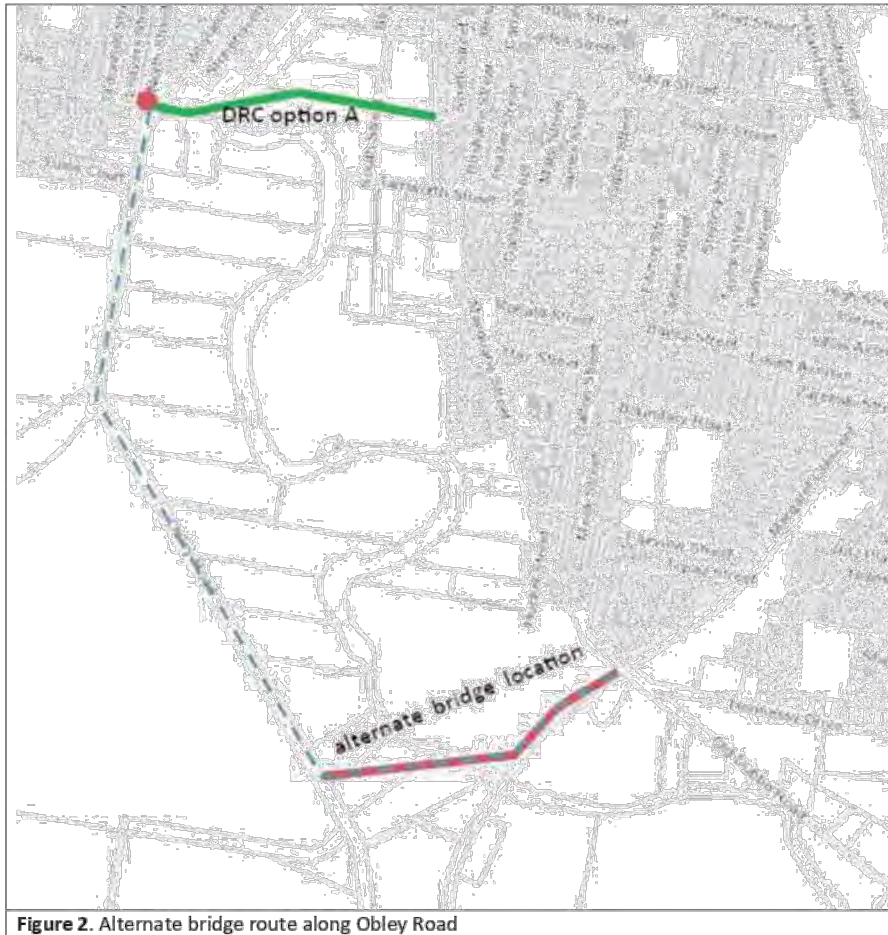
Bridge Option B, whilst not directly impacting Sandy Beach, does dissect Lady Cutler sporting fields. Lady Cutler Park is a major sporting asset to Dubbo for Cricket and football and hosts major events such as the annual NSW State junior cricket camp. Dissecting Lady Cutler Park as proposed in Options A, and B would dramatically reduce the effectiveness and the appeal of this sporting and recreation precinct as well as pose a significant pedestrian safety hazard.

Bridge Option C and D, proposed to connect to Tamworth Street, will sever the 75 hectares of Council owned parkland situated between Tamworth Street and the South Weir. Whilst this land is mostly undeveloped at present, Council needs to plan 20+ years in advance and understand what a huge natural asset this area is to the residents and visitors to Dubbo. The construction of an arterial road and connecting bridge along this Tamworth Street alignment will be a huge impediment to connecting these green spaces.

The City of Albury has invested in the strategic design and embellishment of Noreuil Park located on the south-west fringe of Albury city centre. Noreuil Park is bounded by the Murray River and has grassed picnic areas, café, boathouse, public barbeques, walking tracks, and sporting ovals. Noreuil Park is similar to Dubbo's Sandy Beach / Lady Cutler Ovals in the services it provides and its proximity to the city centre, and it is what Sandy Beach could aspire to become with further embellishment. My family and I have spent a number of January holidays in Albury with junior national sporting events, and it is not uncommon to have in excess of 100 people at Noreuil Park at 8pm on a hot summer's evening, swimming, picnicking and walking. None of this is possible if Bridge Options A or B were to proceed.

Proposed South Dubbo Bridge Options

heading east toward Sydney. This will be possible once Hennessy Road connection onto Mitchell Highway is undertaken.



Archived: Thursday, 17 June 2021 3:37:13 PM

From:

Sent: Mon, 11 Jan 2021 10:43:10

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Ros
Surname:	Williams
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>I would like the following dot points on the South Dubbo bridge proposal to be considered:</p> <p>Firstly, as a resident of Macquarie Street I do not support the proposal.</p> <p>The information presented at the community meeting made it very clear that both of the proposed bridge options will negatively impact on the environment and liveability.</p> <p>Groups like Dubbo Rivercare have spent thousands of volunteers hours and grant funding in improving the riparian areas subject to the two bridge locations provided for community consultation.</p> <p>While the main purpose of structural systems is to enable people to travel from one point to another, it is well known that litter is an accompanying factor. As a result, areas around the bridge, overhang, passes often contain mounds of litter.</p> <p>How many trees will be destroyed?</p> <p>How much natural habitat will be lost?</p>

	<p>Both flora and fauna depend on the local natural habitat for their very survival.</p> <p>DRC wants to keep the city as a 10 min town. For what period is this goal considered achievable? Will we continue to destroy natural habitat to save just a few minutes in the daily commute?</p> <p>The riverbank precinct is renowned for its exceptional sporting facilities, bringing to the city numerous regional, state and national events. Running a major road through the middle of this precinct would have a negative result - less field space, undue noise, increased litter, pedestrian safety concerns, reduced wildlife and ultimately reduced use and lower income into the city.</p> <p>In promoting our City's liveability, we need to actively demonstrate and model environmentally sustainable practice. For example, if the goal is to move people into the CBD, let's look at how we can improve health and lifestyle rather than simply providing for increased vehicle movements. Dubbo's terrain is well suited to walking and cycling. Could a swing bridge linking workers and shoppers from a parking space on the west side directly into the CBD assist?</p> <p>It is well known that traffic increases exponentially before and after school. How can these traffic movements be reduced? Research indicates that bus travel is far safer and environmentally sustainable than private vehicle travel. What research and actions need to be undertaken to promote the benefits of bus travel.</p> <p>What research has been undertaken on current vehicle traffic in Macquarie Street South of the LH Ford Bridge during peak times. Taking traffic on a route through residential areas and returning it to the same road (Cobra Street) does not appear to provide a traffic management solution.</p> <p>How much of the traffic issue could be managed with a ring round?</p> <p>I urge DRC to avoid quick fix options that do not take care of long-term problems.</p>
<p>File upload if required:</p>	

Archived: Thursday, 17 June 2021 3:37:16 PM

From:

Sent: Tue, 12 Jan 2021 06:49:42

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Diana
Surname:	HOFFMAN
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	I do not believe that Dubbo needs ANY new bridge anywhere along any section of the Macquarie River. It is ridiculous to suggest Dubbo needs to be a '10 minute city'! Particularly as more people see the advantages of being further from city centres and move to the regions to achieve this goal. Dubbo city has a perfect river 'playground' admired and used extensively by locals and visitors alike. Planners should be looking to create every opportunity to maximise all the green spaces, walking and cycling tracks, entertainment areas as well as quiet seating areas on and around the river while providing by-passes for the transport and movement of goods to and from the region. The lack of foresight and long term planning over extended time frames will ultimately lead to the destruction of Dubbo's greatest asset - The River and all its surroundings.
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:22 PM
From: [REDACTED]
Sent: Thu, 14 Jan 2021 06:42:49
To:
Cc:
Subject: SOUTH BRIDGE SUBMISSION
Sensitivity: Normal
Attachments:
John Morris - DRC South Bridge Submission - Jan 2021.pdf;

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

Hi Mayor Ben and DRC People,

Please find attached my submission on the South Bridge Proposal attached.

I hope this helps in your DRC planning going forward. Many thanks.

Best regards,

John

John Morris



Transport Issues Advocate

Phone: [REDACTED] **Fax:** [REDACTED]

Mobile: [REDACTED]





Transport Issues Specialist

a division of John and Trish Morris Pty Ltd

ABN: [REDACTED]
 Phone: [REDACTED]
 Fax: [REDACTED]
 Mobile: [REDACTED]



14th January 2021.

Mayor Clr. Ben Shields
 Dubbo Regional Council
 PO Box 81
 DUBBO, NSW, 2830

Dear Ben,

Please let me say first up, do not listen to the vocal rabble of the South Dubbo NIMBY's regarding the South Bridge proposal. We seriously do need this crossing.

The "Option 2" is the only common sense, viable choice for this very much needed Dubbo City Infrastructure project.

As I said in my submission back on the 12th July 2019, the South Bridge needs to be the most urgent project in the Dubbo Regional Councils (DRC) infrastructure planning for the next day-to-day river crossing to facilitate the ever-increasing volume of every-day traffic coming out of all the new and growing developments in the whole West Dubbo precinct.

I estimate the 'South Bridge' would take 30 to 40% of the local commuter traffic off the LH Ford bridge between West Dubbo and the CBD every week-day morning and every evening, as well as catering for all-day use by motorists between West Dubbo and the South Dubbo area.

The DRC engineering department has concerns of this two-lane road going through the sporting precinct of Lady Cutler ovals.

Looking at it realistically, the most activity on these ovals happens on Saturday mornings. Then the odd use during the rest of the time of the whole week. There is minimal 'commuter traffic' on this road on weekends. Allowances were made for this "through road" when Council put the new ovals in recently.

Most of the traffic will be Monday mornings to Friday afternoons. People from the whole developing West Dubbo precinct will use the South Bridge to get to work throughout the CBD precinct. Once coming over the South Bridge, off Minore Road, people have six (6) exit options off South and Bligh Streets to get to their place-of-work:-

1. Tamworth Street. *Already sealed down to South Street*
2. East Bligh St/ Reakes Ave
3. Bultje St
4. Wingewarra St
5. Church St
6. Talbragar St

Parents taking their kids to any of the schools can take any of the exits to suit their destination.

We urgently need to encourage more kids to use the school bus options or even ride their bikes to school to take the ever-increasing cars off our roads on school days.

The Minore Road – Newell Highway intersection will also need some levelling to facilitate the in-bound loaded trucks to be able to take off after a red light at this busy junction.

Even though the South Bridge will be susceptible to flooding every 20-30 years, the advantageous, day-to-day use, simply outnumbers that problem many times over.

It has even been said building the South Bridge first will take away the urgent need for a "heavy vehicle bypass" around the city of Dubbo.

The two projects need to be prioritised separately and run on their own urgency merits.

Separate NSW Government funding needs to be sought for both projects, each having the highest priority. The Federal Government should assist with the bypass funding also.

Thank you for allowing me to have my experienced opinion on this very important and much needed Dubbo Infrastructure project.

If you (and the whole of Council) need me to come in at anytime for a round-table discussion please contact me anytime.

Thanking you in anticipation.

Best regards,

A handwritten signature in cursive script that reads "John Morris".

John Morris

Dubbo Regional Heavy Transport Representative.

Archived: Thursday, 17 June 2021 3:37:24 PM
From:
Sent: Sun, 17 Jan 2021 08:48:21
To:
Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020
Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Fiona
Surname:	Rayner
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:25 PM
From:
Sent: Sun, 17 Jan 2021 08:17:55
To:
Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020
Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Catherine
Surname:	Campbell
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	Option D or alternative option along shibbles Bridge.
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:27 PM

From:

Sent: Fri, 15 Jan 2021 00:33:43

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Tracey
Surname:	Whillock
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>I believe both options will have an extremely detrimental impact on the Lady Cutler Precinct. Both options 1 and 2 split the existing Lady Cutler sports precinct in half. Young children, players and spectators will be forced to negotiate high volumes of high speed traffic in order to manoeuvre between fields and to access amenities and canteen. The number of sporting ovals in this Lady Cutler Precinct and the close proximity makes this venue highly desirable for large regional and state sporting events for soccer, cricket, frisbee and touch. These major events have a significant economic benefit to Dubbo. With major roads running through the precinct and reduced parking available this would make it near impossible to maintain the current major events and attract new ones in the future. Also the two options would have a significant impacting access and parking for the thousands of people using the Lady Cutler precinct for local sport training, competitions and gala days/carnivals on a weekly basis.</p> <p>Option 1 also would have a significant impact on Sandy Beach and the Tracker Riley which is heavily used by on average 320 parkrunners every Saturday, Outback Dragon Boaters, The Dubbo Paddle Club, Disc Golf users and even more general public walkers, runners, cyclists etc. This area is a beautiful recreation asset of Council and a bridge through the middle would have a significant impact on recreation users.</p> <p>I also would like to see the statistics around the destination of vehicles using the LH Ford Bridge. I utilise the LH Ford Bridge regularly and everytime I have there has been at least 10 cars or more who proceed straight ahead up Cobra Street for every 1 or 2 vehicles who turn right into the CBD. I think option 1 and 2 both seem to use</p>

	<p>the rationale that all traffic coming from West Dubbo will head into the CBD which will create more congestion. To me it seems a bulk of the traffic are heading up Cobra Street and likely to schools on Sheraton Road as well as Orana Mall or using other connecting roads to get to work premises. If i wanted to come into the CBD from west I would use Seriser Bridge and Blight Street every time.</p> <p>There has to be better options than the two presented. An option which allows greater spread of traffic. Possibly one that connects with Hennessy and Macquarie Street or even Boundary Road</p>
<p>File upload if required:</p>	

Archived: Thursday, 17 June 2021 3:37:28 PM
From:
Sent: Sun, 17 Jan 2021 03:37:12
To:
Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020
Sensitivity: Normal
Attachments:
0_105454_17Jan2021143629_South Bridge options - letter of reply.pdf

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Bonnie
Surname:	Tratt
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	please see attached
File upload if required:	0_105454_17Jan2021143629_South Bridge options - letter of reply.pdf

Proposed South Dubbo Bridge Options

Traffic impacts to existing residential areas in south central Dubbo

In the GHD report, Section 2.4 'Impacts to existing property and traffic arrangements' only refers to Big 4 Holiday Park and Tamworth Street residents. It fails to consider the additional traffic that will impact over 115 residences along Macquarie Street between Reakes Avenue and Margaret Crescent, nor does it consider the 'leakage' of traffic into local streets such as Boundary Road as vehicles travel to and from the Sheraton Road school precinct, Bunnings and even Orana Mall as traffic originating from West Dubbo attempts to bypass the Cobra Street congestion at peak times each weekday morning and afternoon.

Negative impacts to the Macquarie River active living space

Bridge Option A dissects Sandy Beach which forms an integral part of the River walkway that Council has spent years embellishing for the active participation of residents and visitors. It is the start of Parkrun that has in excess of 350 participants each Saturday morning. It is an integral part of the Dubbo Stampede half and full marathon route. An event that has been running for nine years, brings in a lot of running tourists to Dubbo, and portrays Dubbo in a positive and healthy light.

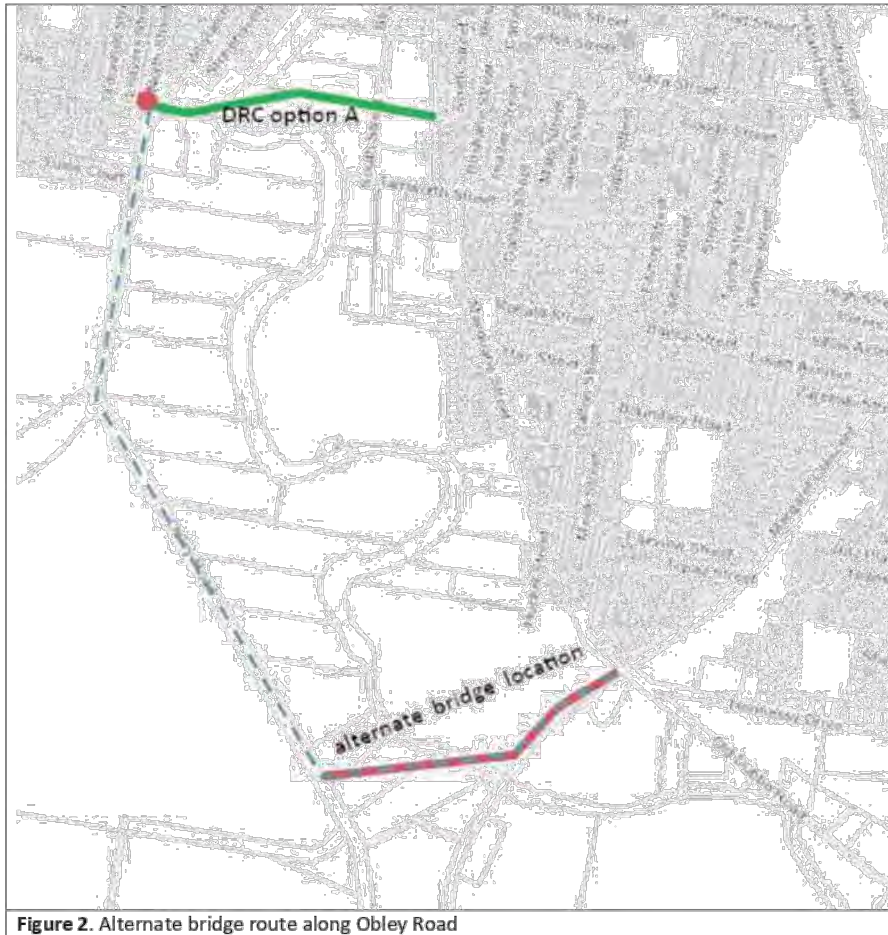
Bridge Option B, whilst not directly impacting Sandy Beach, does dissect Lady Cutler sporting fields. Lady Cutler Park is a major sporting asset to Dubbo for Cricket and football and hosts major events such as the annual NSW State junior cricket camp. Dissecting Lady Cutler Park as proposed in Options A, and B would dramatically reduce the effectiveness and the appeal of this sporting and recreation precinct as well as pose a significant pedestrian safety hazard.

Bridge Option C and D, proposed to connect to Tamworth Street, will sever the 75 hectares of Council owned parkland situated between Tamworth Street and the South Weir. Whilst this land is mostly undeveloped at present, Council needs to plan 20+ years in advance and understand what a huge natural asset this area is to the residents and visitors to Dubbo. The construction of an arterial road and connecting bridge along this Tamworth Street alignment will be a huge impediment to connecting these green spaces.

The City of Albury has invested in the strategic design and embellishment of Noreuil Park located on the south-west fringe of Albury city centre. Noreuil Park is bounded by the Murray River and has grassed picnic areas, café, boathouse, public barbeques, walking tracks, and sporting ovals. Noreuil Park is similar to Dubbo's Sandy Beach / Lady Cutler Ovals in the services it provides and its proximity to the city centre, and it is what Sandy Beach could aspire to become with further embellishment. My family and I have spent a number of January holidays in Albury with junior national sporting events, and it is not uncommon to have in excess of 100 people at Noreuil Park at 8pm on a hot summer's evening, swimming, picnicking and walking. None of this is possible if Bridge Options A or B were to proceed.

Proposed South Dubbo Bridge Options

heading east toward Sydney. This will be possible once Hennessy Road connection onto Mitchell Highway is undertaken.



Archived: Thursday, 17 June 2021 3:37:29 PM

From:

Sent: Sun, 17 Jan 2021 08:17:55

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Catherine
Surname:	Campbell
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	Option D or alternative option along shibbles Bridge.
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:32 PM

From:

Sent: Sun, 17 Jan 2021 22:48:48

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Karen
Surname:	Pellow
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	Being a Run Director of parkrun which has been running in Dubbo for over 5 years and utilises Sandy Beach precinct and the beautiful walking track around the river I disapprove of Option A and B being in consideration. It dissects Sandy Beach which forms an integral part of our beautiful river walkway that Council has spent years improving for the active participation of residents and visitors to Dubbo. We have the most beautiful areas available to everyone around our river, putting a big bridge through there would be very sad for all the users of the area.
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:33 PM

From:

Sent: Mon, 18 Jan 2021 10:56:21

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Katie
Surname:	Lyons
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:34 PM

From:

Sent: Mon, 18 Jan 2021 14:16:07

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Fiona
Surname:	Stuart
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>As an active member of Dubbo's Community and a local healthcare professional i an deeply concemed with the bridge options that will hamper opportunities for physical activity for the people of our region.</p> <p>Our regional population of Dubbo and surrounds has a population of people whom 80% are overweight or obese. We need to promote not hamper opportunities for physical activity for both the children and adults alike to assist in changing these statistics.</p> <p>Not only does Sandy Beach, the River track and Soccer fields in this area provide opportunity for structured activity, e.g. parkrun. The Mudrun, Stampede & Soccer. These areas also provide a tranquil, peaceful environment for unstructured physical activity. A bridge would hamper these both. Such a disappointment as this location being so close to the centre of town could assist in bringing tourists to our great City also.</p> <p>Please consider a Bridge option NOT affecting these areas.</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:35 PM
From:
Sent: Tue, 19 Jan 2021 11:43:58
To:
Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020
Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Felicity
Surname:	Taylor-Edwards
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:36 PM

From:

Sent: Mon, 25 Jan 2021 02:30:51

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	mark
Surname:	gardner
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>Both options are terrible. They substantially impact the recreational and sporting precinct of Sandy Beach. They dump large volumes of traffic into streets that wont be able to handle them, creating problems. Bridges need to be planned not just for todays traffic but for the next 50+ years. Both options are fails.</p> <p>A better option is to build a bridge whcih meets Hennessy Lane, which could become the southern bypass. Its a lasting investment and could be part of a better long term plan.</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:37 PM

From: [REDACTED]

Sent: Tue, 26 Jan 2021 22:08:18

To:

Subject: South Bridge Submission

Sensitivity: Normal

Attachments:

[South Bridge Submission.pdf](#)

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

Good morning

I have attached my submission re the proposed south Dubbo bridge.

Thank you for the opportunity to have a say in this proposal.

Regards,
Rhonda Lang

Submission re concept plans for a south Dubbo bridge

Disclosure, I am a ratepayer and resident of south Dubbo, and a regular user of the river precincts, both in organised sports and casual use.

Firstly, I wonder why there needs to be a focus on " a 10 minute city", and where and why this concept arose. Surely we prefer to be known as a beautiful city, adequately serviced by sensible traffic routes, and proud of our river environment and inclusive sporting heritage.

I strongly object to either of the proposed concepts A and B, and in fact, to any bridge option that impacts the river corridor through central Dubbo.

1. Traffic congestion

- A. The presentation highlighted the known residential growth areas for the near future as south east and south west. This, coupled with the south eastern education precinct and the growth of services and business in this area, has led to increased traffic from west to east. The reason given for another bridge in south is to reduce traffic over the LH Ford bridge, to give options for west Dubbo residents to get to the CBD, for convenient travel between the south east and south west growth areas, and to maintain Dubbo as a "10 minute city". From the two meetings I attended, I discovered that the main reason is about traffic- to take southeast/ southwest traffic off the LH Ford bridge and direct and filter it through south Dubbo streets.
- B. It is difficult to understand the logic in channelling the proposed increased vehicle traffic through south Dubbo streets and onto already congested intersections with Cobra St. Macquarie, Brisbane and Darling streets are residential streets which have already been affected by increasing traffic. Their intersections with Cobra St are often stop/start zones and delays entering Cobra St would only increase with the river crossing options presented.
- C. Macquarie St consists not just of residential precincts. There are aged care facilities, child care centre, popular children's park, and pedestrian and walkways to the river green space. Increased traffic is not a positive move for safety or amenity for these users.
- D. There is considerable pedestrian and bicycle traffic along Macquarie St, particularly since it is the gateway to the river precinct. We should encourage these activities, but they would be negatively impacted by more traffic due to noise, emissions, safety concerns and accessibility.
- E. The amenity of this iconic south residential area has already been impacted by increased traffic flow, and the plan to route even more traffic through south is untenable. More traffic, more noise, more congestion, more accidents, less safety and less amenity for residents are negative impacts that must be considered.
- F. Dubbo Urban Heritage Review vol 1 asserts the importance of safeguarding character conservation areas in Residential South Dubbo (pgs 44, 45) and states "the river corridor is undoubtedly the City's most valuable landscape

resource" (pg 97). Assuming current council policy is in line with these recommendations, it is impossible to reconcile a central south bridge crossing with such policy.

- G. None of the river crossing options are usable during major flooding, which occurs around every 10 years or so.
2. Both concepts A and B presented to residents (and the other two options included later after ratepayer enquiry) will impact heavily on the river precinct:
- A. Safety: the safety of sports people, particularly children, will be affected with many hundreds using the area on a daily basis. Soccer and cricket are major participant sports, and roads intended to move many more 100s of cars through the middle of these sports fields will increase the risk of accidents.
 - B. Access: a major road through this heavily used area will affect access to the river areas and sporting events because of increased congestion and more challenging access, not to mention the need for parking and safe movement
 - C. Amenity: the impact of cars, emissions and noise will detract from all river precinct users, especially casual non-organised activities. I expect there would be a large decrease in walkers, picnickers and those undertaking informal exercise on both sides of the river. These areas are currently an oasis of quiet beauty which would be significantly impacted.
 - D. River sports: sports like park run, canoeing and dragon boating will undoubtedly be affected, with many participants possibly opting out of these sports due to challenging access, noise, loss of amenity and inability to access the river.
 - E. Environment: aside from the noise issues previously stated, the concepts involve the destruction of trees and plant habitat, some of which is many hundreds of years old. Increased traffic will also impact any remaining plant life through increased emissions, and noise and vehicles will negatively impact fauna and biodiversity. How can we put the use of vehicles above this beautiful environmental heritage.
 - F. River flow: another bridge in the central south area could cause more erosion of the river banks, as the water flow will be redirected by pylons in the river bed. This has already happened at the much smaller Tamworth St pedestrian bridge precinct.
 - G. Cultural: sandy beach and the river corridor are iconic to Dubbo, part of our heritage and identity, both for indigenous and later residents. I cannot understand why they would be destroyed in order to save motorists a few minutes inconvenience.

Possible solutions

1. Provide easily accessible safe walking and bike paths to encourage residents to walk/ride to work. Since the purported aim is to give options for CBD travel, this could be a viable and less expensive option. A pedestrian/bike path and small bridge immediately north of the LH Ford bridge could be an economic solution with a collateral benefit of healthy exercise.

2. Provide a real long term solution to the increased traffic from the new developments by building a route and bridge more directly between the two growth areas - a ring road to take East West traffic around existing residential areas rather than through them. This option has already been raised in Council planning, so why not bring it forward and provide a sensible flood proof river crossing.
3. Serisier Bridge will be a more attractive option for travel from west into the CBD once heavy vehicles use the new River St Bridge, and possibly a future bypass. This would encourage more Serisier bridge local traffic and take some CBD traffic off LH Ford bridge. The ability to easily and safely turn into Brisbane St north, and more day long parking in this area would improve convenience for CBD workers and further encourage travel via this route.
4. Lobby for a heavy vehicle bypass to remove through traffic from the city streets. This bypass could provide a flood free alternative route around the city, as well as removing considerable congestion in the city.
5. Enable traffic to move more freely along the Cobra St highway, by reinstating double lane traffic, and ensuring the double lanes extend all the way to the Eastern growth and business areas.

Please consider these factors ahead of vehicles and the saving of a few moments travel time.

I appreciate the opportunity to make a submission

Rhonda Lang
Macquarie St, Dubbo

Archived: Thursday, 17 June 2021 3:37:39 PM
From:
Sent: Thu, 28 Jan 2021 01:47:06
To:
Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020
Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Cheryl
Surname:	McLeod
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	Please leave Sandy Beach just as it is for the enjoyment of the local community as it has always been
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:40 PM

From:

Sent: Sun, 31 Jan 2021 07:46:21

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

Attachments:

0_103968_31Jan2021184510_South Dubbo Bridge.pdf

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	James
Surname:	Morrow
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	See attached.
File upload if required:	0_103968_31Jan2021184510_South Dubbo Bridge.pdf

To Whom It May Concern,

The South Dubbo Bridge option consideration has been framed around the problem of traffic travelling from West Dubbo to the CBD. The 2020 Dubbo Transportation Strategy Document identifies areas of stressed traffic versus time. Whilst the LH Ford bridge is congested, primary areas of congestion occur along Cobra Street in the modelled scenarios. This suggests that the West Dubbo – East Dubbo commute is the major concern. Creating a third River crossing will simply get more cars across the River only to encounter the same bottlenecks on the eastern side of the River. Without a strategy to manage flow of traffic from east – west across the entire city, either bridge option is flawed and will do little to alleviate the issues identified in the 2020 Dubbo Transportation Strategy Document.

Both bridge options would:

- Destroy the amenity of the existing sporting fields and River recreation areas, decreasing liveability of our city.
- Shift traffic into South Dubbo, affecting liveability of our city for many residents.
- Not reduce travel times from West Dubbo to East Dubbo.

Without a strategy for dealing with traffic flow across our city both bridge options just relocate the existing problems.

Until a longer term plan can be implemented I believe there are some simple changes that could be made to existing infrastructure to improve access to the CBD from West Dubbo. Currently delays occur along the LH Ford Bridge primarily due to restrictions at eastern end of the bridge, these being cars exiting the eastern end to Cobra Street or Macquarie Street. Council does not appear to have considered options of improving the efficiency of the LH Ford bridge and Cobra Street. These could include:

- Widening Cobra Street to two lanes between Fitzroy Street and L H Ford Bridge – there appears to be room in the current road reserve to do this.
- Widening the bridge to tow lanes, especially at the eastern end where double to traffic could get through the existing traffic lights if lanes were duplicated.
- Creating an exit from the existing bridge to Bligh Street via elevated ramp – taking traffic away from the eastern end of the bridge.
- Creating a longer slip lane on the exit to Macquarie Street.
- Creating a slip lane onto the bridge from Macquarie Street, allowing vehicles from Macquarie St to enter the bridge without needing to cycle the traffic lights.

Further changes that could alleviate congestion on the L H Ford bridge could include improving access to the CBD from the north side. Once the River Street bridge is constructed traffic will be reduced in Erskine Street. This will improve access to the CBD via Bligh Street, Talbragar Street Darling Street.

The Brisbane Street rail crossing should be re-established providing additional access to the CBD. This would also alleviate traffic on Talbragar Street, which is constrained by lack of exit to the north between Darling Street and Macquarie Street. By improving access from the north side of the CBD, traffic can be moved from the L H Ford bridge to the underutilised Serisier Bridge. More vehicles will chose to enter and leave the CBD from the northern side if Erskine Street and the Serisier Bridge is made more accessible.

The aim of being a 10 minute city is good at face value but it's contradictory to making our city liveable if it destroys our open parkland and recreational areas. It is contradictory to making our city more liveable if it turns our quiet urban streets into commuter raceways where kids can no longer ride a bike or walk to school without fear of being run over by someone desperate to commute across town in less than 10 minutes.

The 10 minute commute is possible now and will remain so provided residents make sensible decisions on where they live relative to where they work and where their kids go to school. We have affordable housing in all parts of town. If short commuting is a priority for people then they need to make smart choices on where they live. Its not realistic for people to chose to live on one extent of town and expect to be able to commute to the opposite extent within 10 minutes.

So in summary I feel that neither bridge option will achieve positive outcomes with respect to liveability of Dubbo. The more sensible option would be to establish an orbital road and site the South Dubbo bridge accordingly to feed into that road and minimise impacts to already established areas. Relatively minor changes to the existing L H Ford bridge, Cobra Street and Brisbane Street (North) could improve flow of traffic from the West Dubbo to the CBD without the need for a new bridge.

James Morrow

[REDACTED]

Archived: Thursday, 17 June 2021 3:37:41 PM

From:

Sent: Sun, 31 Jan 2021 21:36:19

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

Attachments:

0_103968_01Feb2021083513_SUBMISSION IN RELATION TO THE SOUTH DUBBO BRIDGE OPTIONS FOR DUBBO REGIONAL COUNCIL.docx;

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Anna
Surname:	McLaughlin
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	Attached.
File upload if required:	0_103968_01Feb2021083513_SUBMISSION IN RELATION TO THE SOUTH DUBBO BRIDGE OPTIONS FOR DUBBO REGIONAL COUNCIL.docx

**SUBMISSION IN RELATION TO THE SOUTH DUBBO BRIDGE OPTIONS FOR
DUBBO REGIONAL COUNCIL**

No bridge options in the South Dubbo Bridge Plan are supported.

I have been a resident of Dubbo since 2004. For residents, I do not believe there is a more loved and used part of Dubbo than the River area.

I love living in Dubbo but of its many wonderful assets, the greatest of these is the River area. I congratulate the Dubbo Regional Council for the work they have done to date to make this space so wonderful.

I use this space every day and twice a day several times a week, as do many other residents. This space is an asset for all Dubbo residents, not just for those in close proximity.

I use this space to walk my dog each morning. I paddle on the River with the local dragon boat club, I jog around the River, I run with Park Run every chance I get. Many social catchups are a walk around the River. I keep in touch with my community by being able to chat with the other river walkers out and about on the River loop. I am a member of the local Rivercare group which voluntarily maintains the River ecosystem.

I do not believe any bridge or traffic redirection can be built in this area which would not destroy what is important in this area.

All bridge options would result in loss of trees and wildlife habitat and affect aquatic species.

These mature trees could not be replaced in my lifetime.

The 3 pictures below show what we could lose.



children.



Enough wildlife habitat has already been destroyed. Can we afford to destroy further wildlife reserves?

Loss of shade would be devastating to the usability of this area. Currently, the river walk is one of the few places you can walk in shade in Summer. As temperatures rise, this will become more and more important. Not every outside activity can be scheduled for early morning and very late evening. The shade allows for an extended time for outdoor activities such as walking or running.

All bridge options would increase traffic noise and air quality. Being away from traffic and buildings is what is special about this area. Listening to the birds in the trees is one of joys of walking in this space.

Any traffic in this area would be very unsafe for the small children and pets that are high users of this area. From plans available, I believe that the safety issue would be enough to make this space unusable for dogs and small children.

I often run into visitors to the Dubbo area either walking or cycling in this area. The cycleway allows a safe cycling option from the CBD to the Zoo and Dundullimal. This area is a beautiful area for tourists to visit and is very accessible from the CBD.

I understand the Tamworth Street walking bridge has already caused a great deal of erosion to the Riverbank. I do not want to see riverbank erosion exacerbated.

It would be heartbreaking to witness the disruption to sporting facilities based in this area. All the many sporting groups who use this area (many informally – including family cricket games) would be affected. Many could not coexist with the traffic that would be directed through this area even if not actually displaced by the traffic or bridge.

Recommendations:

- **No new bridge between the CBD and southern residential boundaries**
- Dubbo has potential to be a sustainable city by focusing on investment in cycling infrastructure, walkways & greater use of public transport

Please invest in further infrastructure for cycling.

This could be a preferable and viable alternative to a vehicle for many dubbo trips. Currently the infrastructure prevents cycling. For example, Tamworth Street is not wide enough to allow a bike to travel between the cars on the road and the cars parked. A bike can fit between them, but if a car door opens, the cyclist may be badly hurt. Concrete bases to signage also push bikes into moving traffic. It is viable to use this street for cycling on weekends and outside busy times, but not for travelling to work, for collecting mail, etc. Safe cycling options into and around the CBD would be needed to make this alternative. Even if only 10% of the trip is unsafe for cycling, we are pushed back into the car.

- Prefer a ring road linking growth areas of South West and South East Dubbo.

- Advocate for a bypass road for Heavy traffic

Anna McLaughlin

[REDACTED]

[REDACTED]

[REDACTED]

Archived: Thursday, 17 June 2021 3:37:42 PM

From:

Sent: Fri, 29 Jan 2021 03:39:36

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Liz
Surname:	Mazzer
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>I strongly object to both the Tamworth Street and Sandy Beach bridge options.</p> <p>All of the options presented in the report will negatively impact the recreational and aesthetic values of the Macquarie River area. This includes the walking/cycling track, playing fields and river access for fishing, canoeing, dragon boats etc. This area has high use for recreation which has been developed over a number of years.</p> <p>In addition, the Tamworth Street options are likely to increase traffic along Tamworth Street as people do the 'rat run' to avoid Cobra Street. This will make the area around the schools and Tamworth Street shopping center even more congested and dangerous than they are now.</p> <p>I consider that other options should be considered, such as a bridge located further south (eg off Obley Road leading to Margaret Crescent.)</p> <p>Regards</p> <p>Liz Mazzer</p>

File upload if required:	
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Archived: Thursday, 17 June 2021 3:37:44 PM

From:

Sent: Fri, 29 Jan 2021 00:20:56

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

Attachments:

0_103968_29Jan2021111923_Bridge Submission Outback Dragons Dubbo.pdf;

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Outback Dragons
Surname:	Dubbo Inc
Residential Address:	Sandy Beach
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	See attached
File upload if required:	0_103968_29Jan2021111923_Bridge Submission Outback Dragons Dubbo.pdf

OUTBACK DRAGONS DUBBO INCORPORATED**SUBMISSION IN RELATION TO THE SOUTH DUBBO BRIDGE OPTIONS FOR
DUBBO REGIONAL COUNCIL****About Outback Dragons Dubbo**

- Outback Dragons Dubbo is an incorporated club established in 2005. Our team quarters are located at Sandy Beach and our dragon boats are launched from Sandy Beach to paddle on the Macquarie River at least three days per week in summer and weekly in winter.
- Dragon boat paddling promotes health and also raises breast cancer awareness. It is helping to change attitudes toward "life after breast cancer" and it encourages men and women to lead full and active lives by giving breast and other cancer survivors confidence and pride.
- The Outback Dragons' ethos is that paddling is mentally and physically rewarding and a vehicle for improving quality of life. Our mandate is to encourage participation within the framework of support and inclusiveness.
- Current membership is 60 men and women from the Dubbo and regional community and includes paddlers with visual and hearing impairments.
- The club contributes to our Dubbo economy by participating in community events, spending locally and providing an exercise opportunity with most members aged between 40 and 70.
- After reviewing all 4 bridge options it is considered that they will all have a detrimental affect on our sporting club however Option A-Bridge over Sandy Beach will have the greatest impact.

Impact of Option A on Sandy Beach Outback Dragon Team Quarters

- Since its inception Outback Dragons has enjoyed the convenience of a low-cost storage facility (purchased with club funds) and use of the amenities block at Sandy Beach. A bridge over Sandy Beach will end this and require the club to relocate somewhere else along the river that can accommodate 3 dragon boats and other sporting equipment such as paddles and life jackets and enable safe launching of boats.
- Parking is currently readily accessible at the two Sandy Beach car parks. During the lengthy construction phase access to Sandy Beach amenities block and car parks will no doubt be limited or non-existent due to safety and security needs.

- On completion the bridge may also mean access to Sandy Beach is limited or non-existent. Relocation will have a detrimental and costly effect on our club and ratepayers.
- On looking at the plans currently available, due to the specific location of the Sandy Beach bridge, if the club were to continue paddling from Sandy Beach we would need to launch on the upstream side of the bridge. Depending on the span of the multiple pylons it may not be consistently safe to paddle between them especially if there is a buildup of debris.
- Our present site is a visible public site which reduces the opportunity for vandalism to our equipment. The possibility of a less central location of club facilities will risk increased attacks of vandalism.

Safety Issues

- From past experience we know that bridges increase the temptation for children to use the dragon boats as targets for rock and bottle throwing. We occasionally experience such attacks and certainly don't want an escalation of such activities.
- Increased traffic on Sandy Beach Road, South St/Bligh St and Tamworth St and Macquarie St will be dangerous to our club members and all other River precinct users accessing the site.

Environment

- Currently we get to paddle in an extraordinary natural environment in the centre of the city. Our ability to do this is a unique feature of Dubbo.
- All the bridge options will result in destruction of trees and other plant habitats, some of which are hundreds of years old. Users of the river precinct will lose necessary shade and habitat for birds and animals will be negatively affected. This, along with increased vehicle noise and emissions, will seriously affect the ambience of our beautiful river environment.
- Bridge construction alone will seriously endanger the fauna and flora and access to the riverbank. This will result in less engagement in the sports currently utilising our river precinct.
- Traffic noise would impact on the quiet sanctuary this part of the river currently provides with air quality also being compromised by traffic emissions.
- Any new bridge to the South of L H Ford bridge will change the River flow and contribute to erosion of the riverbank. For example, the Tamworth St walking bridge has caused considerable erosion to the riverbank. The River is currently shallow at Sandy Beach, which allows the safe launching of our boats.

- Changes in flows would have an unknown effect of the capacity of the river to allow a dragon boat to be paddled.

Recommendations:

- **No new bridge between the CBD and southern residential boundaries**
- Dubbo has potential to be a sustainable city by focusing on investment in cycling infrastructure, walkways & greater use of public transport
- Prefer a ring road linking growth areas of South West and South East Dubbo.
- Advocate for a bypass road for Heavy traffic

Contact:
Graeme Board
President
Outback Dragons Dubbo
[REDACTED]

Archived: Thursday, 17 June 2021 3:37:45 PM

From:

Sent: Mon, 1 Feb 2021 03:53:51

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

Attachments:

0_105454_01Feb2021145205_Tracker Riley Extension and resurfacing.jpg

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Tom
Surname:	Hudson
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>Hi,</p> <p>I would like to propose that council repurpose the old rail corridor from Macquarie Street to Wingewarra Street with an extension on the Tracker Riley Cycleway with further multi-purpose walking and cycling track.</p> <p>This addition would provide nearly an extra 4km of (mostly) uninterrupted walking/cycling space through the centre of Dubbo.</p> <p>The repurposed corridor would provide pedestrian access to Apex, the new RAAF development and park area and would connect to the existing track that goes out to the Zoo - creating a major loop for exercise and commuting. A pedestrian footbridge over Cobra street would mitigate pedestrian traffic issues.</p> <p>I believe a pedestrian route like this could create more opportunities for people to ride or walk to work, removing vehicles from major areas of congestion.</p>

It would also be excellent to see the remainder of the dirt walking tracks around the river (both banks - from the Water Treatment Plant to Serisier Bridge) concreted to further complement the existing Tracker Riley Cycleway.

I believe that resurfacing the existing Tracker Riley from Taronga Western Plains Zoo to Macquarie Street would encourage more use, exercise and activity for the broader community.

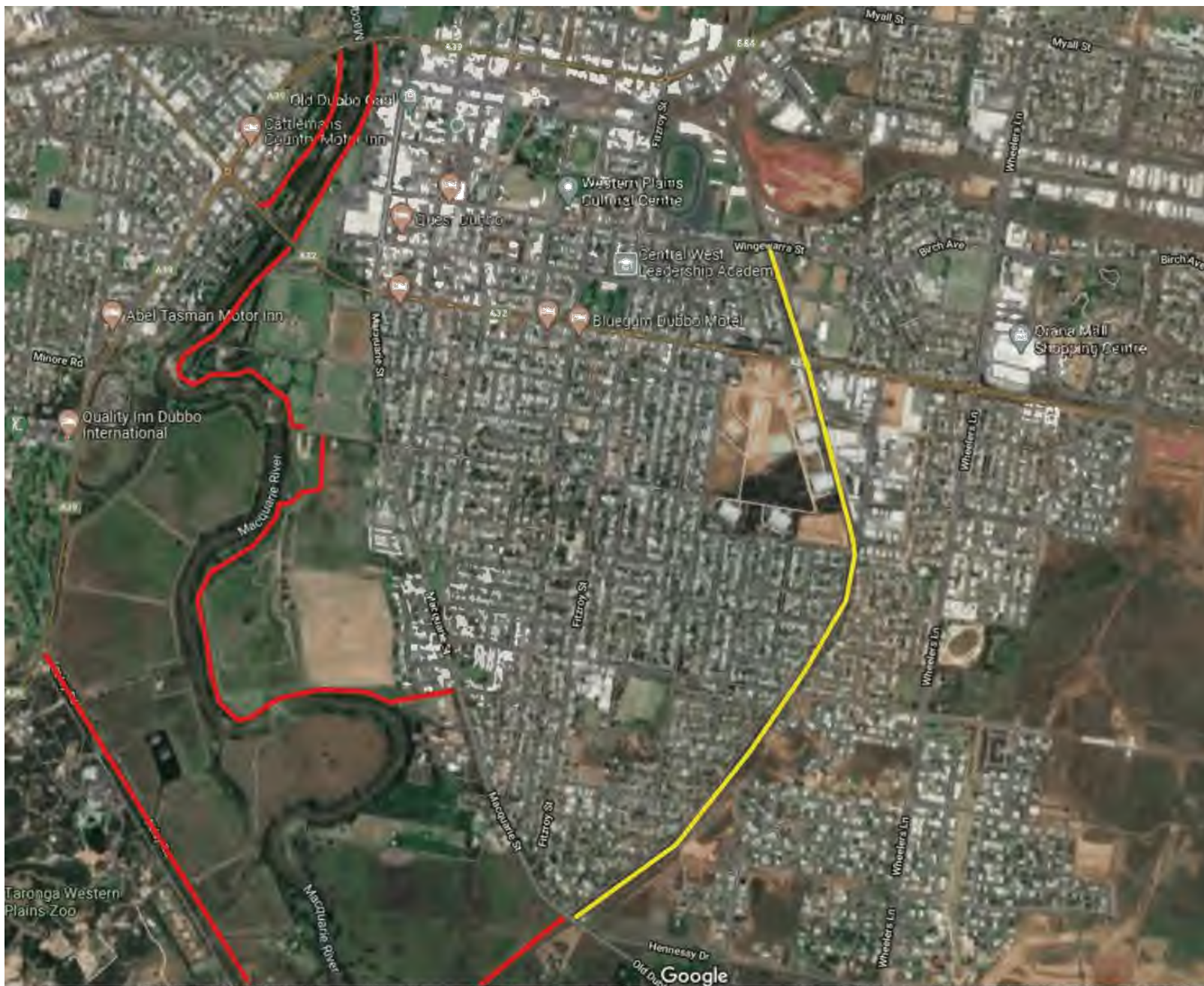
I think that adding to Tracker Riley and upgrading walking areas around the river would be beneficial to the Dubbo community.

Kind regards,

Tom Hudson

**File upload
if required:**

0_105454_01Feb2021145205_Tracker Riley Extension and resurfacing.jpg



 Existing track to be upgraded

 New proposed walk and cycle way

Archived: Thursday, 17 June 2021 3:37:46 PM

From:

Sent: Sun, 31 Jan 2021 23:47:07

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Peter
Surname:	Duggan
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>I can't remember if I have made a submission regarding the south Dubbo bridge options already but here are my comments as follows:</p> <p>- The need for the south Dubbo bridge and its benefits is overinflated in the consultants report and its negative impacts not fully explored. The bridge would destroy a priceless part of the town (cultural, environmental, aesthetic and heritage values) in either of the options for little gain. A better proposal would be to construct an adjacent duplicate of the L H Ford bridge on its northern side. Travel by bike could be incentivised by the Council with expanding the bike path network as well as more frequent bus services. Less pollution and a saner future.</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:48 PM

From:

Sent: Mon, 1 Feb 2021 21:31:06

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	susan
Surname:	bymes
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>Hi</p> <p>I live in South Dubbo. I would like to commend the council for the work that they have done to encourage healthy lifestyle and outdoor walking areas within and around the river. This is what I believe will attract people to visit and possibly live in Dubbo. The green spaces within the city are a valuable resource that will have impact on future generations if they are able remain as they are. The council presented goals in terms of travel times and roads but no mention of citizen health and wellbeing or green spaces which I was disappointed about. I believe both options will bring traffic into suburban streets. Tamworth st will have traffic looking to move out to boundary road. I believe a link road should be put in from Obley road and around to east. Putting a bridge across ruins a beautiful space that is used by many - it is short term solution that has big impact on many citizens . Solving problem for West Dubbo by creating a problem for South Dubbo .</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:49 PM

From:

Sent: Tue, 2 Feb 2021 09:55:36

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Emma
Surname:	Webster
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>I am writing to express my extreme disappointment at the four proposals for a South Dubbo bridge.</p> <p>My leading objection is the obliteration of the most iconic riverbank area of Dubbo. The Sandy Beach, Regand Park walking track, Lady Cutler and Sir Roden Cutler areas have environmental, tourism and recreational value which would be ruined should any of the proposals go ahead. As an example, platypii have been observed in the exact location of the proposed bridges. Destroying their habitat is unforgivable.</p> <p>My second objection is that none of the proposed bridges change the traffic congestion problem of moving traffic from west Dubbo residential areas to traffic generation points in east Dubbo (schools, shops). If none of the proposed bridges fix this problem, then surely this is a waste of tax payers money?</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:37:50 PM

From: [REDACTED]

Sent: Tue, 2 Feb 2021 09:44:25

To:

Subject: SOUTH DUBBO BRIDGE CONCEPT DESIGNS LETTER - DUBBO REGIONAL SPORTS COUNCIL

Sensitivity: Normal

Attachments:

Letter - Dubbo Regional Sports Council submission to the South Bridge Concept.pdf

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

Hi,

Please find attached letter from the Dubbo Regional Sports Council in regard to the South Dubbo Bridge Concept Designs.

Regards

Neil Webster
President
Dubbo Regional Sports Council



Dubbo Regional Council
PO Box 81
Dubbo NSW 2830

Dear Sir

DUBBO REGIONAL SPORTS COUNCIL – RE PROPOSED SOUTH DUBBO BRIDGE CONCEPT DESIGNS

I am writing on behalf of the Dubbo Regional Sports Council who unanimously and vehemently oppose the two (later increased to four) concept designs for the proposed South Dubbo Bridge. Our opposition to the proposed South Dubbo Bridge Concept Designs is based on the untenable impacts to sporting and recreation facilities and activities in the Lady Cutler precinct. These include safety concerns for precinct users and reduction in Dubbo Regional Council ability to attract large sporting events. The details of our concerns are outlined below.

The new bridge and road network will increase traffic and **reduce the ability for precinct users to move easily and safely between ovals**. This presents a safety issue for children, parents and spectators using the busy sporting precinct. We note that issues currently exist with soccer and cricket balls landing on the road and children running out after them. Increasing traffic would increase risks to both motorists and pedestrians.

Lady Cutler precinct is a highly desirable venue for large state sporting carnivals given the number of ovals in area and the ability for players, officials, spectators and support staff to move easily between ovals. Attracting large carnivals to Dubbo brings in millions of dollars each year to businesses in the region. Dubbo Regional Council estimates the value of sporting carnivals at \$190 per person per day or \$211 per person per night. A busy bridge and road network **would make the precinct less desirable and indeed prevent Dubbo Regional Council from tendering for future events as the precinct will no longer meet criteria expected to host state sporting events**.

Dubbo Regional Council has recently invested millions of dollars in upgrading the Lady Cutler precinct to attract these major sporting events to Dubbo. The development of Pavan's field at a cost of \$1m and the allocated \$1m for new amenities at the oval are recent examples. Building a bridge and road network through this precinct reduces significantly the value of this investment and would be seen by ratepayers as a waste of public money.

Current major events to be negatively effected by proposed South Dubbo Bridge

- PSSA State Cricket Carnival: 420 participants over 4 days
- Under 13, 14, 15 Boys and Under 13 Girls State Cricket Carnival (January 2020). 600 participants and spectators over 4 days
- Cricket NSW Under 13, 14 and 15 Boys Youth Championships (October 2019) 800 participants and spectators over 4 days

- Macquarie Titan Mud Run (2018, 2019) 2,000 participants
- Dubbo Stampede (2018 and 2019) 2,000 participants
- National Disc Golf Championships 90 participants
- Eastern Regionals Ultimate Frisbee Championships, (February 2019) 300 participants and 200 spectators over 2 days
- Dubbo Sixers Soccer Tournament 1000 participants and spectators
- Dubbo Triathlon Interclub Event 350 participants and spectators

Future major events which would be negatively effected by the proposed South Dubbo Bridge

- NSW Touch Country Championships: 1500 participants and spectators
- NSW Touch State Cup: 8000 participants and spectators
- NSW Touch Junior State Cup: Southern conference 10,000 participants and spectators
- Regional and State Football Carnivals: thousands of players and spectators
- Combined Catholic Colleges: Combined High Schools and PSSA State Football, Touch and Cricket carnivals

The new bridge and road network will also **reduce available car parking**. This will effect current users of the precinct for either sporting or recreational purposes eg parkrun, walkers, bike riders etc. Dubbo Regional Council will be required to invest significantly in car parking as a result. This does not appear to be costed as part of the redevelopment.

The proposed South Dubbo Bridge will significantly negatively impact these sporting, school and recreation users of the Lady Cutler precinct:

- Dubbo and District Football: 2,550 junior and senior members utilise precinct daily all year round for training and competition
- Dubbo and District Cricket: 350 members utilise precinct Tuesday to Friday for training, Saturdays for local competition and Sundays for representative cricket
- Dubbo and District Junior Cricket: 675 members utilise precinct Tuesday to Friday for training, Thursday afternoons and Saturdays for local competition and Sundays for representative cricket
- Parkrun Dubbo: average 320 participants utilise Sandy Beach and Tracker Riley path every Saturday (6,150 registrations of which 5,350 have a Dubbo postcode)
- Dubbo Disc Golf: Approx. 20-30 members
- Outback Dragon Boats: Approx: 15-20 paddlers utilise Sandy Beach twice weekly
- Dubbo Paddle Club
- Dubbo Triathlon Club: 150 members utilise Tracker Riley pathway and Bligh Street for training, local and inter-club competitions.
- PSSA School Sport in Term 2 and 4 utilise all ovals every Friday for school sport. All Primary Schools in Dubbo are involved in School Sport program with 1,800 primary children participating
- Western School Sport Football (Soccer) and Cricket Team trials, training, competition games and carnivals for Primary and High School
- Dubbo and District School Sport Football and Cricket Team trials
- Catholic School Regional Soccer Gala Day hosted by St Laurence's Primary School
- Seriser Cup, Astley Cup, Ken Eggleton Cup
- Cross Country: 10 schools utilise Lady Cutler Precinct, Tracker Riley and Sandy Beach
- School Sport State CHS Cricket Finals
- Tracker Riley: cyclists, walkers, runners
- Sandy Beach: Disc Golf, Paddlers, Fishers, Swimmers
- Regand Park: cyclists, walkers, runners, fitness groups
- Macquarie River: Paddlers, Boating, Fishing, Swimming

- Sir Roden Cutler Park: cyclists, walkers, runners, fitness groups, children on new ninja course etc

In conclusion, the Dubbo Regional Sports Council has not been able to identify a single positive outcome for any user group as a result of any of the proposed South Dubbo Bridge concepts. We urge you to reconsider the location of the bridge to ensure no reduction in safety or amenity of the Lady Cutler precinct. Our community depends upon these facilities- not just because sport and recreation are central to the Dubbo way of life, but because every missed sporting carnival costs our community millions of dollars.

Please contact me if you would like to discuss further.

Yours sincerely,



Neil Webster
President
Dubbo Regional Sports Council

Archived: Thursday, 17 June 2021 3:37:51 PM
From:
Sent: Tue, 2 Feb 2021 03:05:24
To:
Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020
Sensitivity: Normal
Attachments:
[0_103968_02Feb2021140450_my bridge submission.pdf](#)

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Trish
Surname:	Taylor
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	
File upload if required:	0_103968_02Feb2021140450_my bridge submission.pdf

SUBMISSION IN RELATION TO THE SOUTH DUBBO BRIDGE OPTIONS
FOR DUBBO REGIONAL COUNCIL

No bridge options in the South Dubbo Bridge Plan are supported.

My family and I moved to Dubbo in 2011 for my young twin sons to start Kindergarten. We loved the open space, and our favourite is the River area. As permanent residents, we do not believe there is a more loved and used part of Dubbo than the River precinct.

The Dubbo Regional Council should be congratulated for the wonderful work they have achieved to date making this entire space a community and tourism asset.

I use this space several times a week and twice a day several times a week, as do many other residents. I am a member of Breast Cancer walking group and we walk around the river every Wednesday morning.

I paddle on the River with our local dragon boat club, Outback Dragons Dubbo three times a week. I am also a part of a Breast Cancer survivor – Dragons Abreast Dubbo team that is incorporated into the sporting team.

I walk /run around the around the River, with Park Run most Saturday mornings and at other times with Vixens and Kits – the local women's running group. My friends and I use the river for social catchups including a casual walk or bike ride around the River. I participate in Dubbo Stampede that utilises the River circuit in the event.

My teenage sons and I walk to catch Pokémon around the River walk – it is loaded with virtual Gyms and Poke stops to encourage children and adults alike to walk. My teenage sons are involved in 1st Dubbo Scouts and they use the river for water sport activities Canoeing and kayaking several times a year. Their high-school, Dubbo Christian School, uses the river walk for weekly sport on Tuesday. My sons are also play soccer at the soccer fields during the soccer season.

In my opinion all bridge options would result in loss of trees and wildlife habitat and affect aquatic and bird species. The loss of these beautiful mature trees could not be replaced in my or my sons' lifetime.

As a Cancer Council Sun Safe advocate, the loss of shade would be devastating to the usability of this area with the river walk being one of the few places you can walk in some shade in any season. The availability of such a safe walking/running/cycling track is so important for the community's ability to exercise in a comfortable and well-maintained environment.

Located away from traffic and buildings is what makes this area so special. One of joys of walking in this space is listening to the birds and 'spotting' them – my friend is a keen bird photographer involved in a local Birdwatch group and during our Breast Cancer group walks she stops to photograph them.

The entire Tracker Riley cycleway allows bicycle users, both casual and formal groups - especially children a very safe cycling option. It is a beautiful area for locals and tourists to travel from the CBD to the Zoo and Dundullimal.

The disruption to sporting facilities based in this area would be extensive. Every single sporting group who uses this area could be affected. I cannot see how with the increase in traffic that would be directed though this area, that it would remain safe for the children of Dubbo and surrounding areas – including Wellington and Narromine – who also participate in our sporting teams.

Recommendations:

- No new bridge between the CBD and southern residential boundaries
- Dubbo has potential to be a sustainable city by focusing on investment in cycling infrastructure, walkways & greater use of public transport.

Please invest in further, future cycling infrastructure.

A preferable option and viable alternative to a vehicle for many Dubbo trips. The current infrastructure inhibits cycling.

For example, Tamworth Street is not wide enough to allow a bike to travel between the cars on the road and the cars parked. A bike can ride between them, however if a car door were to open, the cyclist may be injured.

Concrete bases to road signage also push bikes into moving traffic. Safer cycling options into and around the CBD could be an alternative and reduce local traffic and encourage more children to ride to school and adults to ride the 5km to work. Even if only 1% of the trip is unsafe for cycling, people will choose the car.

- Prefer a ring road linking growth areas of South West and South East Dubbo.
- Advocate for a bypass road for large vehicles and Heavy traffic.

Trish Taylor

████████████████████
████████████████
████████████████

Archived: Thursday, 17 June 2021 3:37:53 PM

From:

Sent: Tue, 2 Feb 2021 06:08:14

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

Attachments:

0_105454_02Feb2021170757_South Dubbo Bridge draft plans A and B Submission to DRC.docx;

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	MARGARET
Surname:	MCDONALD
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	Please find attached the submission from Dubbo Environment Group. We thank you for the opportunity to comment on these draft bridge and roadway plans.
File upload if required:	0_105454_02Feb2021170757_South Dubbo Bridge draft plans A and B Submission to DRC.docx



**New South Dubbo Bridge draft plans A and B Submission to DRC
(Dubbo Environment Group)**

Dubbo Environment Group understands that the growth of our city of necessity requires built infrastructure projects be considered from time to time. Our concern, always, is that such infrastructure impacts the local and broader environment as little as possible. Consideration must be given not only to immediate impacts but to possible impacts in the long-term as well. For example, the future preparation for a 4-lane LH Ford bridge initially, would have saved costs and other negative consequences for any new locations now.

Dubbo sits on the central western plains and has been cleared for agriculture and development to the extent that very little natural habitat for our birdlife, reptiles and mammals exists from pre-colonisation times. It is estimated that over half of the original forests of NSW have been cleared. Even the poor- quality scrub of Beni Forest and Goonoo Forest, overlooked by farmers, has been depleted of old-growth trees by timber cutters. In a time when the UN is calling all countries to act urgently to combat the consequences of Global Warming, the protection of any old-growth trees should be a high priority.

Our Macquarie River is precious not only as a natural community green-space, but as a refuge for many species of flora and fauna. Centuries- old river gums exist only along our river and provide valuable nesting places for animals and birds. Bridges trap debris in flooding periods, divert natural currents which erode banks, flush the river with toxic run-off and can change water patterns which then deters native fish. The removal of any of these hollow-bearing trees so close to Tracker Reilly Walkway and to Sandy Beach, one of the few places of natural beauty in Dubbo, would be a tragedy for locals and visitors. These hollow- bearing trees are not only rare in their age - they attract wildlife and birds such as the masked owl, they cool the city, provide shade for the river banks and water, add protection for water animals and fish, filter pollution, stabilise the banks and sequester considerably more carbon than young trees.

In NSW, platypus observations have declined by an estimated 32% in the last 30 years. Dubbo has recorded platypus sightings in Golf Links Creek at the Sandy Beach footbridge in the last 6 years. A platypus was sighted early one morning on the golf course some 4 years ago. UNSW scientists recommend that the platypus be listed as a threatened species.

Turtles are often seen in Macquarie River and other waterways. A near-endangered Broad-shelled Turtle, *Chelodina expansa*, was found nesting on the bank of Sandy Beach approximately 4 years ago by a member of Dubbo Field Naturalists and Conservation Society

Threatened Grey-crowned babbler live in the woodland around the Golf course and river bank area of Option A and B bridges and roadways.

The rakali or native water-rat has often been seen in the Macquarie River.

Recommendations:

Dubbo Environment Group strongly rejects both A or B bridge options. Dubbo's congestion needs addressing. Our preference is for a new bypass which crosses the river at Troy Bridge, taking traffic out of our city entirely. We think that when this best option is achieved, the construction of a ring road directing traffic around the city, east to west, should then, and only then be considered.

Archived: Thursday, 17 June 2021 3:37:54 PM

From:

Sent: Fri, 5 Feb 2021 06:15:06

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Ben
Surname:	Orford
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>As a resident of Dubbo, someone who regularly uses the sporting facilities, lives on the west side but works on the east side and someone who has engineering qualification and a transport back ground, of the 4 options the best one is option 3 from minor to Tamworth via the zoo land with an intersection that facilitates south st/bligh st slip lane. As the supporting documents show and it should be emphasised and repeated daily by the Mayor Ben Shields:</p> <p>The strategic business case for south Bridge reference on page 6 that south bridge would remove between 18-23% of vehicles from whylandra st and cost \$35m-45m, where as a town bypass would cost ~\$700m and remove only 8%-10% of vehicles from whylandra st. This factual point is very important and needs to be made and emphasised under the need for the importance of South Bridge. It needs to be noted that South Bridge will be flood prone and also will be limited to smaller sized vehicles unlike North Bridge which has neither restraint.</p> <p>However as dubbo currently only has two traffic bridges and one is flood prone and the other cant take road trains, the Best option for Dubbo is a High level Road train rated North Bridge combined with a low level light vehicle south bridge. Councils analysis shows that once these two features are added to Dubbos network, the network is stable and viable until 2055.</p> <p>Dubbos transport issues cannot be met by any one solution. The Council needs to be brave and do what is right, and listen to the wisdom and evidence presented by the council engineers instead of listening to an unqualified activist NIMBY hearsay.</p> <p>From the Transportation strategy:</p>

	<ul style="list-style-type: none"> • Figure 5.7.2 Indicative Long Term Projects The 2055 demand indicate that the "Bypasses", PJ 42, PJ 43 and PJ 52 may only have a marginal benefit and are not viable. TINSW agrees with the statement but Councils document does not emphasis this enough. A statement similar needs to be in the executive summary. • 2.6.4 Electric Vehicles and Noise During the course of this work it has become apparent that further State investment on a Bypass is unlikely to be justified even in the long term (35 years plus). TINSW analysis concurred with this statement and believe it needs to be highlighted in the executive summary and mentioned multiple times throughout the documents instead of in this section.
<p>File upload if required:</p>	

Archived: Thursday, 17 June 2021 3:37:55 PM

From:

Sent: Fri, 5 Feb 2021 04:51:00

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

Attachments:

0_103968_05Feb2021154924_121014_LEO_Final.pdf

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Matthew Thome
Surname:	Premise Australia Pty LTd
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	
File upload if required:	0_103968_05Feb2021154924_121014_LEO_Final.pdf



Our Ref: 121014_LEO_002A_Link Road_Council_Submission

5 February 2021

The Chief Executive Officer
Dubbo Regional Council
Via email: [REDACTED]

Attention: Manager Growth Planning, Steven Jennings

Dear Mr Jennings

SUBMISSION ON THE DRAFT DUBBO TRANSPORTATION STRATEGY REVIEW 2020

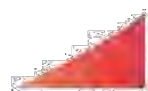
Premise Australia Pty Ltd (Premise) acts on behalf of a group of landowners in the south-east sector of Dubbo being the owners of a significant portion of land in the south-east Dubbo area including: -

- South Keswick Family Company Pty Ltd;
- Kanilast Pty Ltd; and
- Mr D and Mrs L Wykes; and

Premise Australia Pty Ltd is pleased to make this submission in regard to the Draft Dubbo Transportation Strategy Review 2020 (draft Strategy). Premise thanks Dubbo Regional Council (DRC) for the opportunity to comment on this draft strategy.

Premise understands the draft strategy is a review of the original Dubbo City Transportation Strategy to 2045 which was adopted by Dubbo City Council in 2012. The draft review provides Development Horizons to 2055 for the various areas of Dubbo City. The draft strategy notes that the south-east sector will continue to develop residential housing of 1150 lots to 2030 and 800 lots from 2030 to 2040.

Figure 1 highlights the landowners in the south east sector impacted by the proposed strategy.





Our Ref: 121014_LEO_002A_Link Road_Council_Submission

SUBJECT OF SUBMISSION

The draft strategy includes road alignments which traverse the south-east sector. These include the Sheraton Road link and Blueridge link road which are described as:

"PL13 Sheraton Road extension to Hennessey Drive – a perfect example of cooperation to achieve the best connectivity involving the developer, with payment from Developer Contributions"

"PL14 Blueridge is currently only served by Mitchell Hwy and access from Sheraton Rd (schools) is inappropriate. The 2007 Strategy relied on the expensive Southern Distributor... The lack of growth of external traffic precluded this option in the foreseeable future but there are local demands that will be relieved by this link, plus it will be beneficial to the development of this employment Hub. Requires immediate negotiation."

These road alignments are forecast to be completed from 2020-2030. The draft strategy recognises the Sheraton Road link as a two lane road with a speed limit of 50km and the Blueridge link as a two lane road with a speed limit of 40-50km.

We note that the draft Strategy only depicts road linkages with their locations represented as high-level concepts. Notwithstanding the conceptual nature of the alignments shown in the strategy, the purpose (in part) of this submission is to object to the proposed alignment of the Blueridge Link Road (PL14) shown in **Figure 2** (below).

The reasons for this objection include and are discussed below:

- Need to separate heavy vehicles from residential and school vehicles along Sheraton Road;
- Location of intersection of Blueridge Link Road with Mitchell Highway; and
- Failure to meet landowner needs.

PURPOSE OF SUBMISSION

The purpose of this submission is to seek DRC's consideration of a road alignment for the Blueridge Link Road. It is our opinion that this proposed road alignment of the Blueridge Link Road would meet the objectives of the draft Strategy and would benefit DRC and the community by providing some certainty in the shorter term and in due course providing increased traffic functionality and safety within the locality.

This submission seeks Council's support by the means of an approved Council recommendation that the Blueridge Link Road should proceed subject to ensuring that the exit point onto the Mitchell Highway is confirmed while the road alignment may remain flexible to allow for future land use planning and design of the affected properties.



Figure 1: Development Horizon Map 2020-2030

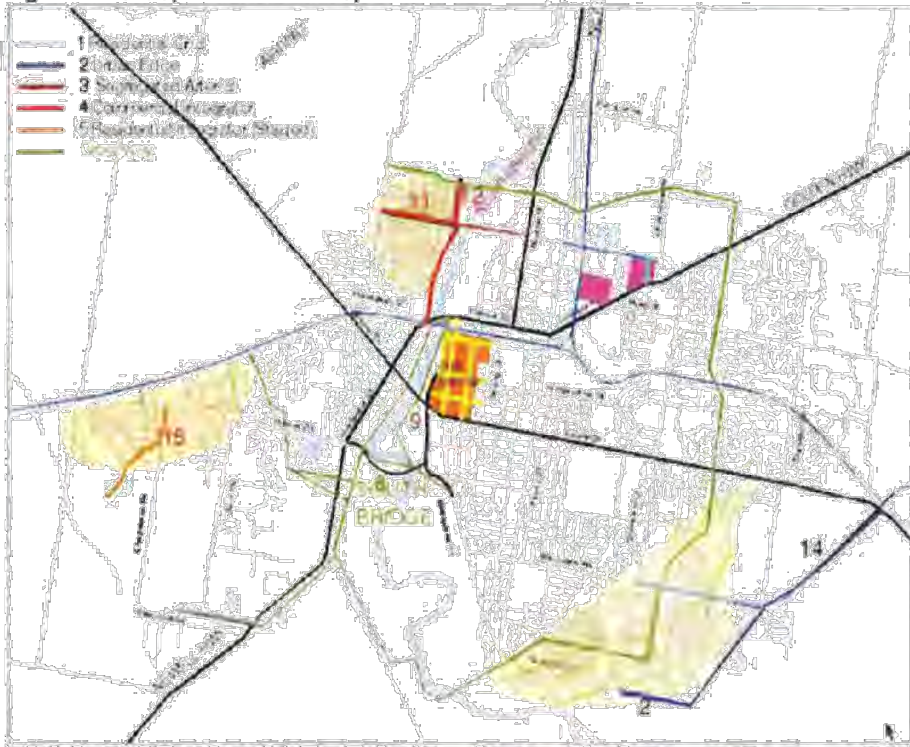


Figure 2: Development Horizon Map

ISSUES/REASONS FOR PROPOSED ROAD ALIGNMENT

This section provides an analysis of issues which would impact the alignment, functionality and safety of the future Blueridge Link Road. These issues form a major component for the justification of the proposed road alignment for the Blueridge Link Road as provided in this submission.

LAND ZONING

In the south-east sector a large amount of land is zoned as 'employment land' which is currently vacant. This land will generate employment opportunities during development and after development. The area has a mixture of land use zones which include:-

- R1 General Residential;
- R2 Low Density Residential;
- R5 Large Lot Residential;
- B5 Business Development;
- B7 Business Park;





- IN2 Light Industrial;
- IN3 Heavy Industrial;
- RU2 Private Recreation; and
- RE2 Private Recreation.

Figure 3 provides a review of the land zoning arrangement in the area. There is a mixture of land use zones in the area which means heavy vehicle trips and standard residential trips would use the Blueridge Link road. These trips are accounted to the location of extractive industries in the area, the Blueridge Business Park, three very busy schools and significant nearby residential development.

LAND USE

Figure 4 provides a review of the actual land uses occurring in the area. In this sector, along Sheraton Road are two quarries; one owned Regional Quarries and the other owned by Holcim (Australia) Pty Ltd which is currently the subject of a state significant development application for extension to the south. These industries generate a large number of heavy vehicle trips along Sheraton Road to the Mitchell Highway. There are three very busy Dubbo schools located along Sheraton Road and the combined use of Sheraton Road for heavy vehicle movements and residential/school trips has been an ongoing concern in Dubbo for many years.

As a component of the development of Blueridge Estate, a significant overland flow path and series of detention basins were constructed within the road reserve corridor along its eastern boundary, draining from the north to the south and effectively separating the commercial area of Blueridge Estate from the schools to the West. The draft strategy notes that the use of Sheraton Road by the heavy vehicles traffic is inappropriate.

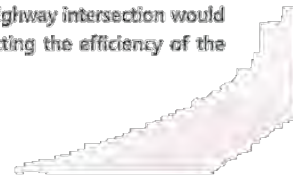
STRATEGIES FOR FUTURE USE

The Dubbo Employment Lands Strategy includes the following opportunities which relate to Blueridge Estate including the industrial zoned land:

- *Infrastructure is planned to allow development on vacant land to continue in a sustained manner.*
- *Good supply of land to enable the continued growth of Blueridge.*
- *Encourage high quality development with appropriate built form, bulk and design.*
- *Existing zone allows a wide variety of uses to re-locate to this precinct.*
- *Good transport linkages between the precinct and the adjoining highway and CBD.*
- *Future development has good road connections to allow future expansion onto other land within the precinct.*
- *Consider long term transport routes and their impact on the highway ensuring the efficiency of the Mitchell Highway.*
- *Ensure the CBD is not undermined through inappropriate use.*
- *Review existing Structure Plan for the precinct.*
- *Monitor land uses as Blueridge Business Park expands with a view to ensure the precinct does not significantly undermine the commercial centres hierarchy*

The proposed Blueridge Link Road would encourage the area to develop in a manner which reflects the opportunities created by the estate. The proposed road alignment would facilitate development of the IN2 Light Industrial zoned land in a sustained manner to allow only one direct access to the site from Mitchell Highway. The existing commercial zoned land of Blueridge would continue to be access via an existing access point on the Mitchell Highway.

The Blueridge Link Road being developed in an appropriate alignment and Mitchell Highway intersection would allow the continued growth of the area with good transport linkages without impacting the efficiency of the Mitchell Highway.



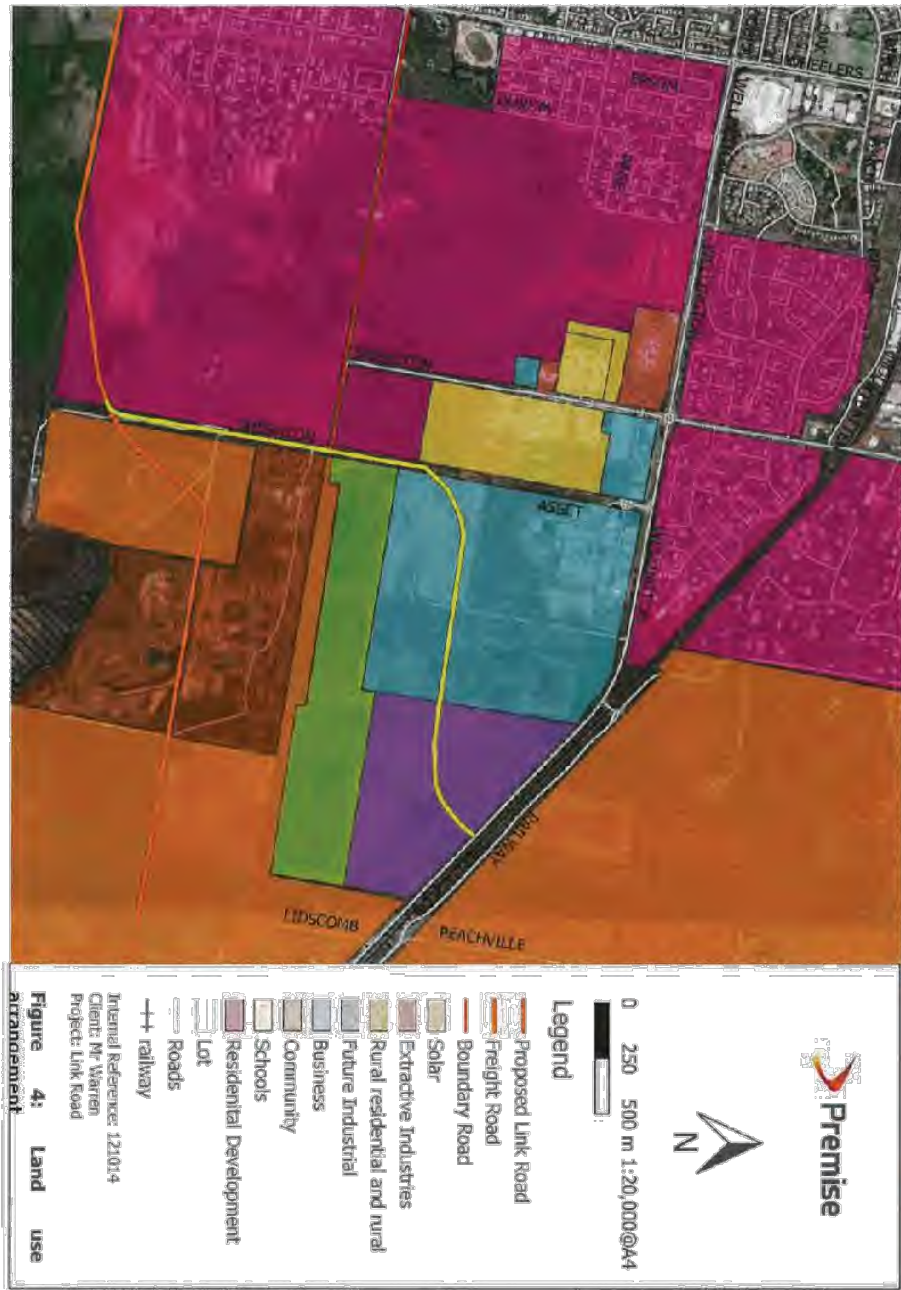


Figure 4: Land use arrangement



Our Ref: 121014_LEO_002A_Link Road_Council_Submission

LOCATION OF ACCESS TO MITCHELL HIGHWAY

We note that the draft Strategy does not include specific road alignments, instead is aimed to provide a concept recommendation of the road link between development nodes. The draft strategy depicts the entrance of the Blueridge Link Road with the Mitchell Highway being located opposite the existing intersection of Railway Lane (South Buninyong Road), displayed in red in **Figure 5**. It is considered this intersection location would not be appropriate due to being on a bend in the major highway and immediately opposite the South Buninyong Road intersection, creating a four way intersection on the Highway with restricted sight lines.

Our client's recommendation is this intersection should be located further to the east, as displayed in yellow in **Figure 5**. This location would enjoy excellent sight distance to the north west of approximately 600m and 700m to the south east. It is considered this intersection would allow appropriate safety mitigation measures to be included without impacting on the functionality of the major highway.

We note this access as proposed was adopted by Council as part of the Blueridge Structure Planning process.



Figure 5. Possible intersection locations (red = Council's strategy) (yellow = Premise recommendation)



PROPOSED ROAD ARRANGEMENT

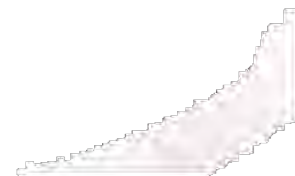
This submission provides a proposed alignment which would meet the objectives of the draft strategy and comply with the strategic direction of the area while benefiting the landowners within the sector. The proposed road alignment is intended to be flexible in nature with certainty provided for the exit point on Mitchell Highway. The below **Figure 6** depicts the proposed freight way in orange, the extension of Boundary Road in red and the Blueridge/Hennessey link road in yellow.

We understand that the Freight Way has been placed on hold due to the cost of the road and a lack of growth in heavy vehicle demand for this road. However, this road has been considered at length during the master planning stage for Southlakes Estate by the developer and Council and it remains prudent to retain the presumption of its future development in the broader planning context of this submission.

The link road option from Hennessey Road to the Mitchell Highway would connect the freight way to the southern part of Sheraton Road before veering to the east on the northern side of the Solar Farm through Lot 253 in DP 754308, Lot 51 in DP 612578 and finally through Lot 2 in DP 1246347 where the road could meet the Mitchell Highway.

The benefits of the proposed alignment would include:

- Create service corridors by following electricity infrastructure;
- 70-80km per hour road which could accommodate low speed 40-50km per hour parallel service roads;
- Potential to accommodate four points of entry to undeveloped land along the alignment; and
- Light industrial traffic would be separate from school traffic along Sheraton Road;

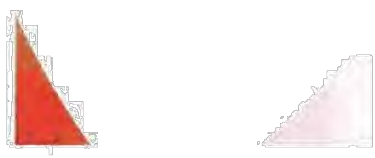




Our Ref: 121014_LEO_002A_Link Road_Council_Submission



Figure 6: Proposed future road network





Our Ref: 121014_LEO_002A_Link Road_Council_Submission

The Blueridge Link Road as proposed would have the following benefits:-

- Would capture the heavy vehicle trips from both Quarries and provide an appropriate access to Mitchell Highway separated from school traffic;
- Would not require the redesign of major residential subdivisions;
- Would follow alignments which are already dedicated to road and would not impact on land dedicated for stormwater purposes;
- Would provide Mitchell Highway access for Lot 2 in DP 1246347 which could provide linkages to other land locked parcels such as Lot 51 in DP 612578 and Lot 253 in 754305; and
- Has the support of impacted land owners resulting in a simplified land acquisition process for Council.

It is our understanding that the proposed road alignment as depicted in this submission would be beneficial to the safety of road users in south-east sector, would be in keeping with existing land use arrangements and would provide a realistic and achievable road alignment to be contained in the final adopted strategy.

To reiterate, this submission seeks Council's support of this submission by means of a Council approved recommendation that the Blueridge Link Road should proceed subject to ensuring that the exit point as shown in yellow on **Figure 5** to the Mitchell Highway is supported in principal while the road alignment as shown in **Figure 6** is supported in concept and may remain flexible to allow for future land use planning and design of the affected properties.

Yours sincerely

A handwritten signature in black ink that reads 'Stef Presland'.

STEF PRESLAND

Town Planner

A handwritten signature in black ink that reads 'Tom Warren'.

TOM WARREN (DIRECTOR)

South Keswick Family Company Pty Ltd;

Archived: Thursday, 17 June 2021 3:37:57 PM

From:

Sent: Thu, 4 Feb 2021 22:31:24

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

Attachments:

0_105454_05Feb2021093025_South Dubbo Bridge_Review and Concerns.pdf

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Melissa
Surname:	Britnell
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	Can I receive confirmation of my submission please including that the attachment has also come through successfully.
File upload if required:	0_105454_05Feb2021093025_South Dubbo Bridge_Review and Concerns.pdf

1. I bought in South Dubbo and Tamworth St because I like the iconic nature and leafy and quiet appeal of the area and in particular the Street. Any additional traffic through here will destroy this as well as destroy the value of my home.
2. The options 1 through 4 in one report do not seem to correlate with the right options A through to D – this will be construed as misleading (even if an error) and needs to be updated to reflect what cost goes with what option.
3. There does not appear to be any modelling or impact studies showing how the main areas and streets in South Dubbo and in particular Tamworth St will be impacted for the growth from West Dubbo say at 5, 10, 20, 50 years. It has been presented that 15,700 additional vehicles movements at 2055 will enter South Dubbo via the South Bridge. A decision cannot be made until the modelling is done and the public consulted.
4. The modelling for any traffic in Tamworth St may not have taken into consideration the traffic impacts of the new RAAF Development at the end of Tamworth St and Palmer St. There have been suggestions that Bunnings or other large retailers may move into this new development and the traffic impacts need to be considered with the St Bridge modelling – a “with” and a “without”
5. I note the survey has only offered 2 options. If I had a preference for an option, it would be an option where Tamworth St was protected from large traffic impacts / flows and sealed at the Macquarie St end as well as the introduction of traffic calming in addition to the 3 x roundabouts in the street at present.
6. I am concerned about the impact of additional traffic in and around the 3 schools and kids day care facilities in South Dubbo and without modelling, I cannot provide an educated opinion.
7. I note that the GHD reports from 2009 may require updating to be consistent with the 2020 traffic strategy. Until this report and any options are updated to be consistent with the 2020 Strategy Report, there may be inconsistencies and in fact the options may not be the best ones. I recommend that an additional 2 options based on a concept of a bridge further away from Tamworth St and the sports fields be considered, costed, modelled and tabled. Surely entry into Boundary Road from such a bridge would be better than potential intersection issues at the Macquarie St – Cobra St intersection which would not provide any quicker access to the CBD.

Archived: Thursday, 17 June 2021 3:37:58 PM

From:

Sent: Thu, 4 Feb 2021 22:25:20

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

Attachments:

0_105454_05Feb2021092438_210204_Review and Concerns Dubbo South New Bridge.pdf

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Sean
Surname:	Buxton
Residential Address:	██████████
Contact Number:	██████████
Email Address:	██████████
Submission:	Can I receive an email that confirms receipt of my submission ASAP please. Thankyou for your time.
File upload if required:	0_105454_05Feb2021092438_210204_Review and Concerns Dubbo South New Bridge.pdf

I purchased my property in 2013 based on South Dubbo being an iconic, leafy, older (heritage and historic houses) and quiet part of Dubbo without a large amount of through traffic. This proposal is creating the potential for a negative impact to my property due to increased traffic, noise, gas emissions and visual impact. I therefore wish for Council to undertake a more detailed assessment on any South Bridge proposals before any construction or funding proposal decision is made - including other options either not yet presented to public for consultation, not considered yet as a concept (alternatives), or not supported by traffic modelling.

I do not believe enough investigation has been completed into where the public plan to travel while using this new bridge. Not everyone will be traveling to the CBD. Now with the proposal of Bunnings moving to the old RAAF Base there is an increased chance that the traffic will want to cut through South Dubbo to reach this development and other developments such as Orana Mall. How can the Council ensure that this short cut will not be used which will result in a negative impact to the residents in South Dubbo?

During the Nov 2020 public information / consultation session where only 2 options were presented, it was shown that the average (not peak) traffic flows across the South St Bridge would be 15,700 (2055). A question was asked during and post the meeting to one of the panel whereby it was stated both times that modelling had not been done . If your street was in the line of fire (along with others) to a proposed 15,700 vehicles at 2055 with no modelling up to then or even which streets were going to receive which traffic of the South St Bridge, would you not also be concerned like I am in Tamworth St?

The Mayor has already stated in August 2020 that he will continue to fight for the rights of the South Dubbo residents to keep South Dubbo as it is. Just as the same residents had to fight to keep it the way it is back in 2015 when the Council tried to change the zoning.

The proposed Dubbo South Bridge may be good for the growth of Dubbo however, the growth of Dubbo cannot come at the cost of the existing parts of Dubbo (e.g. South Dubbo and the iconic Tamworth St) I believe with more planning, modelling and management the growth of Dubbo can continue without impacting South Dubbo.

On 13 July 2020 staff tabled a report South Bridge Update ILC20/29 to the Infrastructure and Liveability Committee. This report had attached revision 2 of the GHD Dubbo South New Bridge Strategic Concept Design Report. This report only shows two bridge options, following the public meeting and a request from the Mayor the other two options have now been put on public display. Will staff see option C or D as preferred options?

The below highlights a number of different issues, some just lack of information, others show limited planning or design of the GHD Dubbo South New Bridge Strategic Concept Design Report Revision 1 report, the Dubbo Transportation Strategy 2020 and the Dubbo South New Bridge Strategic Business Case. The information provided is unclear how this proposal will impact the South Dubbo residents, in particular the impact on the Tamworth Street residents of which I am one.

Can Council please address my concerns and questions and consider updating the relevant sections of the reports and redoing the community consultation to ensure that all Dubbo

residents are given the opportunity to understand the proposal and give their valuable feedback to Council.

1. The objective of the Dubbo South New Bridge is proposed to provide an alternate route to the CBD and to provide an alternate route for south-west Dubbo residents to the CBD over the Macquarie River – is this the sole objective?
2. Only two options have been considered although there has been four options investigated. Can the community be consulted with all options (including modelling) before a decision is made?
3. Option A is designed on existing road alignment, however I note that this is an assumption and no detailed design has been completed. This should be confirmed before a decision is made.
4. Option B is a curved alignment which costs more but does not have much more benefit and will impact the sporting field more. What is the plan and budget to address the impact to the sporting fields?
5. Minimum flood design is 5% should these be designed for full flood management e.g. 1% / 100 year flood design? Will any part of the bridge design in all options be subject to flooding and therefore not offer the complete benefits for when the lower Dubbo bridge is inoperable?
6. Table E-2 Impacts show four impacts, are these the only key impacts or are there more? What is the impact to the South Dubbo properties and in particular Tamworth St? What is the cost of these impacts? How can these impacts be managed?
7. The current consultation is on the draft options with no funding to progress to preferred option and design. How can the community be confident that they are seeing the best options with so little information and so many assumptions?
8. The purpose of the report is to
"This Strategic Concept Report aims to determine the most appropriate option for a new bridge in terms of location, engineering, community, environmental constraints and cost".
 There appears to be no detailed engineering or environmental work completed in this report and community consultation is being undertaken after the completion of the report. How can this report be relied on to assess the options without this key facts assessed?
9. Council may be basing its decision on this report, however, this report has not undertaken a formal route study. How can Council be confident in the options and that there will be no negative impact to South Dubbo if this has not happened?
10. Option A requires three new traffic lights at three intersections. How will this improve traffic movements? Can you show how this will not impact the South Dubbo residents near the Bligh / Macquarie intersection?
11. Option A will impact the traffic movements in the sporting field, how will this be addressed?
12. Option A will change the access to the Sandy Beach area, how will this be addressed?
13. Option A will impact traffic on the Newell Highway and further investigation will be required, as stated in the report. This assessment needs to be completed before a decision is made. This impact is not listed in the impact section.
14. Option A
"The bridge crossing at Sandy Beach Road would significantly impact the recreational amenity and access to the popular community asset of Sandy Beach, which is a significant

negative impact associated with this option." This assessment needs to be completed before a decision is made. This impact is not listed in the impact section.

15. Option B requires three new traffic lights at three intersections. How will this improve traffic movements? Can you show how this will not impact the South Dubbo residents near the Bligh / Macquarie intersection?
16. Option B will impact the traffic movements in the sporting field, how will this be addressed?
17. Option B will change the access to the Sandy Beach area, how will this be addressed?
18. Option B will impact traffic on the Newell Highway and further investigation will be required. This assessment needs to be completed before a decision is made. This impact is not listed in the impact section
19. Option C will close the southern end of South Street. What will be the impact to the sporting field access due to this closing?
20. Option C will close the eastern leg of Macquarie Street /Tamworth Street intersection to improve traffic flow and minimise impacts to resident on Tamworth Street, east of Macquarie Street. How will this change work and can you provide the modelling of these changes?
21. Option C requires land acquisition, this will need to be costed before a decision is made to confirm the whole cost of the project.
22. Option C will impact traffic on the Newell Highway and further investigation will be required. This assessment needs to be completed before a decision is made. This impact is not listed in the impact section.
23. Option D will close the southern end of South Street. What will be the impact to the sporting field access due to this closing?
24. Option D will close the eastern leg of Macquarie Street /Tamworth Street intersection to improve traffic flow and minimise impacts to resident on Tamworth Street, east of Macquarie Street. How will this change work and can you provide the modelling of these changes?
25. Option D requires land acquisition, this will need to be costed before a decision is made to confirm the whole cost of the project.
26. Option D will impact traffic on the Newell Highway and further investigation will be required. This assessment needs to be completed before a decision is made. This impact is not listed in the impact section.
27. The report recommends additional flood modelling to assess the impact. This assessment needs to be completed before a decision is made.
28. The report has not completed an environmental assessment despite it been a purpose of the report. This assessment needs to be completed before a decision is made. Impact of South Dubbo from traffic, noise, air quality and visual amenity will need to be assessed, also the impact to the sporting fields.
29. Land ownership is yet to be confirmed? This needs to be addressed before a decision is made.
30. No traffic modelling was completed and the recent transport study that DRC was completing was not completed before the report was finalised. The report has based traffic modelling on the 2009 study which is out of date. The new data needs to be provided before a decision is made.
31. Intersections have been assumed to be signalised, no modelling to confirm.

- 32. Ref Dubbo Transportation Strategy 2020 - Section 6.5.2 South End addresses the traffic intrusion into South Dubbo. This section explains what the traffic movements are in South Dubbo however, it does not explain what additional traffic movements will be coming into South Dubbo from the new bridge. Can Council provide this information and how the additional traffic will impact the South Dubbo residents?
- 33. Ref Dubbo Transportation Strategy 2020 - The South Dubbo Bridge is a 5 to 10 year priority construction planned from 2025 to 2030 subject to funding. Why is this bridge being considered at this time without modelling or all options and also other concepts being considered?
- 34. Ref Dubbo Transportation Strategy 2020 - *Dubbo is described as the 10-minute City and the current average trip time is 6.58 minutes. Thinking of a distribution of trips the majority of journeys are indeed less than 10 minutes. Without the South Bridge the trip time will increase by on 1%, this below the 10 minute objective. Is this a good spend of money or should this money go into another Dubbo project?*
- 35. Ref Review of Dubbo South New Bridge Strategic Business Case – Stakeholder Engagement & Management Plan highlights South Dubbo residents concerns about the South Dubbo Bridge. However, the business case does not address the concern or explain how Council will risk of traffic travelling through South Dubbo.
- 36. Review of Dubbo South New Bridge Strategic Business Case
Section 3 Cost Benefit Analysis shows four bridge options

Business case number	GHD report number
Option 1	Option A
Option 2	Option D
Option 3	Option B
Option 4	Option C

It should also be noted, that while Option 4 has the lowest overall total project costs, it also accounts for the greatest area of land to be quarantined and purchased by Council. The value of land acquisitions is, as yet, unquantified as no estimates of the amount of land, and the associated compensatory rates, are currently available.

Table 7 - Strategic costings for each of the bridge options, values in 2019 \$'000s. Source: GHD, Strategic Concept Design Report

Item	Option 1	Option 2	Option 3	Option 4
Preliminaries	2,346.4	2,955.4	2,693.4	2,106.4
Roadworks	7,320.2	13,709.1	11,549.7	8,861.9
Bridge	12,816.9	7,526.6	7,146.4	5,664.0
Contingency 30%	6,895.2	7,257.3	6,416.9	4,995.8
Site investigations	890.4	943.5	834.2	1048.0
REF and approvals	149.4	157.2	139.0	100.2
Concept and Detailed Design	1,494.0	1,572.4	1,300.3	1,082.4
Contract and Project Management	1,494.0	1,572.4	1,300.3	1,082.4
Total Bridge Costs	33,912.7	36,693.9	31,560.3	24,571.2
Upgrades to the Water Network	7,480.6		7,480.6	7,480.6
TOTAL PROJECT COSTS	41,402.3	36,693.9	39,049.9	32,060.5

Source: Dubbo South New Bridge Strategic Business Case page 30

Table 6-3 shows overall project costs, and sums the capital costs from Table 7-1 with the other project costs identified at Table 7-2.

Table 6-3 Total capital, investigations, approvals, design and project management costs

Item	Description	Route Option A	Route Option B	Route Option C	Route Option D
	TOTAL PROJECT COSTS	\$33,912,670	\$35,693,898	\$31,560,280	\$24,571,169

Source: GHD Dubbo South New Bridge Strategic Concept Design Report Revision 1 page 51

The business case has recommended that option 4 is the lowest overall cost. However, it is unclear how this is the case. Option 4 in the business case is option C in the GHD report. However, the costs have not been copied across as such. Therefore, can Council confirm which option is their preferred option? I also note that both option 3 and 4 were not reported to Council in the July 2020 report.

Executive Summary:

1. I bought in South Dubbo and Tamworth St because I like the iconic nature and leafy and quiet appeal of the area and in particular the Street. Any additional traffic through here will destroy this as well as destroy the value of my home.
2. The options 1 through 4 in one report do not seem to correlate with the right options A through to D – this will be construed as misleading (even if an error) and needs to be updated to reflect what cost goes with what option.
3. There does not appear to be any modelling or impact studies showing how the main areas and streets in South Dubbo and in particular Tamworth St will be impacted for the growth from West Dubbo say at 5, 10, 20, 50 years. It has been presented that 15,700 additional vehicles movements at 2055 will enter South Dubbo via the South Bridge. A decision cannot be made until the modelling is done and the public consulted.
4. The modelling for any traffic in Tamworth St may not have taken into consideration the traffic impacts of the new RAAF Development at the end of Tamworth St and Palmer St. There have been suggestions that Bunnings or other large retailers may move into this new development and the traffic impacts need to be considered with the St Bridge modelling – a “with” and a “without”
5. I note the survey has only offered 2 options. If I had a preference for an option, it would be an option where Tamworth St was protected from large traffic impacts / flows and sealed at the Macquarie St end as well as the introduction of traffic calming in addition to the 3 x roundabouts in the street at present.
6. I am concerned about the impact of additional traffic in and around the 3 schools and kids day care facilities in South Dubbo and without modelling, I cannot provide an educated opinion.

7. I note that the GHD reports from 2009 may require updating to be consistent with the 2020 traffic strategy. Until this report and any options are updated to be consistent with the 2020 Strategy Report, there may be inconsistencies and in fact the options may not be the best ones. I recommend that an additional 2 options based on a concept of a bridge further away from Tamworth St and the sports fields be considered, costed, modelled and tabled. Surely entry into Boundary Road from such a bridge would be better than potential intersection issues at the Macquarie St – Cobra St intersection which would not provide any quicker access to the CBD.

Archived: Thursday, 17 June 2021 3:37:59 PM

From:

Sent: Thu, 4 Feb 2021 10:16:26

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

Attachments:

0_105454_04Feb2021211540_River St Bridge Submission 31 Jan 2021.docx;

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Daryl
Surname:	Green
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	See attached submission from Dubbo Rivercare Group Inc.
File upload if required:	0_105454_04Feb2021211540_River St Bridge Submission 31 Jan 2021.docx



Dubbo Rivercare Group Inc.

[REDACTED]
[REDACTED]
[REDACTED]

The General Manager
Dubbo Regional Council
P.O Box 81
Dubbo NSW 2830

Lodged online via www.dubbo.nsw.gov.au

Submission in relation to the 4 South Dubbo Bridge Options

The Dubbo Rivercare Group Inc. appreciates the opportunity to provide a submission on the above proposal.

The Dubbo River Group Inc (previously the Dubbo Macquarie Rivercare Group Inc.) is a volunteer group that focuses on improving the river corridor environment of the Macquarie River primarily in the urban area of Dubbo (from the South Weir to the Troy River Bridge). The group has worked in this area since 2002, and has made significant contributions to improvement of the river corridor in that time through activities including weed control, native planting activities, rubbish removal, interpretive signage installation, placement of large woody debris as fish habitat and ongoing effective maintenance of the river corridor.

None of the South Dubbo Bridge Proposals are supported by Dubbo Rivercare Group Inc. The information below provides a basis for this position.

1. Disturbance and severance of the river corridor's environment and amenity

The River Red Gum vegetation community provides the basis for the environmental value and integrity of the Macquarie River in the proposal area for all bridge options. All options will significantly impact the current integrity of the vegetation community and floodplains that support both animal and bird species that are dependent on these communities. The disturbance of the vegetation community will also impact on aquatic species that are dependent on the riverbank environment. This undermines decades of work by Dubbo Regional Council, the Dubbo Rivercare Group Inc. and many other organisations such as the former Dubbo Landcare Group and the Inland Waterways Rejuvenation Association.

The proposal flies in the face of many recent comments by the current Dubbo Regional Council Mayor and Dubbo Regional Council in relation to making the river a more appreciated asset for the Town through things such as the *Dubbo Borough* CBD improvement concept.

The amenity of the river environment will be severely impacted by all of the bridge proposals. The river corridor provides a scenic feature of the Dubbo environment delineating the passage of the river.

2. Impact on the hydrological environment from the three Tamworth Street Bridge options

The planned location and construction of bridges and approaches in this area will have an unacceptable impact on the passage of flood waters on the alluvial floodplain on the eastern side of the river. This will contribute to changes to the vegetation communities of the river, as well as the impacts on the riverbanks and water flow that have already been destabilised through things such as the inappropriate footings installed under the Tamworth Street footbridge. This has the potential to contribute to further bank destabilisation only adding to the current erosion on the right bank downstream of Tamworth St and ongoing loss of riverbank land. The current trajectory of this bank erosion is such that another major flood event will likely see the loss of some of the playing fields and/or Tracker Riley Cycleway.

The study does not mention other instream and riparian features such as the rock bar near the Tamworth Street low level bridge which protects the area, and which will likely be damaged by the construction of any the three Tamworth Street options. Indeed, erosion risk and hydrological impact is given scant regard in the study which is incredibly disappointing given the likely impacts. Indeed, the report notes a large number of shortcomings in key geological information available. The authors alludes to the fact that Dubbo Regional Council did not even provide GHD with information that the Council already had at its disposal (which is unusual to say the least). Regardless, GHD then proceeds to base much of the report findings on construction, routes, costs and impacts on information which they accept is limited and flawed.

We understand that all of the Tamworth Street Bridge options will be impassable during any major flood events, which we find very short sighted given the Council's current position on the ring road and River Street Bridge.

3. General impacts of the Sandy Beach Bridge option

There would be an unacceptable loss of recreational and green space in Dubbo. The Macquarie River is the key area of green space that Dubbo is built around. The level of work undertaken by Council and community groups such as ours will see the loss of river values and effectively render invalid our contribution to better riparian management. Traffic will contribute to increased noise levels and there will be an increased exposure of native fauna (birds, swamp wallabies, etc.) to traffic impacts.

The opening up of this area also provides for more opportunities for rubbish to be casually discarded from travelling cars with consequent flow on impacts to the local environment. Information from organisations like Keep Australia Beautiful and the NSW EPA consistently finds that roads are the second most commonly littered area, behind industrial sites and the impact of an additional road will have obvious impacts in the Sandy Beach area. This is counter to the decades of investment – and indeed current investment – by Dubbo Regional Council in Gross Pollutant Traps to reduce litter in the river and riparian zone.

4. All bridge options

Will result in a major impact on the Tracker Riley Waalk/Cycleway. This is one of Dubbo's main passive recreational areas, and as such is a significant recreational asset for the community and visitors. It also forms the focus of a number of community activities (e.g. Parkrun, Outback Dragon Boats, Dubbo Stampede, school groups). There will also be significant impacts on free community recreation such as swimming, photography, kayaking, disc golf, bird watching, walking and running. Sandy Beach is a focus visitation area and a significant place for all recreation, swimming

2

and fishing pursuits. Some of these areas have been used for recreation virtually since Dubbo was founded and Council have contributed to this amenity over many years. This recreational amenity will be effectively wiped out by all options.

Will compromise the sporting fields of Lady Cutler Oval precinct, particularly with increased traffic around these high visitation areas and the allocation of land and long-term investment of Dubbo Regional Council into these areas (irrigation, turf, amenities, etc.)

Will result in an increase in traffic that will impact on the safety of the many children and adults that use this area especially on weekends. The demand for parking in this area is already high and with increased traffic it will become more congested and dangerous.

Will involve the loss of important native vegetation, including many remnant and planted native species. Again, this is completely inconsistent with decades of work to rehabilitate the area, with this work being significantly undermined and unable to be offset.

Will diminish the educational opportunities for the community, schools and many visitors who appreciate, utilise and contribute to these riparian areas.

5. Overall

We consider that all the options presented are simplistic and propose that a massive piece of hard infrastructure be constructed in a way that completely ignores the diverse values that the river and flood-plain offers to residents. The environment gets barely half a page in the 110 page GHD report. The *Strategic Business Case* mentions the 10-minute city seven times, and the environment only once. Most environmental groups have not been consulted in the proposal (notably, our group gets no mention in the options and in the *Draft 2020 Transport Strategy*, which reinforces the general view that natural resources and environmental impacts are not really a consideration). We have outlined some key concerns.

The consideration and opportunities for community engagement in this consultation process (up until recently) have been very limited, as evidenced by the high level of community concern expressed at the one and only community consultation session. There has been no “value management assessment” in the proposal’s planning. This is a clear demonstration of not bringing the community into the issue early on and presenting a blueprint for future transport needs which was not developed with genuine community consultation, resulting in a proposal that many of the community reject.

There is a lack of clear or relevant evidence to support any new bridge in the urban area. The overriding goal of the bridge options and the *2020 Transport Strategy* is to retain Dubbo as a 10-minute city. Regardless of the fact that it already takes more than 10 minutes to drive between many parts of the City in non-peak times, if we accept the 10 minute city as the goal, how is it that justified to spend tens if not hundreds of millions on a bridge that will save just 0.07 or 4.2 seconds minutes to an average trip (*Strategic Business Case*, Table 1). This seems flawed logic, which the authors allude to, stating *the average trip duration appears to increase by only a modest amount by 2030 under the base case without any new bridge crossing the Macquarie River*.

(It is worth noting that the text under Table 1 in the *Strategic Business Case* notes an average trip increase of 8.4 seconds to 2030. We are unable to see how this was calculated. The table notes that the 2018 base case trip time is 6.58 seconds and the 2030 trip time with the new bridge is 6.65 seconds. This is 0.07 minutes of 4.2 seconds. We may be mistaken, but if we are correct, we wonder how many more fundamental errors are contained in the *Business Case*. If we are incorrect in our calculations, we apologise and would ask for an explanation as to how 8.4 seconds increase per trip is calculated.

The *Strategic Business Case* appears flawed and cannot be relied upon to make decisions in relation to the options. The NSW Treasury provides guidelines for strategic business cases for public entities at <https://www.treasury.nsw.gov.au/information-public-entities/business-cases>.

We would request a reassessment of the draft Transportation Study numbers in relation to the movement of traffic to the central business district. We find these numbers questionable, considering the movement to work from home (COVID 19 response which has driven a long term trend very quickly), and the drawdown of businesses from the CBD (the level of vacant office and commercial retail space). The unintended consequences of transport diverting to south Dubbo, especially to access educational facilities to the east is also not addressed.

The *Transport Strategy* does make some mention of alternatives to car use in Dubbo but these are not front and centre in the *Strategic Business Case* or in any of the bridge options.

Whilst there has been some considerable development of cycling and pedestrian facilities in Dubbo, the *Transportation Strategy* notes the need do more. We argue that this needs to be comprehensively assessed and looked at from a holistic perspective. For example, many cities in the world rely on suspension pedestrian bridges to access city centres (we also have one down the road in Wellington) and a suspension bridge combined with better cycleways may provide an option, and one which we should be encouraging in the Dubbo LGA. Better still, combine an enhanced cycleway and perhaps a suspension bridge with better public transport options (more frequent, smaller buses) and we will find less cars, less need for a new bridge with flow on benefits for emissions and climate change. This sort of option is currently being pursued in Brisbane with a series of green bridges proposed - see <https://www.brisbane.qld.gov.au/traffic-and-transport/roads-infrastructure-and-bikeways/green-bridges>

We strongly support the Mayor's recent comment about the need for a new ring road around Dubbo <https://www.dubbo.nsw.gov.au/news-and-media/news-and-resources/mayors-column/theres-no-doubt-dubbo-needs-a-ring-road>. This will take heavy vehicles and other highway traffic out of the main city and remove the need for an additional bridge. This is a key point: can we seriously say that in a town of our size with the traffic volume we have, that we will need five or six crossings (LH Ford, Serisier, River St, proposed new south bridge and two on a ring road/bypass)? We'd suggest not, and this is alluded to in the long-term options of the *Transportation Strategy*. So why not pursue the long-term option now and build it once and build it for the long term.

The current proposed "River St Bridge" has no strategic context to Dubbo's liveability as it will continue to support heavy transport moving through the city. We are concerned why Dubbo is being treated this way, while other centres across the state are supported with bypass proposals which take heavy transport and highways out of the urban area (eg Coffs Harbour). Why do we continue to need the Newell and Mitchell Highways to go through the central parts of the city, especially with truck volumes being estimated to increase as per the *Transportation Strategy*?

6. Summary

The Dubbo Rivercare Group Inc. are very opposed to the four bridge options. They do not stack up against objective analysis, because of significant impacts on environmental, social, economic and cultural assets. The proposals will destroy decades of work which has been undertaken to enhance the area, which would be forever impacted by an additional bridge. This impact cannot be offset, and assets cannot be reinstated if any new bridge is constructed.

We would ask that you look at the economics: the *Strategic Business Case* has major shortcomings in our opinion. It should not be used as the basis of any decision based on benefits and costs.

We believe Dubbo has the potential to be known as a city of the future where new and existing residents are impressed with a city that is sustainable, community focused and provides healthy and desirable living opportunities. We hear good things in this area at times from the Mayor, Councillors and Staff and this is the time to show some long-term leadership and stop the piecemeal approach.

Please contact our organisation should you have other enquiries.

Yours sincerely

SIGNED

Daryl Green

President, Dubbo Rivercare Group Inc.

[REDACTED]

[REDACTED]

Archived: Thursday, 17 June 2021 3:38:01 PM

From:

Sent: Thu, 4 Feb 2021 07:35:06

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

Attachments:

0_103968_04Feb2021183356_OBJECTION Norman Larkings 2021-02-04.pdf;

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Anthony
Surname:	Norman
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	Please review the attached Objection to both proposals
File upload if required:	0_103968_04Feb2021183356_OBJECTION Norman Larkings 2021-02-04.pdf

DUBBO REGIONAL COUNCIL

P.O. Box 81
Dubbo NSW 2830

PROPOSED NEW SOUTH DUBBO BRIDGE – OBJECTION

Our families have been long term residents of Dubbo living on both the east and west side of the LH Ford Bridge. We believe we have a good appreciation of the traffic management issues facing our city.

We believe that both Options should be categorically rejected as being a waste of Rate and Tax payer funds; and a net detriment to the natural environment and the liveability of Dubbo.

Key shortcomings of both proposals include but are not limited to:

1. Strategic traffic flow issues are not addressed in particular, access between West Dubbo and education and shopping areas towards the eastern edge of Dubbo. Our observation is that most traffic on the bridge during times of congestion is seeking to go further east – not to the CBD area
2. Significant destruction of riverbank environment including old River Gum habitats
3. Increasing traffic on Minore Road's single lane roadway – which already has a significant volume of traffic. It is likely that both proposed solutions will cause significant traffic congestion at the corner of the Newell Highway
4. Impeding Newell Highway traffic and the generation of high noise levels in local neighbourhoods from heavy northbound traffic restarting on an incline
5. The elevation change between the Minore Road / Newell Highway junction and the proposed bridge level will also significantly increase traffic noise for local residents
6. Being too narrowly focused – channelling traffic into Bligh Street – without providing any secondary support for wider traffic issues within Dubbo
7. Significant negative impacts on local sporting and leisure amenities – including channelling traffic into an area with high levels of child sporting activities (which should arguably already be an activity based 40km/hr zone)

Multiple other options should be considered, including:

1. A southern ring road for Dubbo, including a bridge near the old Molong Railway bridge with links from the Obley Road through to Wheelers Lane, Sheraton Road and possibly the Mitchel Highway – this would divert significant future traffic from the LH Ford Bridge and Cobra Street – including the busy Fitzroy Street intersection
2. Twin low-level bridges closely paralleling the existing LH Ford Bridge – this would provide additional access to the CBD whilst having much less impact to the environment, sporting facilities and leisure amenities while still connecting to Bligh Street

3. Improving east-west traffic flow at the eastern end of LH Ford Bridge via a cohesive series of improvement measures, such as:
 - a. Delete the pedestrian walkway on the northern side of the LH Ford bridge and creating a new eastern off-ramp, with no traffic lights, to loop down to Bligh Street. This should be combined with providing for 2 lanes on the east-bound section of Cobra Street / Mitchell Highway near the bridge to facilitate traffic flow off the bridge
 - b. Longer traffic light sequence time for east-west traffic, thereby easing LH Ford Bridge bottleneck could be achieved by:
 - Blocking north-bound through traffic on Macquarie Street past Tamworth Street, with Macquarie Street being fully blocked at Cobra Street.
 - Darling Street should be the primary north-bound traffic for the south-western area of Dubbo.
 - Residual Macquarie Street traffic (particularly local resident and sporting oval traffic) could flow one-way down the bottom section of Tamworth Street onto South Street – with corner alignment enhancements at three intersections to smooth traffic flow.
 - Block all south-bound Macquarie Street traffic across Cobra Street – to push the south bound traffic onto Darling or Bligh Streets.
 - Convert Bligh Street between South Street and Macquarie Street into a one-way, south-bound thoroughfare – including the removal of the Stop sign at Macquarie Street. This section of Bligh Street could also be widened (northwards) to provide 45 degree parking bays for the sporting ovals.
4. Provide a new route to the northern low-level Serisier Bridge for West Dubbo residents via a loop road from Minore Road – west of current housing – across the railway line, linking to a widened Thompson Street
5. Provide a definitive alternative route for Baird Street traffic in West Dubbo to access the low level bridge – allowing this traffic to avoid the major West Dubbo intersection

Yours sincerely



A.N. Norman

S.A. Larkings

4 Feb 2021

4/2/2021

Archived: Thursday, 17 June 2021 3:38:03 PM
From: [REDACTED]
Sent: Thu, 4 Feb 2021 21:28:17
To:
Subject: DUBBO TOUCH - SOUTH DUBBO BRIDGE CONCEPT DESIGNS
Sensitivity: Normal
Attachments:
Dubbo Touch Letter South Dubbo Bridge.pdf

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

Hi,

Please find attached Dubbo Touch Association re South Dubbo Bridge Concept Designs.

Regards
Neil Webster
President
Dubbo Touch Association

DUBBO TOUCH ASSOCIATION INC.

Dubbo Regional Council
PO Box 81
Dubbo NSW 2830

Dear Sir

DUBBO TOUCH ASSOCIATION – RE PROPOSED SOUTH DUBBO BRIDGE CONCEPT DESIGNS

I am writing on behalf of the Dubbo Touch Association who unanimously oppose the four concept designs for the proposed South Dubbo Bridge. Our opposition to the proposed South Dubbo Bridge Concept Designs is based on the reduction in Dubbo Regional Council ability to attract large sporting events.

Lady Cutler precinct is a highly desirable venue for large state sporting carnivals given the number of ovals in area and the ability for players, officials, spectators and support staff to move easily between ovals. Attracting large carnivals to Dubbo brings in millions of dollars each year to businesses in the region. A busy bridge and road network would make the precinct less desirable and indeed prevent Dubbo Regional Council from tendering for future events as the precinct will no longer meet criteria expected to host state sporting events.

Future major Touch events which would be negatively effected by the proposed South Dubbo Bridge

- NSW Touch Country Championships: 1500 participants and spectators
- NSW Touch State Cup: 8000 participants and spectators
- NSW Touch Junior State Cup: Southern conference 10,000 participants and spectators

The new bridge and road network will also reduce available car parking. Provision of adequate parking close to the precinct is a requirement for any major sporting event. Dubbo Regional Council will be required to invest significantly in car parking as a result. This does not appear to be costed as part of the redevelopment.

In conclusion, the Dubbo Touch Association urge you to reconsider the location of the bridge to ensure no reduction in amenity of the Lady Cutler precinct. Our community depends upon these facilities as every missed sporting carnival costs our community millions of dollars.

Please contact me if you would like to discuss further.

Yours sincerely,

Neil Webster
President
Dubbo Touch Association

Archived: Thursday, 17 June 2021 3:38:04 PM
From: [REDACTED]
Sent: Thu, 4 Feb 2021 11:07:05
To:
Subject: DDJCA Response to DRC - South Bridge Option
Sensitivity: Normal
Attachments:
DDJCA Response to DRC - South Bridge Option.pdf;

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

To Whom It May Concern,

Please find attached the response from the Dubbo District Junior Cricket Association to the DRCs proposal for a new South Bridge.

Yours sincerely,

Glenn Shepherd
President
Dubbo District Junior Cricket Association
[REDACTED]





Dubbo District Junior Cricket Association Inc.

President:	Glenn Shepherd	██████████	████████████████████
Vice President:	Richie Richardson	██████████	████████████████████
Secretary:	Wes Giddings	██████████	████████████████████
Registrar:	Jon Fuller	██████████	████████████████████
Treasurer:	Jeremy Dickson	██████████	████████████████████

RESPONSE TO DRC

**RE: DUBBO SOUTH NEW
BRIDGE STRATEGIC CONCEPT
DESIGN REPORT**

Date Prepared: 1 February 2021



Dubbo District Junior Cricket Association Inc.

President: Glenn Shepherd
 Vice President: Richie Richardson
 Secretary: Wes Giddings
 Registrar: Jon Fuller
 Treasurer: Jeremy Dickson



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Dubbo District Junior Cricket Association Inc.

President:	Glenn Shepherd
Vice President:	Richie Richardson
Secretary:	Wes Giddings
Registrar:	Jon Fuller
Treasurer:	Jeremy Dickson

1 Executive Summary

The Dubbo District Junior Cricket Association (DDJCA) has the following positions regarding the proposed South Bridge:

- (1) Option C is our preferred option, as it impacts least on the Lady Cutler and Pavans Sporting Precinct. However, there is some uncertainty around any impact on Lady Cutler South.
- (2) Option D would also be acceptable for the same reasons as Option C, although it appears to have other costs and drawbacks associated with it (not related to junior cricket). However, there is some uncertainty around any impact on Lady Cutler South.
- (3) Option B is not acceptable due to the loss of playing areas, training facilities, parking, shade and a reduction in safety to our users.
- (4) Option A is the least acceptable, due to the large negative impact on playing areas, loss of multiple training facilities, parking, shade and a significant and potentially dangerous reduction in safety to cricket users.
- (5) Having extensively reviewed all documentation being relied on to make the decision on the best option for a South Bridge, the DDJCA is concerned that insufficient information is currently known about the origin and destination of potential users of a South Bridge. This has obvious implications for selecting the best crossing.
- (6) Based on Point 5, the concerted push as directing traffic to the CBD as a main reason for pursuing Options A and B appears ill-founded.
- (7) No allowance has been made in the costings for loss and replacement of sporting facilities. It is estimated that depending on the facilities lost, the cost could be in excess of \$3 million to replace.
- (8) It is estimated that up to \$2 million could be lost annually to the Dubbo region as a result of lost carnival hosting rights if the existing facilities fall below the standards required for such events as a result of a reduction in the field sizes at Lady Cutler.

2 Background

The DDJCA administers junior cricket in the Dubbo and surrounding area. We currently have approximately 700 children from the ages of 5-16 who play cricket every week during our summer sporting season.

Whilst we have a range of facilities available to us, approximately 200 children play every Thursday night at the Lady Cutler precinct, encompassing the four main Lady Cutler ovals, as well as the three



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Lady Cutler South fields. It is likely that the adjoining new Pavans Oval will be utilised on Thursday evenings in future years. On Saturday mornings, we have approximately 110 children playing in the same precinct.

The precinct is unique for Dubbo (and rare across the state) due to its capacity to enable so many children to play cricket in the one location. Many families have multiple children competing on any given day, and the low through-traffic and low traffic speeds facilitate a safe off-field environment for families to attend and enjoy the sport.

3 Impact of proposals on junior cricket

Discussions in this document shall refer to the four options provided in the GHD Strategic Concept Design Report for Dubbo Regional Council - Dubbo South New Bridge (henceforth, the SCDR). They are represented visually in Figure 1.



Figure 1: Strategic Options for River Crossings (Figure 2.1 from the SCDR)

Orange = Option A Purple = Option B Green = Option C Blue = Option D

3.1 Option A

This option has the largest negative impact on junior cricket of all the options. Because it bisects the Lady Cutler precinct, it will make the running of cricket events extremely problematic.



Dubbo District Junior Cricket Association Inc.

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3.1.1 Traffic

The SCDR notes that in reference to Sandy Beach Road, the *traffic efficiency is likely to be impacted along this road for a potential bridge option due to interaction with local traffic associated with sporting fields* (Section 4.1, Page 17). This is clearly an issue for sport and traffic flow alike.



Figure 2: Lady Cutler Precinct (Source: Adapted from Google maps)



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Very few vehicles currently use Sandy Beach Road at any time, and on cricket days the vast bulk of traffic is to attend cricket events. If Sandy Beach Road were to become a major thoroughfare, the ability to access the grounds would be severely compromised. Presumably there would not be an option to turn right off Sandy Beach Road onto the access road linking it to Bligh Street, between the playing fields and the river on the western side of the grounds (Point D in Figure 2). This would force all participants to enter via the Bligh Street end of this access road (Point A in Figure 2).

Presuming the above is the case, it is unlikely that there would be an option to turn right off Bligh Street into the playing precinct at Point A (Figure 2) as the interruption to single-lane traffic would be significant. Therefore, the only means of entering the precinct will be via Macquarie St, turning into Bligh Street (to the east of Point B in Figure 2, travelling north and turning left into the precinct. Similarly, everyone exiting the venue will be forced into the CBD. This will create obvious problems during peak sporting periods.

Access to the southern portion of Lady Cutler South and Pavans ovals will only be via Tamworth Street (Point C in Figure 2) as the intersection at Point B will be closed to South St (SCDR, Section 2.3.1, Page 6). This will force all users through the one access point and then require participants/families to make a round trip via Macquarie Street and Point A (Figure 2) to access the rest of the precinct. This is clearly not a workable option, particularly during peak use periods (e.g. Thursday evenings).

3.1.2 Safety

Due to the increased traffic on Sandy Beach Road outlined in 3.1.1, it will be impossible for small children and families to cross from Lady Cutler South to the remainder of the Lady Cutler complex with any sort of safety. This is a massive issue for Thursday night cricket, where many families have children playing on both sides of Sandy Beach Road. Traffic lights and/or pedestrian crossing are not part of the plan and would be likely be impractical due to the proximity to the new bridge itself. This would be a serious safety concern for anyone with small children.

3.1.3 Parking

Parking is currently available on both sides of Sandy Beach Road and is critical for families attending sport in the precinct. Option A would result in the loss of substantial parking spaces (at least 100) with no alternative offered and it is unclear where such alternative parking could be located. This would again make it impossible for families to park their car and walk to organised sport and equally difficult for organisers to bring equipment to their playing grounds.

3.1.4 Impact on fields

According to Section 4.4 of the SCDR (Page 25), the road servicing the new bridge will need to be a minimum of 16m in width. This will not only result in the loss of significant parking (3.1.3), but will also encroach on the playing fields themselves. The Lady Cutler ovals currently satisfy the minimum

Page 6 of 13



Dubbo District Junior Cricket Association Inc.

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size requirements needed to attract open age Premier and Regional fixtures. However, any loss of area would result in these fields falling below the minimum standards for these fixtures, jeopardising the ability to hold cricket carnivals.

These carnivals bring many people and tourism dollars to Dubbo, so the loss/reduction in capability of these facilities would have a large financial impact on the area. As an example, the 2020 Cricket NSW Youth Championships saw 24 teams participate in the Dubbo area, with families of the vast majority of players also attending. It is estimated that approximately \$1 million was injected into the local economy as a result of 5,000 "person night" stays during the carnival, and this is the potential impact from the loss/downgrade of these facilities.

In addition to the Youth Championships, the Max Shepherd Shield (at least 8 teams) and State Cricket Carnivals (16 teams) would also be at risk from downgrades to the Lady Cutler facilities. This would put at risk an additional \$750,000 - \$1,000,000 in revenue to the city.

Furthermore, the Lady Cutler South ovals are already at a minimum size for holding cricket matches. Should the road corridor impact on them at all, they would no longer become usable even for junior cricket matches. This would require the provision of 2 extra fields at another location to make up for their loss. However, it is the complementarity of these fields to the rest of the complex that would be irreplaceable.

To gain an understanding of the financial impact of removing playing facilities, the recent development of Pavans ovals (one turf and one synthetic pitch) cost DRC in the order of \$1 million. The proposed amenities block and carpark will be a further \$1 million. There does not appear to be any allowance for loss of playing and training areas in the costings for Option A.

3.1.5 Impact on training facilities

Two sets of cricket nets are located adjacent to Sandy Beach Road, at the eastern and western end of Lady Cutler ovals (Points B and D in Figure 2). They would be lost as a result of the upgrade required to the road and would need to be replaced. The 2-lane nets at the western end would cost \$80,000 and the 4-lane nets at the eastern end would cost \$160,000 to replace.

3.1.6 Shade

The upgrade of the Sandy Beach Road would presumably only be able to occur with removal of most (if not all) trees along its length adjoining the sporting ovals (noting the requirements in Section 4.4 of the SCDR (Page 25)). This will remove all of the shade available on the southern edge of the Lady Cutler ovals and a substantial portion available to the Lady Cutler South A and B ovals. The DDJCA has a commitment to provide sun-safe facilities to its members, and such removal would greatly restrict the ability to fulfil this obligation.



Dubbo District Junior Cricket Association Inc.

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If the solution is to plant replacement trees, this will have obvious impacts on the size of the fields, as outlined in 3.1.4.

3.2 Option B

This proposal is preferred by the DDJCA over Option A as it does not bisect the Lady Cutler and Lady Cutler South precinct. However, it still negatively impacts on the ability to manage and run cricket matches on the Lady Cutler South ovals and is not a desirable solution.

3.2.1 Traffic

This option will see a large increase in traffic along South Street, between Lady Cutler South and the Pavans ovals. It is unclear from the road design as to whether southbound traffic on South Street will be able to turn right to access Lady Cutler South and northbound right to access Pavans (i.e. is there a central traffic island?). In the absence of a traffic island, there will be inherent danger in any such turns, particularly given that will be a single lane only in each direction (Table 4.2, SCDR, Page 20) and a vastly increased traffic volume from the new bridge.

Plans for the construction an amenities block at Pavans are currently well advanced, including a carpark. No allowance for this has been made in the current SCDR and the issue of access to this facility has not been considered.

3.2.2 Safety

Due to the increased traffic on South Street outlined in 3.2.1, it will be impossible for small children and families to cross from Lady Cutler South to the Pavans ovals with any sort of safety. This will likely be a big issue for Thursday night cricket, as numbers expand and Pavans becomes critical to having sufficient space for all teams. Traffic lights are not part of the plan in its current form.

3.2.3 Parking

Parking is currently available on both sides of South Street and is critical for families attending sport in the precinct. Option B would result in the loss of substantial parking spaces (at least 100) with no alternative offered and it is unclear where such alternative parking could be located. This would again make it impossible for families to park their car and walk to organised sport and equally difficult for organisers to bring equipment to their playing grounds.

The proposed carpark discussed in 3.2.1 would also be under threat depending on how much land is required for the presumed upgrade of South Street, further reducing available car parking in the area.



Dubbo District Junior Cricket Association Inc.

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3.2.4 Impact on fields

The SCDR notes that *there is some encroachment on to the southern edge of sporting fields on the east side of the river* without specifying how significant that is. Based on the stylised indications in Figure 1 and discussions at the sporting user group meeting held by DRC (26 Nov 2020), it is likely that Lady Cutler South A (the southern most oval) will be lost to roadworks. This greatly reduces the ability to run all junior cricket, but particularly that on Thursday night when young children are so prevalent. This will be exacerbated if access to Pavans ovals is compromised (3.2.2). There is no indication as to where a replacement field would be located adjacent to an existing facility.

To gain an understanding of the financial impact of removing playing facilities, the recent development of Pavans ovals (one turf and one synthetic pitch) cost in the order of \$1 million. The proposed amenities block and carpark will be a further \$1 million. There does not appear to be any allowance for loss of playing and training areas in the costings for Option B. As discussed earlier, the impact of the fragmenting of playing areas, even if an alternative field could be developed, would be immense.

3.2.5 Impact on training facilities

Based on the stylised indications in Figure 1 and discussions at the sporting user group meeting held by DRC (26 Nov 2020), it has been indicated that the cricket nets at Point B (Figure 2) would be lost as a result of the upgrade required to the road and would need to be replaced. This 4-lane set of nets would cost \$160,000 to replace. It should be noted that the cricket community has contributed a significant amount of funding to this training facility.

3.2.6 Shade

The upgrade of South Street would presumably only be able to occur with removal of most (if not all) trees along its length adjoining the sporting ovals. This will remove all of the shade available on the eastern edge of the Lady Cutler South ovals and all those on the western edge of the Pavans ovals. The DDJCA has a commitment to provide sun-safe facilities to its members, and such removal would greatly restrict the ability to fulfil this obligation.

If the solution is to plant replacement trees, this will have obvious impacts on the size of the fields, as outlined in 3.1.4.

3.2.7 Cost of replacing facilities

When accounting for the potential loss of cricket fields, training facilities and associated infrastructure (3.1.4, 3.1.5 and 3.2.6), it is possible that over \$3 million would be required to replace these lost assets. This is not accounted for in any costings in the SCDR.



Dubbo District Junior Cricket Association Inc.

President:	Glenn Shepherd
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3.3 Options C & D

It should be noted that Options C & D were not discussed at the sporting user group meeting held by DRC on 26 November 2020, as DRC at that stage was not releasing details of these options.

Based on the SCDR, it would appear that neither of these options would have a significant impact on junior cricket in Dubbo. There will be some minor inconvenience of not being able to access South Street at Point C (Figure 2), but DDJCA accepts this is a small price to pay for the betterment of Dubbo as a whole in getting another river crossing.

Either of these solutions appear to have the least impact on existing infrastructure whilst delivering the desired outcomes of traffic management. Option C doesn't appear to encroach on sporting fields and is cheapest of the preferred options, costing up to 13% less than Option B (SCDR, Table 6.1, Page 44), which would also incur additional costs associated with moving sporting grounds.

However, it is unclear as to whether the southernmost Lady Cutler South field would be impacted depending on the traffic arrangements at Point C (Figure 2) for either/both Option C & D. This would require clarification before the DDJCA could offer a firm position on Options C & D.

4 Other relevant issues

4.1 Focus on delivery of vehicles to CBD

It is unclear why the DRC is so focussed on delivery of all the traffic using the proposed South Bridge into the CBD (Executive Summary (Page i) and Introduction (Page 1) of SCDR). There does not appear to be any data currently presented that outlines the origin and destination of trips currently made across the LH Ford and Serisier bridges. The Dubbo Transportation Strategy (2020) implies that less than half of all employment occurs in the CBD (Section 2.3.2, Page 13). The ABS data (Table 2.4, Page 14), suggests that the majority of employment (and therefore traffic movements) in the future will not occur in the CBD.

This philosophy also runs contrary to the Dubbo City Planning and Transport Strategy 2036 (2009), which refers specifically to the need for a Tamworth Street bridge. It also highlights the benefit of taking traffic away from the CBD.

The Dubbo Transportation Strategy (2020) highlights that while the CBD will see a 28% increase in employment from 2020 to 2050, over the same timeframe the Health and Education Precinct will see a 60% increase and the suburban sector a 40% increase. In fact, employment in many other areas of the city area is growing at the same rate or faster than that of the CBD (Table 3.1, Page 23).



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Secretary:	Wes Giddings
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The Dubbo Transportation Strategy (2020) lists four major current transport issues (Page 3):

- Overcrowding on the LH Ford Bridge
- Excessive heavy vehicle movement in Erskine St
- Turning of heavy vehicles and all traffic at the intersection of Mitchell Hwy and Newell Hwy in West Dubbo
- Increasing traffic in Cobra St

None of these refers to a problem of getting more vehicles into the CBD, which raises questions as to the use of this reason as one of the main reasons for the design of the new river crossing. It also raises the question that if traffic congestion in the CBD is a central issue (SCDR, Introduction, Page 1), how does shifting the congestion from the western side of the bridge to the eastern side solve the underlying problem?

Surely having accurate data for the destination of current traffic movements is critical to making the best decision around this issue?

4.2 Issues surrounding Options C & D and Tamworth Street

Where is the most suitable location for a crossing will of course be an emotive issue for those affected by its location, but such decisions should be made on the best available data and expertise, not emotion or vested interests. The Dubbo Transportation Strategy (2020) clearly states that the *connection to South Bridge via Macquarie St south is suitable in the foreseeable future* (Section 3.2.2, Page 25).

Furthermore, the Dubbo Transportation Strategy (2020), Section 6.5.2, Page 60) notes that *currently South Dubbo accommodates some 800 though trips per hour; with the development of the SE this will increase to 1300 vph without the construction of South Bridge and increase by as little as a further 100 with South Bridge built and connected as proposed*. The conclusion of the impact on South Dubbo residents of the South Bridge is *South Dubbo will gain more convenient access via South Bridge than it will experience from additional through traffic* (Dubbo Transportation Strategy (2020), Section 6.5.2, Page 60). This is reiterated in Section 2.4.2 of the Strategic Concept Design Report (Page 11). The plans even incorporate control measures to prevent access to Tamworth Street east from the Macquarie/Tamworth Street intersection.

Based on this data and expertise, there does not appear to be any reason why the new bridge and road design utilising Option C could not flow straight through to the Macquarie/Tamworth Street intersection. This would allow motorists to access the CBD via either Macquarie or Blight Streets, or continue south on Macquarie Street for access to other southern parts of the city.

In fact, Section 2.1 of the SCDR (Page 4) refers to the need to *provide an alternate southern route to the CBD and connectivity between Dubbo's southern residential zones*. Surely a link connecting to



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the Macquarie/Tamworth Street intersection solves these dual issues better than Bligh Street alone?

4.3 Utilising the existing grid road network

The Dubbo Transportation Strategy (2020) notes *the secret of success in Dubbo for the, until recently, lack of congestion has been the flexibility offered by the Grid Network of roads that serve Dubbo. This provides intuitive flexibility, some choosing their traditional route from A to B, others thinking of avoiding a short delay* (Section 2.4.1, Page 15). Funnelling more traffic into the one area (i.e. the CBD) is the antithesis of this hitherto successful strategy.

The 2055 Road Hierarchy (Dubbo Transportation Strategy (2020), Page 45) identifies Tamworth Street as a key residential grid road, similar to Wingewarra St and Boundary Rd. To ignore that whilst planning for the South Bridge ignores the experts' planning for the future. Whilst the current Options C & D prevent traffic from entering the Macquarie/Tamworth Street intersection from Tamworth Street east (or *vice versa*), the ability to use Boundary Road and other grid roads remains.

4.4 Deficiencies of Option D

Option D is not preferred by DRC due to the more southern tie-in point on the western side. It also isolates land between the road and the river, creating unusable land and increased cost not in current estimates (6.3.4, Page 46).

It would also appear that the Yuille Court take-off point associated with Option D would create a sub-optimal access point for many in southwest Dubbo. Minore Road is a major feeder road for this area, and lights at the Minore Road/Newell Highway intersection (Option C) would be able to take traffic directly from both Minore Road and those residents using the Blackbutt Road-Newell Highway route.

5 Response to Mayor's comments*

* Mayor's Statement: "Taking bad plans for South Bridge off the table the right move", 18 Aug 2020

This document appears to contain a number of inaccuracies that need addressing. The DDJCA feels it necessary to address these, as comments by elected officials tend to carry a lot of weight in the community and are often taken on face value.

The document implies that South Dubbo residents are afforded more importance than other Dubbo residents. Obviously, residents in that area *are passionate about their streets and homes*; residents in all areas of Dubbo have similar views. The city should be governed for residents in all areas.

The comment *the idea of sending thousands of cars a day though those streets should be opposed* is a straw man argument. The Dubbo Transportation Strategy (2020), Section 6.5.2, Page 60) notes



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that less than 2 extra cars per minute will move through South Dubbo with the South Bridge being built and connected as proposed in that document. The comment above, plus *I opposed any option that would wreck South Dubbo*, are purely inflammatory and not helpful to finding the best transport option for all Dubbo residents.

The comments by Mr. Shields, along with the original decision not to release two of the original options examined, raise questions over the scope of the planning proposal. Why did DRC waste money on examining proposals for sending traffic into South Dubbo if such proposals were never going to be considered?

References to the River St crossing are not relevant to this issue. The DRC's own experts made that point during the presentation to the sporting user group (26 Nov 2020). It only confuses people and does not make finding the best outcome any easier. All mentions of the River Street crossing in the various planning documents commissioned over the past 20 years are **in addition** to a southern bridge crossing.

Mr. Shields states:

The best outcome for a plan B is to extend Minore Road down past Club Dubbo with a bridge across the river, go around Sandy Beach and directly link into Bligh Street where traffic can access the CBD. Bligh Street is an ideal distributor because it has at least four streets it can offload traffic onto directly into the CBD. Tamworth Street in South Dubbo offers none of this.

As discussed earlier in this document, the overwhelming desire to push traffic into the CBD does not appear to be supported by the available evidence. Those points will not be repeated here. However, the point claiming *Tamworth Street offers none of this* is both fallacious and irrelevant. Firstly, an intersection at Tamworth and Macquarie Streets would allow traffic to access the CBD and other areas (see Section 4.2). Secondly, Option C explicitly states that eastbound traffic will not be able to proceed into Tamworth Street east (nor westbound onto the proposed South Bridge). To imply otherwise is to misrepresent the facts.

A recent study entitled "Preferred Option Report – New Dubbo Bridge (2017)" examined six different crossing options and was commissioned by the RMS. The Tamworth Street crossing scored the highest preferred ranking from a survey of all residents. It also had the second lowest number of properties impacted by the development. This suggests that Dubbo residents as a whole see a South Bridge crossing feeding into South Dubbo as a viable option.

Whilst the DDJCA respects Mr. Shields desire to honour a previously-made commitment, sticking to an election promise alone is not a good enough reason for making a decision. If the best data available suggests an alternative option to that originally decided, surely those who make such decisions should amend their views?

Archived: Thursday, 17 June 2021 3:38:07 PM

From: [REDACTED]

Sent: Thu, 4 Feb 2021 23:03:42

To: [REDACTED]

Subject: PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020 - Submissions

Sensitivity: Normal

Attachments:

210204_Review and Concerns Dubbo South New Bridge.pdf

\\cbpat2\10[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

\\f0Please send confirmation both this email and its attachment have been received.

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\\f0Sean Buxton

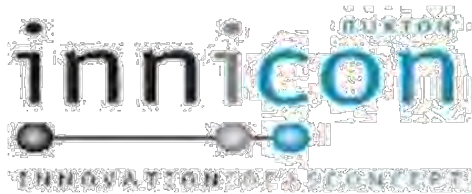
\\f0Managing Director • Buxton Innicon Pty Ltd

[REDACTED]

[REDACTED]

[REDACTED]

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\\f0

I purchased my property in 2013 based on South Dubbo being an iconic, leafy, older (heritage and historic houses) and quiet part of Dubbo without a large amount of through traffic. This proposal is creating the potential for a negative impact to my property due to increased traffic, noise, gas emissions and visual impact. I therefore wish for Council to undertake a more detailed assessment on any South Bridge proposals before any construction or funding proposal decision is made - including other options either not yet presented to public for consultation, not considered yet as a concept (alternatives), or not supported by traffic modelling.

I do not believe enough investigation has been completed into where the public plan to travel while using this new bridge. Not everyone will be traveling to the CBD. Now with the proposal of Bunnings moving to the old RAAF Base there is an increased chance that the traffic will want to cut through South Dubbo to reach this development and other developments such as Orana Mall. How can the Council ensure that this short cut will not be used which will result in a negative impact to the residents in South Dubbo?

During the Nov 2020 public information / consultation session where only 2 options were presented, it was shown that the average (not peak) traffic flows across the South St Bridge would be 15,700 (2055). A question was asked during and post the meeting to one of the panel whereby it was stated both times that modelling had not been done . If your street was in the line of fire (along with others) to a proposed 15,700 vehicles at 2055 with no modelling up to then or even which streets were going to receive which traffic of the South St Bridge, would you not also be concerned like I am in Tamworth St?

The Mayor has already stated in August 2020 that he will continue to fight for the rights of the South Dubbo residents to keep South Dubbo as it is. Just as the same residents had to fight to keep it the way it is back in 2015 when the Council tried to change the zoning.

The proposed Dubbo South Bridge may be good for the growth of Dubbo however, the growth of Dubbo cannot come at the cost of the existing parts of Dubbo (e.g. South Dubbo and the iconic Tamworth St) I believe with more planning, modelling and management the growth of Dubbo can continue without impacting South Dubbo.

On 13 July 2020 staff tabled a report South Bridge Update ILC20/29 to the Infrastructure and Liveability Committee. This report had attached revision 2 of the GHD Dubbo South New Bridge Strategic Concept Design Report. This report only shows two bridge options, following the public meeting and a request from the Mayor the other two options have now been put on public display. Will staff see option C or D as preferred options?

The below highlights a number of different issues, some just lack of information, others show limited planning or design of the GHD Dubbo South New Bridge Strategic Concept Design Report Revision 1 report, the Dubbo Transportation Strategy 2020 and the Dubbo South New Bridge Strategic Business Case. The information provided is unclear how this proposal will impact the South Dubbo residents, in particular the impact on the Tamworth Street residents of which I am one.

Can Council please address my concerns and questions and consider updating the relevant sections of the reports and redoing the community consultation to ensure that all Dubbo

residents are given the opportunity to understand the proposal and give their valuable feedback to Council.

1. The objective of the Dubbo South New Bridge is proposed to provide an alternate route to the CBD and to provide an alternate route for south-west Dubbo residents to the CBD over the Macquarie River – is this the sole objective?
2. Only two options have been considered although there has been four options investigated. Can the community be consulted with all options (including modelling) before a decision is made?
3. Option A is designed on existing road alignment, however I note that this is an assumption and no detailed design has been completed. This should be confirmed before a decision is made.
4. Option B is a curved alignment which costs more but does not have much more benefit and will impact the sporting field more. What is the plan and budget to address the impact to the sporting fields?
5. Minimum flood design is 5% should these be designed for full flood management e.g. 1% / 100 year flood design? Will any part of the bridge design in all options be subject to flooding and therefore not offer the complete benefits for when the lower Dubbo bridge is inoperable?
6. Table E-2 Impacts show four impacts, are these the only key impacts or are there more? What is the impact to the South Dubbo properties and in particular Tamworth St? What is the cost of these impacts? How can these impacts be managed?
7. The current consultation is on the draft options with no funding to progress to preferred option and design. How can the community be confident that they are seeing the best options with so little information and so many assumptions?
8. The purpose of the report is to
"This Strategic Concept Report aims to determine the most appropriate option for a new bridge in terms of location, engineering, community, environmental constraints and cost".
 There appears to be no detailed engineering or environmental work completed in this report and community consultation is being undertaken after the completion of the report. How can this report be relied on to assess the options without this key facts assessed?
9. Council may be basing its decision on this report, however, this report has not undertaken a formal route study. How can Council be confident in the options and that there will be no negative impact to South Dubbo if this has not happened?
10. Option A requires three new traffic lights at three intersections. How will this improve traffic movements? Can you show how this will not impact the South Dubbo residents near the Bligh / Macquarie intersection?
11. Option A will impact the traffic movements in the sporting field, how will this be addressed?
12. Option A will change the access to the Sandy Beach area, how will this be addressed?
13. Option A will impact traffic on the Newell Highway and further investigation will be required, as stated in the report. This assessment needs to be completed before a decision is made. This impact is not listed in the impact section.
14. Option A
"The bridge crossing at Sandy Beach Road would significantly impact the recreational amenity and access to the popular community asset of Sandy Beach, which is a significant

negative impact associated with this option." This assessment needs to be completed before a decision is made. This impact is not listed in the impact section.

15. Option B requires three new traffic lights at three intersections. How will this improve traffic movements? Can you show how this will not impact the South Dubbo residents near the Bligh / Macquarie intersection?
16. Option B will impact the traffic movements in the sporting field, how will this be addressed?
17. Option B will change the access to the Sandy Beach area, how will this be addressed?
18. Option B will impact traffic on the Newell Highway and further investigation will be required. This assessment needs to be completed before a decision is made. This impact is not listed in the impact section
19. Option C will close the southern end of South Street. What will be the impact to the sporting field access due to this closing?
20. Option C will close the eastern leg of Macquarie Street / Tamworth Street intersection to improve traffic flow and minimise impacts to resident on Tamworth Street, east of Macquarie Street. How will this change work and can you provide the modelling of these changes?
21. Option C requires land acquisition, this will need to be costed before a decision is made to confirm the whole cost of the project.
22. Option C will impact traffic on the Newell Highway and further investigation will be required. This assessment needs to be completed before a decision is made. This impact is not listed in the impact section.
23. Option D will close the southern end of South Street. What will be the impact to the sporting field access due to this closing?
24. Option D will close the eastern leg of Macquarie Street / Tamworth Street intersection to improve traffic flow and minimise impacts to resident on Tamworth Street, east of Macquarie Street. How will this change work and can you provide the modelling of these changes?
25. Option D requires land acquisition, this will need to be costed before a decision is made to confirm the whole cost of the project.
26. Option D will impact traffic on the Newell Highway and further investigation will be required. This assessment needs to be completed before a decision is made. This impact is not listed in the impact section.
27. The report recommends additional flood modelling to assess the impact. This assessment needs to be completed before a decision is made.
28. The report has not completed an environmental assessment despite it been a purpose of the report. This assessment needs to be completed before a decision is made. Impact of South Dubbo from traffic, noise, air quality and visual amenity will need to be assessed, also the impact to the sporting fields.
29. Land ownership is yet to be confirmed? This needs to be addressed before a decision is made.
30. No traffic modelling was completed and the recent transport study that DRC was completing was not completed before the report was finalised. The report has based traffic modelling on the 2009 study which is out of date. The new data needs to be provided before a decision is made.
31. Intersections have been assumed to be signalised, no modelling to confirm.

- 32. Ref Dubbo Transportation Strategy 2020 - Section 6.5.2 South End addresses the traffic intrusion into South Dubbo. This section explains what the traffic movements are in South Dubbo however, it does not explain what additional traffic movements will be coming into South Dubbo from the new bridge. Can Council provide this information and how the additional traffic will impact the South Dubbo residents?
- 33. Ref Dubbo Transportation Strategy 2020 - The South Dubbo Bridge is a 5 to 10 year priority construction planned from 2025 to 2030 subject to funding. Why is this bridge being considered at this time without modelling or all options and also other concepts being considered?
- 34. Ref Dubbo Transportation Strategy 2020 - *Dubbo is described as the 10-minute City and the current average trip time is 6.58 minutes. Thinking of a distribution of trips the majority of journeys are indeed less than 10 minutes. Without the South Bridge the trip time will increase by on 1%, this below the 10 minute objective. Is this a good spend of money or should this money go into another Dubbo project?*
- 35. Ref Review of Dubbo South New Bridge Strategic Business Case – Stakeholder Engagement & Management Plan highlights South Dubbo residents concerns about the South Dubbo Bridge. However, the business case does not address the concern or explain how Council will risk of traffic travelling through South Dubbo.
- 36. Review of Dubbo South New Bridge Strategic Business Case
Section 3 Cost Benefit Analysis shows four bridge options

Business case number	GHD report number
Option 1	Option A
Option 2	Option D
Option 3	Option B
Option 4	Option C

It should also be noted, that while Option 4 has the lowest overall total project costs, it also accounts for the greatest area of land to be quarantined and purchased by Council. The value of land acquisitions is, as yet, unquantified as no estimates of the amount of land, and the associated compensatory rates, are currently available.

Table 7 - Strategic costings for each of the bridge options, values in 2019 \$'000s. Source: GHD, Strategic Concept Design Report

Item	Option 1	Option 2	Option 3	Option 4
Preliminaries	2,346.4	2,955.4	2,693.4	2,106.4
Roadworks	7,320.2	13,709.1	11,549.7	8,861.9
Bridge	12,816.9	7,526.6	7,146.4	5,664.0
Contingency 30%	6,895.2	7,257.3	6,416.9	4,995.8
Site investigations	890.4	943.5	834.2	1048.0
REF and approvals	149.4	157.2	139.0	100.2
Concept and Detailed Design	1,494.0	1,572.4	1,300.3	1,082.4
Contract and Project Management	1,494.0	1,572.4	1,300.3	1,082.4
Total Bridge Costs	33,912.7	36,693.9	31,560.3	24,571.2
Upgrades to the Water Network	7,480.6		7,480.6	7,480.6
TOTAL PROJECT COSTS	41,402.3	36,693.9	39,049.9	32,060.5

Source: Dubbo South New Bridge Strategic Business Case page 30

Table 6-3 shows overall project costs, and sums the capital costs from Table 7-1 with the other project costs identified at Table 7-2.

Table 6-3 Total capital, investigations, approvals, design and project management costs

Item	Description	Route Option A	Route Option B	Route Option C	Route Option D
	TOTAL PROJECT COSTS	\$33,912,670	\$35,693,898	\$31,560,280	\$24,571,169

Source: GHD Dubbo South New Bridge Strategic Concept Design Report Revision 1 page 51

The business case has recommended that option 4 is the lowest overall cost. However, it is unclear how this is the case. Option 4 in the business case is option C in the GHD report. However, the costs have not been copied across as such. Therefore, can Council confirm which option is their preferred option? I also note that both option 3 and 4 were not reported to Council in the July 2020 report.

Executive Summary:

1. I bought in South Dubbo and Tamworth St because I like the iconic nature and leafy and quiet appeal of the area and in particular the Street. Any additional traffic through here will destroy this as well as destroy the value of my home.
2. The options 1 through 4 in one report do not seem to correlate with the right options A through to D – this will be construed as misleading (even if an error) and needs to be updated to reflect what cost goes with what option.
3. There does not appear to be any modelling or impact studies showing how the main areas and streets in South Dubbo and in particular Tamworth St will be impacted for the growth from West Dubbo say at 5, 10, 20, 50 years. It has been presented that 15,700 additional vehicles movements at 2055 will enter South Dubbo via the South Bridge. A decision cannot be made until the modelling is done and the public consulted.
4. The modelling for any traffic in Tamworth St may not have taken into consideration the traffic impacts of the new RAAF Development at the end of Tamworth St and Palmer St. There have been suggestions that Bunnings or other large retailers may move into this new development and the traffic impacts need to be considered with the St Bridge modelling – a “with” and a “without”
5. I note the survey has only offered 2 options. If I had a preference for an option, it would be an option where Tamworth St was protected from large traffic impacts / flows and sealed at the Macquarie St end as well as the introduction of traffic calming in addition to the 3 x roundabouts in the street at present.
6. I am concerned about the impact of additional traffic in and around the 3 schools and kids day care facilities in South Dubbo and without modelling, I cannot provide an educated opinion.

7. I note that the GHD reports from 2009 may require updating to be consistent with the 2020 traffic strategy. Until this report and any options are updated to be consistent with the 2020 Strategy Report, there may be inconsistencies and in fact the options may not be the best ones. I recommend that an additional 2 options based on a concept of a bridge further away from Tamworth St and the sports fields be considered, costed, modelled and tabled. Surely entry into Boundary Road from such a bridge would be better than potential intersection issues at the Macquarie St – Cobra St intersection which would not provide any quicker access to the CBD.

Archived: Thursday, 17 June 2021 3:38:11 PM

From:

Sent: Mon, 8 Feb 2021 11:47:35

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Keiran
Surname:	Braybon
Residential Address:	██████████
Contact Number:	██████████
Email Address:	██████████
Submission:	No to Tamworth street bridge
File upload if required:	

Archived: Thursday, 17 June 2021 3:38:12 PM

From:

Sent: Wed, 10 Feb 2021 07:04:38

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

Attachments:

0_105454_10Feb2021180338_South Dubbo Bridge Response Kim Chandler.pdf

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Kim
Surname:	Chandler
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	
File upload if required:	0_105454_10Feb2021180338_South Dubbo Bridge Response Kim Chandler.pdf

The Manager
Dubbo Regional Council

8 February 2021

I am writing to vehemently oppose all concept designs for the proposed South Dubbo Bridge. My opposition to the proposed South Dubbo Bridge Concept Designs is based on the untenable impacts to sporting and recreation facilities and activities in the Lady Cutler precinct and their non-compliance to numerous council strategic plans. These include safety concerns for precinct users and reduction in Dubbo Regional Council ability to attract large sporting events and maximise community access to recreational facilities and open spaces.

I am particularly disappointed that funding provided for the south Dubbo Bridge concepts failed to take into account the community's and Councillor's interest in a ring road for our city. Many citizens would like to see part of the ring road travel from Obley Road, cross the river and join Hennessy Road, reducing the impact of traffic on the LH Ford Bridge. Why was this south Dubbo ring road not included in the concepts presented to the community? All concepts are basically diverting traffic congestion from the Whylandra St intersection and moving it to the intersection of Macquarie Street & Cobra Street.

The proposed South Dubbo Bridge concepts **do not comply with:**

- ✦ DRC Recreation Strategy 2030
- ✦ DRC 2040 Community Strategic Plan Theme 5 – Liveability. The 2040 Community Strategic Plan forms the central component of integrated planning and reporting for our region. The direction of this strategy is based on the overarching principles defined under Theme 5: Liveability in the plan:
 - In particular section 5.5 - The community has the opportunity to participate in a diverse range of lifestyle, sporting and passive recreation pursuits.
 - The action plans within this strategy deliver on:
 - 5.5.1 Access to recreation and cultural facilities for young people is improved
 - 5.5.2 Quality passive and active open space is located to maximise access and use by the community
 - 5.5.3 Unique recreational facilities and opportunity are available
 - 5.5.4 Our sporting facilities are recognised as catering for a wide range of local, regional and state sporting events and opportunity
- ✦ 2018 Open Space Masterplan
- ✦ Central West and Orana Sport and Active Recreation Draft Plan 2018 – 2023
- ✦ NSW Planning and Environment Central West and Orana Regional Plan Implementation Plan 2017-2019.

- Directions from the plan support recreation through: Direction 13.5: Protection and management of environmental assets, including for recreation.
- Direction 14.3: Management and conservation of water resources for recreational fishing.
- Direction 29.2: Enhance the quality of neighbourhoods by integrating recreational walking and cycling networks.

The new bridge and road network will increase traffic and reduce the ability for precinct users to move easily and safely between ovals. This presents a safety issue for children, parents and spectators using the busy sporting precinct. Increasing traffic would increase risks to both motorists and pedestrians.

Lady Cutler precinct is a highly desirable venue for large state sporting carnivals given the number of ovals in area and the ability for players, officials, spectators and support staff to move easily between ovals. Attracting large carnivals to Dubbo brings in millions of dollars each year to businesses in the region. A busy bridge and road network would make the precinct less desirable and indeed prevent Dubbo Regional Council from tendering for future events as the precinct will no longer meet criteria expected to host state sporting events.

Dubbo Regional Council has recently invested millions of dollars in upgrading the Lady Cutler precinct to attract these major sporting events to Dubbo. The development of Pavan's field at a cost of \$1m and the allocated \$1m for new amenities at the oval are recent examples. Building a bridge and road network through this precinct reduces significantly the value of this investment and would be seen by ratepayers as a waste of public money.

The new bridge and road network will also reduce available car parking. This will affect current users of the precinct for either sporting or recreational purposes eg Parkrun, walkers, bike riders etc. Dubbo Regional Council will be required to invest significantly in car parking as a result. This does not appear to be costed as part of the redevelopment.

Yours Faithfully



Kim Chandler

Chris Godfrey

From: Alistair Lunn [REDACTED]
Sent: Sunday, 14 February 2021 9:18 AM
To: [REDACTED]
Subject: TfNSW submission on Dubbo Transportation Strategy 2020
Attachments: TfNSW submission Dubbo Transportation Strategy 2020.pdf

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

Chris

Thanks for allowing TfNSW the time to comprehensively review the Dubbo Transportation Strategy 2020. As previously mentioned, by Alexandra and Andrew, we would welcome the opportunity to discuss our comments and suggestions further.

Alistair Lunn
Director West
TfNSW
[REDACTED]

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13 February 2021

████████████████████
Chief Executive Officer
Dubbo Regional Council
████████████████████
████████████████████

Attn: Chris Godfrey

Dear Sir

Transport for NSW response to the Dubbo Transportation Strategy 2020

Thank you for the opportunity to comment on the *Dubbo Transportation Strategy 2020 (the strategy)*. Following changes to the South Bridge Concept and a telephone conversation between you and Transport for NSW's (TfNSW) Andrew McIntyre, an extension to provide comments was granted to 15 February 2021, which is appreciated.

TfNSW has reviewed *the strategy* and supports its preparation. TfNSW has identified a number of areas within *the strategy* that require additional information or changes. These areas are identified in the following pages. TfNSW is committed to working with Council in a collaborative way to develop a robust and clear strategy that will serve Dubbo and support its vision of being a '10 minute city'. To assist and work with Council in finalising *the strategy*, TfNSW seeks an opportunity to further discuss *the strategy* with Council and elaborate further on the matters listed below.

Our comments are categorised by subsection and page number with general comments at the beginning of each chapter.

General comments

Suggested improvements to the plan:

- Encompass all modes of transportation, such as public, active, road and rail freight.
- Provide model-design, inputs, outputs, scenarios that have informed *the strategy*.
- Legends clearly labelled within maps to identify the intent of each map.
- Provide context and analysis to demonstrate how the proposed southern link compliments and/or facilitates Council's vision for a '10 minute city'.
- Background information and references. For example, providing references/linkages to strategic planning documents such as Council's LSPS, Residential Housing Strategy, etc to support statements made relating to future growth projections.
- Assessment of proposed improvements to the network against TfNSW's Movement and Place framework - <https://www.transport.nsw.gov.au/industry/nsw-movement-and-place-framework>

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- **2.6 Future Transport Modes** – Future direction for walking and cycling should provide for separation of modes, especially in the high demand areas (i.e. river and recreation corridors as well as CBD connectivity).
- **2.6.3 Public Transport** - “*all street styles are capable of accommodating bus services*”. TfNSW suggests whilst buses may be able to traverse through streets, further detail is required demonstrating that public transport routes are able to loop/through the city efficiently and pedestrians wanting to access bus stops are able to be picked up and dropped off safely.
- **2.6.3 Public Transport** - Public Transport should be acknowledged as a present and future transport mode that improves connectivity to achieve the ‘10 minute city’ vision.

Transport patterns

- TfNSW suggests *the strategy* outline how the analysis and its findings connect back to the vision and goals of Chapter 1.
- Growth rate of through traffic appears high and is not substantiated. The future volumes appear double to the rate of typical historic growth on the main highways entering Dubbo. TfNSW is willing to assist by providing model calibration to support any infrastructure justification.
- Active and public transport infrastructure needs to be in place when new subdivisions are developed to reduce motor vehicle dependency for new areas.
- **3.2.2. New Residents** - the modelling does not appear to include the New Dubbo Bridge (North Bridge) alignment or intersections.

Roads of the future

- TfNSW questions the purpose of this chapter and suggests a discussion on funding mechanisms/developer contributions may be more appropriate in this part of *the strategy*.
- *The strategy* should include details of road and bus route hierarchy, types of road cross sections, shared path networks and place making strategies to improve liveability in Dubbo into the future.

Conclusions

- “*Riverside Boulevard is currently being designed without input from the Council*”. Please note TfNSW is consulting with Dubbo Regional Council on the New Dubbo Bridge project, including the new section of road corridor referred to in *the strategy* as ‘Riverside Boulevard’.
- “*Council fund Service Lanes but they need access to the central carriageway*”. The new road will be a Controlled Access Road and therefore will have limited opportunity for direct future connectivity other than via agreed gazetted intersections.
- Further detail demonstrating how the infrastructure goals of *the strategy* represent the best transport outcome for the community should be included. Also, non-infrastructure priorities that support the ‘10 minute city’ vision are not shown (ie. bus services, flood management operational improvements etc).
- Funding attributed to RMS (now TfNSW) is well below the publicly announced monetary commitment to projects such as the New Dubbo Bridge, Newell/Mitchell Intersection and

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Cobra/ Fitzroy Intersection. TfNSW questions whether costs, indicative or otherwise, need to be included in the strategy costs.

- **Figure 5.2.2 Indicative Traffic Management during Flood** – detour 1 requires Council to extend River Street east through to Yarrandale Road (see comments above).

Data Analysis

- Whilst a brief explanation of the modelling is helpful in the context of a transport strategy, the data analysis should also include model calibration and comparison with other recognised models. This could help to provide the community with confidence that the model used to validate *the strategy* can be relied on. Further to this, TfNSW is willing to assist with verification and calibration of the network model to partner with Council in this work.
- Further details and explanation of Dubbo's connectivity with and leveraging off Inland Rail and the future freight task associated with the Fletchers Intermodal network.
- **6.4.2. Return on Investment, 3rd paragraph.** There does not appear to be a basis provided for the estimated costs and time saving of the New Dubbo Bridge (North Bridge). Please note the data presented in this report do not reflect TfNSW data and studies undertaken to date.
- **6.4.2. Return on Investment.** "...and the benefits of North Bridge are enhanced by accommodating city traffic and indirectly giving priority to new – enterprise- employment and residential development". Whilst not argued, the listed benefits do not align with the key TfNSW objectives for the New Dubbo Bridge project.
- **6.4.2. Return on Investment Conclusion** – "North Bridge will become a viable project by carrying Dubbo City Traffic". – it would be helpful if this closing statement is substantiated.
- **6.5.4. North End** *The impact of North Bridge and extension of River St is indicated by the 60% increase in 2025* – TfNSW suggests the predicted traffic increase figures are reassessed as the New Dubbo Bridge will only open to traffic in 2025.

Thank you again for the opportunity to provide comments on the *Dubbo Transportation Strategy 2020*. TfNSW looks forward to further discussing its contents with Council in the near future to assist in finalising *the strategy*. If you wish to discuss this matter further and/or arrange a meeting, please contact Alexandra Power, Acting Team Leader Development Services on 02 6861 1428.

Yours faithfully

Alistair Lunn
 Director West
 Community and Place
 Regional and Outer Metropolitan

Transport for NSW

Archived: Thursday, 17 June 2021 3:38:15 PM

From:

Sent: Mon, 15 Feb 2021 00:21:12

To:

Subject: Submission - PROPOSED SOUTH DUBBO BRIDGE CONCEPTS AND TRANSPORTATION STRATEGY 2020

Sensitivity: Normal

[EXTERNAL Message: Be cautious of clicking on links or opening attachments]

The following information has been submitted from the Dubbo Regional Council:

First Name:	Ryan
Surname:	Marie
Residential Address:	[REDACTED]
Contact Number:	[REDACTED]
Email Address:	[REDACTED]
Submission:	<p>I am hoping you might accept this late submission. I consider both bridges ill-advised, but regard the very idea of an overhead bridge in the vicinity of Sandy Beach as the ultimate vandalism of Dubbo's prime visual and recreational amenity.</p> <p>Please Councillors, do NOT follow the ignominious decision-making of the then-NSW government when, in the 1950's it spumed the advice of its planners and built the Circular Quay Railway right across the magnificent harbour gateway to the city of Sydney. That decision, and those who made it, have been the contemptuous laughing stock of the nation ever since. And it will never be undone in our lifetimes. Please, DRC, don't do this to yourselves, to this wonderful city and to all of us. PLEASE DO NOT.</p> <p>Yours respectfully and sincerely</p> <p>Marie Ryan</p>
File upload if required:	

Archived: Thursday, 17 June 2021 3:38:17 PM
From: [REDACTED]
Sent: Sun, 14 Feb 2021 21:46:04
To: [REDACTED]
Subject: FW: Submission to the South Dubbo Bridge public consultation.
Sensitivity: Normal
Attachments:
South Dubbo Bridge Submission.docx;

[REDACTED]

[REDACTED]

From: Karina McLachlain [REDACTED]
Sent: Monday, 15 February 2021 2:43 AM
To: [REDACTED]
Subject: Submission to the South Dubbo Bridge public consultation.

[EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

Dear Mr Geddes,

Here is my submission to the South Dubbo bridge public consultation. Thank you for accepting it after the official deadline which I wasn't aware of.

My list of questions concerning the Stapleton Report will be with you in the next couple of days.

Thanks and kind regards,

Karina



Dear Mr Geddes,

This is my submission for the South Dubbo Bridge public consultation.

At the Bush Summit of June 2019 held at the Dubbo Convention Centre, I spent almost all day talking to politicians from local, state and Federal levels about the problems associated with the River St Bridge and Dubbo's preference for a bypass. At one stage during the day, I walked up and introduced myself to John Barilaro, who was accompanied by his press secretary, James Jooste. I asked him if I could talk to him about a matter of importance to Dubbo & the Newell Highway. I showed him with the aid of a large laminated map of Dubbo how a bridge built at River St would increase congestion problems and not solve flooding issues. I then showed him how a bridge at Troy & a bypass would solve both flooding and congestion problems. After this, he said "Well we only have one chance to get this right, don't we?" He then suggested that the NSW Government could fund a scoping study to compare River St with Troy bridge Road and I agreed that it would be a great idea and that is what we wanted. He asked "What does Dugald think about this?" After which I replied "He's being a bit stubborn". Mr Barilaro replied "Yes he is and so was Troy Grant". He asked James Jooste to give me his business card and asked me to get in touch. Dugald noticed me talking to Mr Barilaro and didn't look happy. I was surprised that up until that point (2 years after the announcement of the NSW Government's preferred option) that he knew nothing about the New Dubbo Bridge project.

Weeks later, an announcement was made by Paul Toole & Dugald Saunders that they were giving money to Dubbo Regional Council for a scoping study but to compare River St & Troy Bridge Road but to look at options for a bridge in South Dubbo for local traffic. This funding announcement was unlikely to have been a coincidence. The scoping study and the arguments over the South Dubbo Bridge locations was designed to distract the council and the public from the River St Bridge campaign. There was no funding for a South Dubbo bridge in the last budget and none promised. All this kerfuffle over what could end up being a non-event.

Cancelling the River St Bridge needs to be the priority, followed by a bypass from Troy Bridge Road. A bypass will solve more local traffic problems in more locations in Dubbo than any other infrastructure proposal on the table and it will actually solve the problem rather than move it somewhere else and inflict it upon other communities. A western bypass would remove both highway and local traffic from Whylandra St, Minore Rd, Victoria St, Cobra St, Thompson St, Erskine St, Cobbora St & Bourke St. A bridge into South Dubbo from Minore Rd would only relieve some of the local traffic (and none of the highway traffic) from Minore Rd & Whylandra St only and will increase traffic in South and/or Central Dubbo and Cobra St as a result.

A bridge from Minore would add another busy intersection across the highway and a 4th set of traffic lights within hundreds of metres of each other. An intersection at Minore would be half way up a steep hill and it is unlikely that fully loaded roadtrains are going to want to stop half way up for a red light and then attempt a hill start when it turns green. Stopping half way down

wouldn't be pleasant either. To avoid such a disaster, you'll have to factor in the cost of extensive earthworks to make the hill less steep or a flyover to get the local traffic over the top of Whylandra St. The budget for a bridge from Minore will be more expensive than your estimates predict for this reason. I can't understand why anyone who knew anything about Dubbo traffic and the Newell Highway would consider putting a major obstructive intersection at this location was a good idea.

All of the suggested bypass routes from Troy Bridge Road that have been proposed so far by Allan Murphy, John Morris & Garry Braithwaite involve crossing Minore Rd. That means that residents from around that area will have the option to be whisked away at 100km/h on the bypass for part or all of their journey. In addition to the current Whylandra St route to the LH Ford, which would be far less congested with highway traffic.

The Stapleton Report and the traffic modelling around this issue was flawed. I have no idea why he didn't think to (or wasn't instructed to) investigate a scenario with the bypass, since this is what the council and the public want. Is it because the public don't matter? The future demand for a South Dubbo bridge predicted by the modelling won't stand up if a bypass was factored in. Is the reason that this modelling wasn't carried out because Dugald Saunders or the DRC not interested?

Unlike in times gone by, schools are flooded with cars dropping off and picking up children twice a day, whilst many school buses are half empty. As part of this traffic report, a survey of parents who drive their children to school should ask them why they take their children to school by car and what measures could be taken to increase the numbers of children walking, riding bikes or taking the bus to school. It may be possible to reduce the numbers of parents doing the school run without the need for a bridge.

In conclusion, the bypass needs to be built first and then if significant amounts of peak hour traffic are still clogging up Whylandra & Cobra (doubtful), that is the time to look at a bridge in South Dubbo. However, its location should be further south and constitute an extension of the Newell Highway bypass to complete the next section of the ring road, which would function as a Mitchell Highway bypass.

Thank you and kind regards,

Karina McLachlain
February 2021

Archived: Thursday, 17 June 2021 3:38:49 PM
From: [REDACTED]
Sent: Mon, 22 Feb 2021 05:49:24
To: [REDACTED]
Cc: [REDACTED]
Subject: TfNSW Response to South Dubbo Bridge New Concepts.pdf
Sensitivity: Normal
Attachments:
TfNSW Response to South Dubbo Bridge New Concepts.pdf

EXTERNAL Message: Be cautious of clicking on links or opening attachments.]

Dear Chris,

Thankyou for the extension provided in relation to TfNSW response to the Dubbo South Bridge New Bridge South Concepts, TfNSW have provided the response in relation to this matter within the above attachment.

I trust this information is of assistance. TfNSW looks forward to working further with Council on the development of the concept for a south bridge.

TfNSW would be pleased to discuss the feedback provided (above) in a debrief meeting with Dubbo Regional Council. If you have any further queries or would like to arrange a meeting in relation to this proposal.

Kind regards

Alexandra Power
A/Team Leader Development Services
West
Regional and Outer Metropolitan Division | TfNSW
T [REDACTED]

Roads and Maritime Services

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22 February 2021

SF2020/209248; WST20/00397/01

General Manager
Dubbo Regional Council

[REDACTED]

Attn: Chris Godfrey

Dear Sir

Transport for NSW response to the Dubbo South Bridge New Bridge Strategic Concepts

I refer to the *Dubbo South New Bridge Strategic Concepts Design Report Revision 1 (the report)* prepared by GHD that has recently been on public exhibition. As a key stakeholder, Transport for NSW (TfNSW) appreciates the opportunity to comment on the report.

TfNSW understands the intent of the proposed New South Dubbo Bridge is to reduce traffic congestion at critical links, in particular congestion at the LH Ford Bridge, and provide an alternate, faster route for new residential release areas on the western side of the Macquarie River to access the CBD and east Dubbo.

The report presents four route options (Options A, B, C and D), seeking to utilise existing road corridors and connectivity to existing intersections. Proximity to east-west travel destinations have been considered to provide the most direct alignment feasible between the Newell Highway on the west side of the Macquarie river and Macquarie Street on the east side of the river.

TfNSW supports the preparation and early consultation regarding the proposed New South Dubbo Bridge and provides the following comments for your consideration:

- Section 1.1 Commentary on the proposed New Dubbo Bridge (referred to in the report as 'River St Bridge') has factual errors:
 - The New Dubbo Bridge does ease congestion on Erskine Street and Bourke Street improving access to the CBD and commercial district.
 - The New Dubbo Bridge does support development in West Dubbo (particularly development of the North West which will have increased connectivity).
 - The *Dubbo Transportation Strategy 2020* provides strong alignment with the New Dubbo Bridge (referred to as North Bridge) and leverages benefits for the local network as well as highway through traffic. It also provides relief to heavy vehicle movement on Erskine Street which the strategy identifies as a major current transport issue.
- Section 2.1 –*Dubbo Local Strategic Planning Statement (LSPS)* was adopted by Council on June 22 2020. The LSPS has relevant statements about future growth and transport infrastructure plans that should be referenced in the concepts to demonstrate strategic alignment.
- Page 17 section 4.2 - Transport modelling is an important input to option selection. As the proposed New South Bridge will be a key east west connector, the broader network impacts (positive and negative) from this change will be an important deciding factor on the best option(s). There are existing traffic models which could be used to model the impacts to the network from the four different bridge options. This would aid understanding of how each option may impact Newell Highway, Macquarie Street, and in particular, the Macquarie Street/ Mitchell

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Highway intersection. Works required to the Macquarie Street/Mitchell Highway intersection may be considerable enough to warrant inclusion in option costing and/or design changes. In summary, modelling the impact of each option on the network will aid in identification of a preferred bridge option, as well as preferred option refinement to reduce negative traffic impacts. TfNSW has in the past provided DRC access to its own strategic model of Dubbo developed for high level bridge options selection and extends this offer to DRC to also use it in future work on the proposed New South Bridge options assessment.

- Page 20 section 4.7 – The proposed New South Bridge is designed as a means of reducing congestion on the LH Ford Bridge. The proposed New South Bridge would increase traffic flow entering/leaving the Macquarie Street/ Mitchell Highway intersection to/from the south end of the CBD and travelling to the east side of Dubbo (particularly considering access to desirable east-west traffic routes using Tamworth Street are prevented). Increased traffic at the Macquarie Street/Mitchell Highway intersection would likely result in changes to traffic signal phasing at that intersection which would potentially increase congestion on LH Ford Bridge. Further analysis is required to understand and measure how significant the improvements are and the impacts of changing traffic patterns at the intersection and the potential implications on the network.
- Page 20 section 4.7 Table 4-2 Newell Highway/Minore Road/Strategic Option A, C or D Southern Leg (row 1) - Newell Highway currently has two through lanes which must remain.
- Preferred designs should be inclusive of tie-in infrastructure for walking and cycling pathways and allowances for bus stops that may be required for people accessing recreational grounds or Sandy Beach.
- Further traffic modelling is required once an alignment is decided to include impacts at all signalised intersections on Newell Highway, Macquarie Street and Mitchell Highway.
- Minore Road / Newell Highway intersection on Options A, B and C is more feasible, however traffic lights at this intersection will have an adverse effect on heavy vehicle efficiency travelling along the Newell Highway. This is especially so for northbound heavy vehicles, that will be required to slow or stop, then accelerate on an uphill grade. The impact of this will need to be evaluated for proposed mitigation.

Option A - Minore Road intersection with the Newell Highway on the western side of the river, across to Sandy Beach Road and Bligh Street.

TfNSW comments:

- Option A potentially has significant implications to the major sporting area through channelling all traffic through the sporting area. This is likely to have implications for connectivity between the sporting fields, pedestrian connectivity from car parks and implications to the parking arrangements associated with the sporting fields.

Option B - Minore Road intersection with the Newell Highway on the western side of the river. The route then follows north along South and Bligh Streets terminating at the intersection of Bligh and Wingewarra Streets. The design of Option B provides an east-west connection via a curved bridge located to the south of the existing pedestrian bridge.

TfNSW comments:

- TfNSW questions the purpose of directing bridge traffic to the north. As part of the New Dubbo Bridge project TfNSW commissioned the *New Dubbo Bridge Traffic Model Report 2016* which identified a greater percentage of traffic heading east from LH Ford Bridge. A copy of this report has been provide to Council for Council's use.

TfNSW supports all options providing connectivity to Bligh Street to provide relief to Macquarie Street intersection with Mitchell Highway.

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Option C - Provision of an east-west connection from the Minore Road intersection with the Newell Highway on the western side of the river, terminating at the intersection of Macquarie and Tamworth Streets with the bridge located adjacent to the existing pedestrian bridge.

TfNSW comments:

- TfNSW supports the proposal to prohibit bridge traffic to proceed directly into Tamworth Street. This will ensure that Tamworth Street does not become a thoroughfare for the West/East bound traffic bound traffic and preserve the high place value of this residential street.

Option D – Provision of an east-west connection between the intersection of Yuille Court and the Newell Highway terminating at the intersection of Macquarie and Tamworth Streets with the bridge located close to the Tamworth Street carpark.

TfNSW comments:

- Option D will require two sets of traffic control signals on the Newell Highway, one at the Minore Road intersection with Newell Highway, and then a second set at Yuille Circuit. This creates two new delay impacts to the Newell Highway north/south flow.
- A significant portion of the land is identified as flood prone and will require the bridge to be designed to mitigate the impacts of flooding.
- The proposed Option D will present significant conflict with east/west flow of traffic from Minore Road and South Dubbo across Newell Highway with offset intersections.

In summary, TfNSW supports the further development of Options A and C as both options will provide an east/west connection. Further development of the Dubbo South Bridge should consider the broader implications to the local and state classified road network.

I trust this information is of assistance. TfNSW looks forward to working further with Council on the development of the concept for a south bridge.


TfNSW would be pleased to discuss the feedback provided (above) in a debrief meeting with Dubbo Regional Council. If you have any further queries or would like to arrange a meeting in relation to this proposal, please contact Joshua Parkin, Senior Network & Corridor Planner on 02 6861 1480

Yours faithfully



Damien Pfeiffer
A/Director Development Services
Community and Place
Regional and Outer Metropolitan

Transport for NSW





REPORT: Licence Over South Dubbo Former Girl Guides Hall

AUTHOR: Director Liveability
REPORT DATE: 10 October 2021
TRIM REFERENCE: ID21/1803

EXECUTIVE SUMMARY

Council, at its meeting held 10 August 2020, considered the issuing of a licence agreement over the former Girl Guides Hall at South Dubbo Oval and resolved as follows:

- “1. That the report from the Manager Recreation and Open Space, dated 23 July 2020, be noted.*
- 2. That a licence agreement be drafted, and be offered to the Dubbo (Demons) Australian Football Club Inc. for a five (5) year licence, with a (5) year option.*
- 3. That the basis of the annual licence fee be calculated on the future ten (10) year maintenance requirements of the building and averaged over the full licence term (10 years) to provide an annual licence fee.*
- 4. That funds generated from the application of the licence fee be used for undertaking identified building maintenance, at the site.*
- 5. That the existing user groups will be advised of the issuing of the licence to the Dubbo (Demons) Australian Football Club Inc.*
- 6. That Council facilitates meetings between the existing user groups and the Dubbo (Demons) Australian Football Club Inc. in an effort to ensure equitable arrangements are put in place for their continued use of the hall.”*

Following an approach by the Dubbo Junior AFL Club, it was identified that both the Dubbo (Demons) Australian Football Club Inc. and the Junior AFL Club wished to be joint signatories on the licence agreement.

A Memorandum of Understanding (MoU) has been drafted by the two Clubs that details their proposed cooperative management of the former Girl Guides Hall (**Appendix 1**).

This report recommends that after the required public exhibition of the redrafted licence agreement, and on the basis that no further submissions are received, the licence be offered to the Dubbo (Demons) Australian Football Club Inc. and the Dubbo Junior AFL Club over the building and immediate surrounds for a five year period and a five year option.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme:	5 Liveability
CSP Objective:	5.5 The community has the opportunity to participate in a diverse range of lifestyle, sporting and passive recreational pursuits
Delivery Program Strategy:	5.5.2 Quality passive and active open space is located to maximise access and use by the community

FINANCIAL IMPLICATIONS

There will be some minor costs in the drafting of the licence agreement which will initially be absorbed by the Recreation and Open Space budget, and recouped over time as part of the annual licence agreement fee. The base licence fee will be calculated on the basis of the asset maintenance requirements over a 10 year period and then averaged to provide an annual licence fee.

POLICY IMPLICATIONS

Dubbo Regional Council is the owner of the parcel of land identified at Lot 1 DP215445. Following a required public exhibition period of 28 days, and that there are no objections or other parties indicating their interest in the hall, there should be no impediments to licencing the hall for the nominated term to the Dubbo Australian Football Club Inc. and the Dubbo Junior AFL Club.

RECOMMENDATION

1. That a licence agreement be drafted with the intent of offering the Dubbo (Demons) Australian Football Club Inc. and the Dubbo Junior AFL Club a licence over the building and immediate surrounds for a five year period and a five year option.
2. That the required public exhibition period of 28 days identifying Council's intent to licence the former Girl Guides Hall (South Dubbo) to the Dubbo (Demons) Australian Football Club Inc. and the Dubbo Junior AFL Club be advertised in accordance with Section 47(1)(a) of the *Local Government Act 1993*.
3. That following the public exhibition period, and on the basis that Council receives no submissions of interest, the licence be offered to the Dubbo (Demons) Australian Football Club Inc. and the Dubbo Junior AFL Club at the annual fee of \$3,472 ex GST (CPI increased).
4. That the existing user groups will be advised of the issuing of the joint licence to the Dubbo (Demons) Australian Football Club Inc. and Junior AFL Club.

5. That Council facilitates meetings between the existing user groups and the Dubbo (Demons) Australian Football Club Inc. and Junior AFL Club in an effort to ensure equitable arrangements are put in place for their continued use of the hall.

John Watts
Director Liveability

REPORT

Following approaches by the Dubbo Junior AFL Club and the Dubbo (Demons) Australian Football Club Inc. about the planned refurbishment of the South Dubbo amenity building it was identified that the current facilities were not sufficient to meet the both Club's growing needs to enable them to foster continued growth in their sport. At around the same time it was identified, that due to a consolidation of their operations, the hall had become surplus to the needs of the Girl Guides.



Figure 1. South Dubbo showing the AFL field (yellow), amenity block (green) and Girl Guides Hall (red).

An onsite meeting was organised 20 July 2020 with the Mayor, Council's Chief Executive Officer, Manager Recreation and Open Space, with representatives from both the Dubbo (Demons) Australian Football Club Inc. and the Dubbo Junior AFL Club in attendance to inspect the building determining its suitability as a clubroom, and also a changing space for female players. Following positive comments by the representatives of both Clubs it was suggested that the building could be offered to the Dubbo (Demons) Australian Football Club Inc. under a licence agreement.



Figure 2. North facing entry to the building.



Figure 3. West facing entry to the building.

While the original intent was to issue the licence to the Dubbo (Demons) Australian Football Club Inc., the Dubbo Junior AFL Club has also requested that their name be added to the licence agreement (dual signatories). While this is not a common occurrence, the two clubs have drafted a Memorandum of Understanding identifying how they will collaborate and operate the facility for the benefit of both Clubs. This has been attached for consideration by the Elected Members.

However before this licence can be granted Section 47(1)(a) of the *Local Government Act 1993 (Act)* requires Council to give public notice of a proposed lease or licence. Section 47(2) then states that such a notice must include “*the name of the person to whom it is proposed to grant the lease, licence or other estate.*”

As such, even though we undertook the public notification process to grant a licence to the Dubbo (Demons) Australian Football Club Inc., another public notification process must be undertaken so that the public are aware that the Dubbo Junior AFL is also being granted access to the facility under the licence agreement.

The notification will identify that Council intends to grant the licence to both clubs.

It is proposed that the base licence fee be calculated on the basis of the asset maintenance requirements over a 10 year period, then averaged to provide an annual licence fee. This is consistent with other similar licences between Council and sporting groups and has produced a figure of \$3,472 ex GST for the first year. This would then be subject to Consumer Price Indexing.

There are a small number of community groups that utilise the hall on a semi regular basis. Dubbo Regional Council and the proposed point management group will liaise with these groups in an effort to ensure equitable arrangements to the hall can be provided to these other community groups in an effort to minimise any disruptions.

The South Dubbo Oval is owned by Dubbo Regional Council, and the issuing of a licence over the building for recreational purposes is permissible.

SUMMARY

The issuing of a licence over the old Girl Guides Hall at South Dubbo will enable identified needs of the Dubbo Australian Football Club Inc. and the Dubbo Junior AFL Club to be met. It will help ensure that this Council controlled asset is fully utilised and maintained to maximise its useful life.

Appendices:

[1](#) Memorandum of Understanding Dubbo Demons Junior Australian Rules Club

Memorandum of Understanding

Between:

Dubbo Junior Australian Football Club ABN: 50 828 581 938 of Boundary Road, Dubbo, NSW, 2830 (referred to in this document as 'the Dubbo Junior AFL')
and

Dubbo Australian Football Club ABN: 78 074 471 583 of PO Box 1178, Dubbo, NSW, 2830 (referred to in this document as 'the Dubbo Demons')

1. Duration of the MOU

This is a non-binding Memorandum of Understanding (MOU) between Dubbo Junior AFL and the Dubbo Demons.

The MOU will apply from the date established in the Licence Agreement and will continue to apply until the date of Licence Agreement review date as set out in Licence Agreement by Dubbo Regional Council.

2. Scope





- 1. Dubbo Junior AFL and Dubbo Demons are committed to maintaining a positive and cooperative working relationship.
- 2. Dubbo Junior AFL and Dubbo Demons are committed, where practicable to each other to jointly to deliver a well appointed combined AFL Club House that is able to provide adequate space for both clubs and cater for female player changerooms. Both Clubs will work together alongside Project Officer Terry Lyons with a view to the future of upgrading the Old Guide Hall into a well structured Club House including the extension of building to consist of a female participation change room, front decking, updated internal space and improved kitchen facilities.
- 3. As part of the parties' mutual commitment, Dubbo Junior AFL and Dubbo Demons will act in accordance with the spirit and intent of this MOU, even though neither party intends that it be legally binding.

3. Goals and objectives

- 1. To sign off on a five year Licence Agreement with Dubbo Regional Council to lease the Old Guide Hall, Building of which is in the names of both Clubs therefore a dual Lease Agreement.
- 2. Should Funding from Streeter County Communities Fund Round 4 be successful both Clubs will work together in renovating the current Old Guide Hall to fit out works to renovate and extend building to bring this building up to specifications for an AFL Clubhouse.
- 3. Both Clubs take responsibility equally to maintain the premise inside and outside.
- 4. Both Clubs take responsibility with payment of lease and other financial costs with leasing the Old Guide Hall over the proposed five year duration.
- 5. Should for any reason 1 club not continue in the future to use the facility for whatever reason the remaining Club shall assume full responsibility to covering all financial costs and maintenance.
- 6. This MOU shall be reviewed annually by both Clubs to ensure both parties remain responsible for their agreement in sharing the dual lease. Should there be noted issues then both parties are to work together and resolve same.

4. Roles and responsibilities

- 1. A sub-committee is being established that will have 2 individuals from each club and this committee is responsible for the running of the Club house and ensure both clubs remain responsible.
- 2. This sub-committee will have a member each that shall attend both general committee and AGM for both clubs and update both clubs on current running of club house.
- 3. A detailed contract of responsibilities will be established once confirmation of Club House in dual names has been confirmed and this too shall be reviewed twice a year to ensure all points covered.

<p>Meetings</p> <ul style="list-style-type: none"> Meetings in relation to the subject of this MOU will be held at a minimum of bi-monthly at the Dubbo AFL Club House. Meetings will be chaired by the president of either club on a rotational basis. A quorum will be 3 representatives of each party. Meeting agendas and minutes will be prepared by the secretary of either club on a rotational basis. Meeting agendas will be circulated to the secretary of both clubs no later than 2 days ahead of the scheduled meeting. Meeting minutes will be distributed to the secretary of each club within 3 days of the meeting. 	
<p>3. Dispute resolution</p> <ul style="list-style-type: none"> In the event of a dispute or difference arises between the parties out of or in connection with this MOU, either party may give the other a written notice specifying the dispute or difference. Within 7 days of the date of the notice, a person holding a position of senior management of each party must meet and undertake negotiations in good faith and on a without prejudice basis with a view to resolving the dispute or difference. 	
<p>4. Variation</p> <p>The parties may agree to vary any of the requirements of this MOU. Such agreement must be in writing and signed by both parties.</p>	
<p>Signatures</p> <p>Signed by Dubbo Junior Australian Football Club (Dubbo Junior AFL) by its authorised representative in the presence of:</p>	
	
Signature of witness	Signature of authorised representative
Wynne Peil	Markus Pies - President
Name of witness	Name and title of authorised representative
<p>Date: 23rd September, 2021</p> <p>Signed by Dubbo Australian Football Club (Dubbo Demons) by its authorised representative in the presence of:</p>	
	
Signature of witness	Signature of authorised representative
Elizabeth Skinner	Tim Skerren - President
Name of witness	Name and title of authorised representative
<p>Date: 23rd September, 2021</p>	



REPORT: Tree Preservation Order Review

AUTHOR: Manager Recreation and Open Spaces
REPORT DATE: 6 October 2021
TRIM REFERENCE: ID21/1777

EXECUTIVE SUMMARY

Council, at its meeting held 27 September 2021, resolved as follows:

“That the CEO provide a report to the October 2021 Ordinary Council meeting on the options and indicative costs of the implementation of a Tree Preservation Order.”

This report highlights that Dubbo Regional Council has a Tree Preservation Order for trees on public land throughout the Local Government Area. This includes street trees and trees located within public parks, ovals and reserves.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme: 5 Liveability

CSP Objective: 5.1 Our City, town and villages are well-maintained, are welcoming, showcase their heritage and what they have to offer

Delivery Program Strategy: 5.1.3 The City of Dubbo is recognised as being attractive and welcoming

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

- 1. That the report of the Manager Recreation and Open Space, dated 6 October 2021, be noted.**
- 2. That further investigation in regards to the level of resourcing and associated costs in developing, implementing and resourcing the State Environmental Planning Policy (Vegetation) be carried out with a further report to Council by May 2022.**

Ian McAlister

Manager Recreation and Open Space

REPORT

In accordance with the former Dubbo City Council's resolution of 23 June 1995 (Clause 95/64), Dubbo Regional Council operates a Tree and Vegetation Preservation Policy for the protection of vegetation located on public land. This Policy is regularly reviewed and is now recognised as The Tree Preservation Order and is associated with the Significant Tree Register that recognises significant trees on both public and private land. Trees can be nominated by members of the public to recognise their significance across a number of categories. Nominated trees are then assessed and, if deemed appropriate, they are added to the register through a formal process.

The Tree Preservation Order and Significant Tree Register were last reviewed and an updated version was ratified by Council during August 2019.

The current Tree Preservation Order effectively came into force 13 August 2019. This Tree Preservation Order protects all street trees and those trees located on public parks, ovals and reserves within the Local Government Area.

Unlike many other local government areas the Dubbo Regional Council Tree Preservation Order does not relate to trees located on private land, with the exception of trees identified as a part of the Significant Tree Register. This approach allows property owners to manage or remove vegetation on their own land, other than Significant Trees, without notifying Council. While private tree removal does occur it is unknown the number or level of impact that this management approach has on the Dubbo urban forest. In other local government areas that still utilise the Tree Preservation Order instrument an intervention height was identified (usually between 3 – 5 metres) which once exceeded evoked the approval process.

In 2016 the *Biodiversity Conservation Act* was endorsed, and along with it came a slew of regulations including a State Environmental Planning Policy (Vegetation). The Vegetation SEPP as it is known sought to provide a uniform set of protections to urban vegetation across NSW, however was not mandatory and Councils were not forced to adopt the new SEPP.

At the time of the release of the Vegetation SEPP a decision was made by Dubbo City Council to retain the existing Tree Preservation Order. This was in part due to the additional resources that would be required to oversee its implementation.

While some Councils have continued with utilising the Tree Preservation Order instrument, others have moved to the Vegetation SEPP that, based on advice from Council's Growth Planning Team, provides a higher and more consistent approach to vegetation protection within the urban area. The City of Wagga Wagga, Orange City Council and Bathurst Regional Council are large regional centres that have adopted the Vegetation SEPP. Other councils, including Tamworth Regional Council offers protection to trees located on private property only through their Local Environment Plan.

To transition to the Vegetation SEPP would require a redrafting of Council's Development Control Plans, although there are templates available to assist in this process. In doing so

Dubbo Regional Council would ensure that all urban native vegetation, including grasslands, would be protected that would then by default also protect against loss of native biodiversity moving forward.

From a resourcing point of view it is anticipated that additional resources, such as staff and vehicles, will be required. This level of resourcing has not yet been quantified. Some examples include:

- Wagga Wagga City Council has a dedicated strategic tree planning supervisor that assesses Development Applications, tree permits, sub division and landscape plans and urban tree planting. This is supported by seven operational staff.
- Albury City has three strategic tree planning staff resources supported by 12 operational staff.
- Orange City Council 0.5 staff resource for strategic tree management supported by seven operational staff

The above regional cities all operate under the Vegetation SEPP. In contrast:

- Tamworth Regional Council, has one strategic tree management staff member and three operational staff.
- Dubbo Regional Council – 0.2 strategic tree management (MROS), supported by three operational team members (Operations).

Already this year, up to 12 October 2021, Liveability has received in excess of 510 tree requests for public trees. Public trees include street trees (the vast majority of requests) and trees located in parks, ovals, urban reserves and easements. While some Councils have implemented a “fee for service” to process these requests a determination would need to be made on what these costs represent and whether or not Council is prepared to absorb any of these costs.

Other concerns have been raised with regards to issues surrounding Work Health and Safety and staff entering private properties to undertake these assessments, whether or not there are follow up compliance requirements that need to be factored into whether or not Council proceeds with the adoption of the Vegetation SEPP instrument. From the research undertaken there are obviously other Councils that have already resolved these issues to their satisfaction, and Dubbo Regional Council could review and adapt their methodologies.

A further consideration surrounds the issues of community consultation. Residents of Dubbo have for a long period of time been given the responsibility of managing vegetation on their own properties. The adoption and implementation of the Vegetation SEPP could be potentially seen as a reduction in trust in the community’s ability to make these decisions. It may also result in a rash of tree removals during the community consultation phase due to concerns that Council may not permit a tree removal on their property.

For Dubbo Regional Council to determine whether or not to proceed with the adoption and implementation of a tree management instrument, such as the Vegetation SEPP further research and costings need to be carried out to enable an informed decision to be made.

It shall be recommended that further investigation in regards to the level of resourcing and associated costs be carried out with a further report to Council by May 2022.

Appendices:

1↓ [Wagga Wagga City Council Vegetation SEPP Permit To Clear Vegetation Form](#)



Civic Centre
Cnr Baylis & Morrow Sts
PO Box 20
Wagga Wagga NSW 2650

ABN 56 044 158 537
Ph 1300 282 442
Fax 02 6926 9199
council@wagga.nsw.gov.au
www.wagga.nsw.gov.au


PERMIT TO CLEAR VEGETATION (Trees)
State Environmental Planning Policy (SEPP) Part 3 Vegetation in Non-Rural Areas 2017

OFFICE USE ONLY				
TP	<input type="text"/>	Amount Due	<input type="text"/>	
		Date	<input type="text"/>	
CSO	<input type="text"/>	Rec No	<input type="text"/>	
		DA No	<input type="text"/>	
Note: Council does not accept application without payment				
Section 1 – Applicants Details				
NOTE: All correspondence will be forwarded to this address or email, including any determination				
Name	<input type="text"/>	Company	<input type="text"/>	
Address	<input type="text"/>		Postcode <input type="text"/>	
Phone	<input type="text"/>	Mobile	<input type="text"/>	
Email	<input type="text"/>	Signature	<input type="text"/>	
Section 2 – Site Details				
Address	<input type="text"/>		Suburb <input type="text"/>	
Legal Description (Lot & DP)	<input type="text"/>		Zone <input type="text"/>	
Section 3 – Please Identify Tree Type / Species				
Information below is also to be completed before the application will be accepted. Failure to complete all the details will result in the application being delayed or rejected. Indicate number of trees effected, describe the extent of work (prune, removal, transplant, other) and reasons for works.				
	Tree Type (species)	Remove ✓	Prune ✓	Reason
1	<input type="text"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
2	<input type="text"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
3	<input type="text"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>
4	<input type="text"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="text"/>

Notes: _____

Site Plan

- Show the position of all buildings, boundaries and other relevant structures within the box provided (if insufficient space, please attach a site plan)
- Indicate the approximate location of the tree/s listed
- Indicate the front and rear of property
- If necessary, identify tree/s by tying a piece of string to the trunk
- Indicate street frontage
- Indicate the approximate direction of north



Section 4 – Additional Information

Have you previously applied for permission to remove or prune this tree/s? Yes No

A Council Officer will need to inspect the tree/s on this site. Will access need to be arranged prior to the inspection? Yes No

Do you have unrestrained dogs? Yes No

Do you have locked gates? Yes No

Does this application relate to the removal of a tree/s for a proposed building? Yes No

If yes, please provide the DA number DA _____

Have you attached supporting information? Arborist Report Structural Engineer Report Other

Section 5 – All owners of the property must consent to this application

As the owner(s) of the property to which this application relates, I/we consent to this application being submitted, and we give authority for Council to enter the site to carry out inspections for this proposal.

Privacy and personal information protection notice: The personal information provided is collected for processing this application. The application lodged by you or information contained therein may be provided to members of the public in accordance with the provisions of the Government Information (Public Access) Act 2009. Supply of personal information is legally required and failure to supply could cause delay in your application.

Note: Each owner will need to sign in the space provided below or provide consent by the way of a separate letter. Where the owner is a company, the signature of two directors; a director and a secretary; or a single director where he/she is the sole director/secretary will be accepted. Please print the position held below the company name.

Name _____ Signature _____

Name _____ Signature _____

Name _____ Signature _____

Name _____ Signature _____

Check List for SEPP – Removal of a Tree or Vegetation

Part A

Click on the following link: <https://www.lmbc.nsw.gov.au/Maps/index.html?viewer=NVRMap>

Accept – click on "I want to" – choose "search address" – type in address of property – search. Subject land will appear in a Map. Is the subject land in a grey shaded area?

Complete Part B

- No** Is the land clearing for a development proposal?
- Yes** Apply to Council for a Development Application
- No** Apply to the Local Land Services for advice and assessment

Part B

Note: A permit is not required for any living tree in an urban area that is:

- a) Listed as an undesirable plant in section 5.2.3 of the DCP (See page 5 of this form)
- b) Of a height less than 8m, unless it is a Species of Local Conservation Significance as identified in section 5.2 of the DCP

	Information Required	Yes	No	Unknown
1	Is the tree height less than 8m?			
2	Is the native vegetation located in a wetland?			
3	Is the tree, irrespective of size, listed in a Register of Significant or Heritage trees?			
4	Is the clearing of vegetation a requirement for future development?			
5	Was the vegetation planted as a condition of development?			
6	Is the clearing of vegetation being carried out under the RFS 10/50 Code?			
7	Is the vegetation in the Conservation Area of the City? (See DCP, Section 3.3. refer map 3.3)			
8	Is the cleared vegetation part of an Aboriginal object or within an Aboriginal Place of significance?			

- No** If you have answered "no" to all of the above questions, proceed with application
- Yes** If you have answered "yes" or "unknown" to any questions, please see the Duty Planner for assistance

Guideline Information

Vegetation means a tree or other vegetation, whether or not it is native vegetation – See DCP 5.2

Notes for table above:

- a) A "yes" answer to Q2 requires the application to be referred to the Town Planners for assessment
- b) Q3 refers to the maps under the 2010 DCP
- c) Q4 refers primarily to land in the R5, RU2, RU4 and RU6 2010 zones

INFORMATION SHEET FOR PERMIT TO CLEAR VEGETATION (Trees)

Please read this information sheet carefully before filling out the Permit to Clear Vegetation (Trees) form.

Permit to Clear Vegetation (Trees) form:

- The permit form is to be signed by the property owner(s)
- A non-refundable permit fee applies
- If the tree is located on a common boundary, all parties that have joint ownership of the tree are to sign the permit form
- If the permit is in relation to any proposed or current development, building or subdivision application, you are still required to complete and lodge this permit form and pay the permit fee. The assessment will be carried out in conjunction with the relating Development Application
- A request to prune or remove a tree to eliminate the shedding of leaves or to enhance a view will not be considered
- In some situations Council may request an additional report by a suitable qualified arborist or structural engineer at the applicant's expense to support the permit

Neighbouring Trees:

Council may give consent to prune a neighbours' tree that is overhanging your property. Pruning can only be undertaken back to your property boundary. Council does not get involved in neighbour disputes. In such situations, the parties involved should contact the Community Justice Centre. Following is a link to their website:

http://www.cjc.justice.nsw.gov.au/Pages/cjc_what_is_mediation/com_justice_neighbours.aspx

Work Quality and Method:

Any approved tree works are to be carried out in accordance with the Australian Standards "Pruning Amenity Trees" (AS4373-2007) and "Protection of Trees on Development Sites" (AS4970-2009)

A Permit is not Required for the Following:

- Street tree, Park tree or Reserve tree not related to a DA
 - If the tree in question is a street tree, or located in a park or reserve, a request for assessment of the tree can be made online at Council (see links below), or by telephoning Customer Service on 1300 292 442.
- Dead Tree – these can be removed without approval

Street tree: (For requests for street tree pruning or removal, fallen branches, vandalism etc.)

<https://eservices.wagga.nsw.gov.au/P1/eRequest/SubmitRequest.aspx?f=%24P1.ECR.SUBMIT.MNT&Group=CRTrees&GroupCategory=CROnline>

Park or Reserve: (For any tree issues as above that are located in a park or reserve)

<https://eservices.wagga.nsw.gov.au/P1/WWCustom/GuestHome.aspx?r=WW.P1.WEBGUEST&f=WW.P1.EPR.GHOM.VIW>

Overhead Power Lines:

For trees impacting on electrical service wires within your property, contact Essential Energy on 13 20 80

Once lodged, your application will be given a Customer Reference Number

Your application will be assessed within twenty eight (28) working days

The trees listed below are undesirable plants/noxious weed species, and are identified by their botanical name (common names are provided as reference only). Cultivated varieties (*cvs.*) of the trees listed are not included for exemption.

Table 5.2.3 Undesirable plant species

BOTANICAL NAME	COMMON NAME
<i>Acacia baileyana</i>	Cootamundra wattle
<i>Acacia nilotica ssp.indica</i>	Prickly Acacia
<i>Ailanthus altissimus</i>	Tree of Heaven
<i>Cinnamomum camphora</i>	Camphor Laurel
<i>Cotoneaster spp.</i>	Cotoneaster species
<i>Crataegus monogyna</i>	Hawthorn
<i>Fraxinus oxycarpa</i>	Desert Ash
<i>Ligustrum lucidum</i>	Broad-leaf Privet
<i>Ligustrum sinense</i>	Small-leaf Privet
<i>Olea africana</i>	African Olive
<i>Melia azedarach</i>	White Cedar
<i>Nerium oleander</i>	Oleander
<i>Phoenix canariensis</i>	Canary Island Date Palm
<i>Pinus radiata</i>	Radiata Pine
<i>Prunus cerasifera 'Nigra'</i>	Flowering Cherry Plum
<i>Robinia pseudoacacia</i>	False Acacia
<i>Salix spp.</i>	Willows
<i>Schinus species</i>	Peppercorn Tree
<i>Syagrus romanzoffiana</i>	Cocos Palm
<i>Tamarix aphylla</i>	Athel Pine
<i>Washingtonia filifera</i>	Desert Fan Palm



REPORT: Dubbo Regional Sports Council - Playing Field Improvement Fund

AUTHOR: Recreation Coordinator
REPORT DATE: 9 September 2021
TRIM REFERENCE: ID21/1569

EXECUTIVE SUMMARY

The Dubbo Regional Sports Council Playing Field Improvement Fund was administered by the Dubbo Regional Sports Council. For over a decade 25% of the sporting organisation fees collected by Council, were contributed to the Playing Field Improvement Fund which was held in a restricted assets account.

At the Ordinary Council meeting held 25 May 2020, the March quarterly budget review as tabled and it was advised a COVID-19 reserve was being established utilising the restricted assets from across Council. In total \$9.4 million was raised to help offset organisational income reduction and implement measures for Councils' continued operation.

At the Dubbo Regional Sports Council Annual General Meeting held on Tuesday, 23 February 2021 a Financial Report was tabled and adopted which identified the Dubbo Regional Sports Council Playing Field Improvement Fund having a balance as of the 31 December 2021 of \$61,404.97.

A decision to reach a balanced budget made at the Councillor workshop held in March 2021 identified that the reimbursement of funds back to the restricted assets, as originally intended, was not possible. As of the 30 June 2021 the Sporting and Recreation budget – Playing Field Improvement Fund had no funds available and the budget line removed as part of the 2021/2022 budget. This was in response to all restricted assets funds from this area being redirected to Council's COVID-19 reserve fund.

On Tuesday, 28 September 2021 the Dubbo Regional Sports Council General Meeting was held. Members were notified of the restricted assets associated with clubhouse and sporting facility licence/lease agreements no longer existed, and the Dubbo Regional Sports Council Playing Field Improvement Fund had been removed from the 2021/2022 budget and the funds redirected to the General Fund. The Dubbo Regional Sports Council moved a motion requesting Dubbo Regional Council consider the Playing Field Improvement Fund in the development of the 2022/2023 Operational Plan and Budget.

An application for \$10,000 from the Playing Field Improvement Fund had been submitted by the Dubbo Netball Association, to assist with an already completed upgrade of the Public Address system at Nita McGrath Netball Courts. Dubbo Netball was contributing \$13,960 of their own funds toward the \$23,960 project.

Further, an application for \$20,000 from the Playing Field Improvement Fund had also been submitted from Dubbo Touch Association (DTA), to assist with a Stronger Country Community Fund Round 4 grant application to install sports lighting at John McGrath Oval. In addition to the \$20,000 from the Playing Field Improvement Fund the DTA have indicated they will contribute \$124,000 of their own funds toward the project. The total cost of this sports light installation project is \$827,206.

The Dubbo Regional Sports Council Management Committee met on 13 July 2021 where both projects were endorsed.

It is recommended that the Dubbo Regional Sports Council Playing Field Improvement Fund applications from Dubbo Netball Association and Dubbo Touch Association as endorsed by the Dubbo Regional Sports Council Management committee be adopted by Council and the Dubbo Netball Association and Dubbo Touch Association be notified of the outcome. It is proposed that the \$10,000 for the Dubbo Netball Association Public Address system upgrade be funded from the Recreation and Open Space budget. In the event that the grant submitted under Stronger Country Communities Fund Round 4 for sports lighting at John McGrath Oval (Touch Football), that these funds be found from organisational savings at the September quarterly.

It is further recommended that Dubbo Regional Council consider the Dubbo Regional Sports Council Playing Field Improvement Fund in the development of the 2022/2023 Operational Plan and Budget.

STRATEGIC ALIGNMENT

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principal themes and a number of strategies and outcomes. This report is aligned to:

Theme:	5 Liveability
CSP Objective:	5.5 The community has the opportunity to participate in a diverse range of lifestyle, sporting and passive recreational pursuits
Delivery Program Strategy:	5.5.2 Quality passive and active open space is located to maximise access and use by the community

FINANCIAL IMPLICATIONS

The Recreation and Open Space budget – Playing Field Improvement Fund currently had no funds available as of 30 June 2021, due to all restricted assets funds being redirected to Council’s COVID-19 fund. The Recreation and Open Space budget will fund the \$10,000 Netball Public Address system project via transfer of funds from Sporting Facilities Asset Maintenance – Materials budget, to enable this project to be finalised.

If the grant application for the John McGrath lighting project is successful an additional \$20,000 will be require. It is requested that these funds be found from operational savings from the organisation.

The Dubbo Regional Council consider the Playing Field Improvement Fund in the development of the Recreation and Open Space 2022/2023 budget and a contribution of twenty five percent (25%) of the sporting organisation fees and charges paid be contributed to the restricted asset in 2022/2023 and every year thereafter.

POLICY IMPLICATIONS

The Playing Field Improvement Fund and enhancements to John McGrath Oval and the Nita McGrath Netball Courts, are in keeping with the Dubbo Regional Council *Recreation Strategy 2030*.

RECOMMENDATION

- 1. That the correspondence from the Dubbo Regional Sports Council be noted.**
- 2. That consideration be given to the establishment of a Playing Field Improvement Fund as part of the development of the 2022/2023 Operational Plan and Budget.**
- 3. That \$10,000 for the Dubbo Netball Association PA system upgrade be funded from the existing Recreation and Open Space budget.**
- 4. That consideration be given to the request for \$20,000 from the Dubbo Touch Association should they be successful in a grant application and this this be considered at the appropriate quarterly budget review.**

Tracey Whillock
Recreation Coordinator

BACKGROUND

The Dubbo Regional Sports Council Playing Field Improvement Fund was administered by the Dubbo Regional Sports Council. For over a decade the 25% of the sporting organisation fees collected by Council, were contributed to the Playing Field Improvement Fund and held in a restricted assets account. Sporting clubs/associations could apply to the Dubbo Regional Sports Council for a 50% or maximum \$20,000 co-contribution towards a sporting facilities project which thereafter would become the asset of Dubbo Regional Council.

Since 2017, the Dubbo Regional Sports Council Playing Field Improvement Fund has assisted in funding sporting facility projects which have become an asset of Dubbo Regional Council to a total cost of \$323,000. The Playing Field Improvement Fund has contributed \$85,000, while Sporting Clubs/Associations have contributed \$101,000 and the remaining balance has been funded through successful grant applications.

REPORT

At the Ordinary Council meeting held 25 May 2020, the March quarterly budget review advised a COVID-19 reserve was being established with the restricted assets from across Council to a total of \$9.4 million. At this point the Sporting Budget Restricted Assets associated with clubhouse and sporting facilities licence/lease agreements, sports lighting and storage fees were redirected to the COVID-19 reserve, however the Recreation Budget Playing Field Improvement Fund remained.

At the Dubbo Regional Sports Council Annual General Meeting held on Tuesday, 23 February 2021 a Financial Report was tabled and adopted which identified the Dubbo Regional Sports Council Playing Field Improvement Fund having a balance as of \$61,404.97 as of the 31 December 2021.

A Councillor workshop held in March 2021 saw a decision to reach a balanced budget identify that the reimbursement of funds back to the restricted assets, as intended, was not possible. Subsequently as of the 30 June 2021 the Sporting and Recreation budget – Playing Field Improvement Fund had no funds available and no longer existed as part of the 2021/2022 budget, due to all restricted assets funds being redirected to Council's COVID-19 reserve fund.

On Tuesday, 28 September 2021 the Dubbo Regional Sports Council General Meeting was held, and the Dubbo Regional Council, Chief Executive Officer addressed the members. It was communicated that the restricted assets associated with clubhouse and sporting facility licence/lease agreements no longer existed, and the Dubbo Regional Sports Council Playing Field Improvement Fund had had its funds transferred to the COVID-19 account and did not form part of the 2021/2022 budget. The Dubbo Regional Sports Council members expressed disappointment particularly in regard to the lack of consultation given this was the first occasion the group had been notified of the outcome. The Dubbo Regional Sports Council moved a motion, *'Dubbo Regional Sports Council requested that Dubbo Regional Council consider reintroducing a similar funding opportunity to the Playing Field Improvement Fund as*

*part of the new budget. Dubbo Regional Sports Council provide a letter to Dubbo Regional Council formally requesting consideration in preparation for the development of the new 2022/2023 budget'. Subsequently on Tuesday, 12 October 2021 the Dubbo Regional Sports Council provided a formalised letter, as per **Appendix 1**, to Dubbo Regional Council outlining their concerns and disappointment and requesting Dubbo Regional Council consider the Playing Field Improvement Fund in the development of the 2022/2023 Operational Plan and Budget.*

It is also noted that Dubbo Regional Sports Council had received a Playing Field Improvement Fund applications from Dubbo Netball Association and Dubbo Touch Association.

Dubbo Netball Association submitted a retrospective Playing Field Improvement Fund application to upgrade the Public Address system at the Nita McGrath Netball Courts in March 2021, as the current Public Address system was dated, no longer effective in the projection of sound across the facility and would not be sufficient for the 2021 winter season.

In their application Dubbo Netball Association had indicated they would contribute \$13,960 of their own funds. The Dubbo Netball Association requested \$10,000 from the Dubbo Regional Sports Council Playing Field Improvement Fund to contribute to this project which had a total cost of \$23,960.

The Dubbo Netball Association Playing Field Improvement application for funds was tabled at the next scheduled Dubbo Regional Sports Council Management Committee meeting which was held on 29 June 2021. At the meeting the Dubbo Netball Association indicated and following the meeting confirmed that the committee had placed the order for the PA system through Audio Plus as per the quotation in February 2021. The Dubbo Netball Association went with the single quotation as they were aware of other sporting clubs also using Audio Plus for their PA system upgrades and believed that they were the only business in Dubbo who provided this service. Also given the PA system upgrade was urgently required prior to the winter 2021 season, the extended delivery time for the equipment and the new netball committee being unfamiliar with the process around the Playing Field Improvement Fund assessment and approvals process the order was placed prior to applying for and seeking approval for the funding.

The Dubbo Netball Association indicated that if the PA system wasn't upgraded then the current PA system would not be sufficient for their volunteers to successfully manage the Saturday competition as well as regional and school carnivals.

Dubbo Netball Association provided a letter to Dubbo Regional Council outlining the reasoning behind proceeding with the ordering of the PA system prior to seeking funding approval in **Appendix 2**.

The Dubbo Netball Association is an enthusiastic club that provides healthy activity and positive outcomes to the local community. They have been a user group at Nita McGrath Netball Courts for several years and have a strong history of proactively planning for and funding projects including the Dubbo Netball Clubhouse, Sealing of the Nita McGrath Netball

Courts Car Park, Renewal of the Court Surface and recently the successful application of funding to develop two additional hard courts.

Dubbo Touch Association submitted a Playing Field Improvement Fund application to support a Stronger Country Communities Fund Round 4 grant application for the purchase and installation of sports lights at John McGrath Oval. Currently there is no sports lighting on John McGrath Oval. The sports lighting project will allow Dubbo Touch to expand their winter and summer competition to increase participation and will also support other sporting clubs by providing additional sporting fields with lights for winter season training.

Dubbo Touch Association indicated they will contribute \$124,000 of their own funds to assist Council in the grant application for \$683,206 to progress the project. The Dubbo Touch Association have requested \$20,000 from the Dubbo Regional Sports Council Playing Field Improvement Fund to contribute to this project which has a total cost of \$827,206.

A further Dubbo Regional Sports Council Management Committee meeting was held on 13 July 2021 where the Dubbo Netball Association application for funds through the Playing Field Improvement Fund was re-tabled along with information from the Sporting Asset Coordinator and an update from Dubbo Netball Association on when the order was placed, discussions had and the current project status. The Dubbo Touch Association application for funds through the Playing Field Improvement Fund were also tabled. The Dubbo Regional Sports Council Management Committee determine that the applications had merit.

The Committee endorsed the Dubbo Regional Sports Council Playing Field Improvement Fund application by the Dubbo Netball Association for \$10,000 for the upgrade to the PA system at Nita McGrath Netball Courts. It was noted by the Committee that the application did sit outside the fund parameters given the funding would be provided retrospective to the project, with the order already placed and only one quote provided and thus the final decision regarding approval of the application would reside with Council. **Appendix 3** includes the minutes from the Dubbo Regional Sports Council – Management Meeting 13 July 2021.

The Committee also endorsed the Dubbo Regional Sports Council Playing Field Improvement Fund application by the Dubbo Touch Association for \$20,000 to purchase and install sports lighting at John McGrath Oval.

Whilst the Recreation and Open Space budget currently has no available fund to support the Dubbo Netball Association and Dubbo Touch Association Playing Field Improvement Fund applications, it is identified that \$10,000 for the Netball Public Address system project could be funded via transfer of funds from Sporting Facilities Asset Maintenance – Materials budget, to enable this project to be finalised. If the John McGrath lighting project is successful an additional \$20,000 will be required and the co-contribution to be requested to be found from operational savings from within the organisation following the September quarterly review.

SUMMARY

With the Dubbo Regional Sports Council Management Committee endorsing the Playing Field Improvement Fund Applications received from the Dubbo Netball Association and Dubbo Touch Association, and with funding identified within the Recreation and Open Space budget, it is recommended that the applications be adopted by Council. It is also recommended that the Dubbo Netball Association and the Dubbo Touch Association be notified of the outcome.

Additionally it is recommended that Dubbo Regional Council consider the inclusion of a Dubbo Regional Sports Council Playing Field Improvement Fund in the development of the 2022/2023 Operational Plan and Budget.

Appendices:

- 1 [↓](#) Letter - Dubbo Regional Sports Council regarding Playing Field Improvement Fund
- 2 [↓](#) Letter - Dubbo Netball Association regarding Playing Field Improvement Fund Application
- 3 [↓](#) Minutes - Dubbo Regional Sports Council Management Meeting 13/07/2021



13/10/2021

Murray Wood
General Manager
Dubbo Regional Council
PO Box 81
Dubbo NSW 2830

Dear Mr Wood,

DUBBO REGIONAL SPORTS COUNCIL PLAYING FIELD IMPROVEMENT FUND

Thank you for attending the Dubbo Regional Sports Council General Meeting on Tuesday, 28th September. We appreciate the respect you showed us by informing the meeting that the Dubbo 'Regional Sports Council Playing Improvement Fund' had been cancelled and could no longer be accessed by sporting groups.

We were of course extremely disappointed to learn that this decision had been made in November 2020 and that Dubbo Regional Council had not thought to communicate with Sports Council at the time about what was being considered and why, or to inform Sports Council once the decision was made. All Sports Council members understand the difficult financial situation being experienced due to COVID-19 across the community, including Council. While each of the sports have suffered too, we believe that sport will provide a strong foundation for the Dubbo community to recover from the COVID-19 hardships we have faced. To that end we ask you to reconsider the decision to cancel the Playing Improvement Fund and instead reinstate it in a future budget when the financial situation allows.

The Dubbo Regional Sports Council voted unanimously to submit a Notice of Motion to Dubbo Regional Council as follows;

'Dubbo Regional Sports Council request, Dubbo Regional Council consider reintroducing a similar funding opportunity to the Playing Field Improvement Fund as part of the new budget. Dubbo Regional Sports Council provide a letter to Dubbo Regional Council formally requesting consideration in preparation for the development of the new 2022/2023 budget.'

Dubbo Sports Council members are ready to play our part to help the community recover from COVID-19 hardships. Please contact me if you would like to discuss further.

Yours sincerely,



Neil Webster
President
Dubbo Regional Sports Council



Macleay Street
Dubbo NSW 2830

President: Maree Hand (0438797101)

dubbonetball@live.com.au

Dubbo Regional Council
Mr Ian McAlister
PO Box 81
Dubbo NSW 2830

14 July 2021

Dear Ian

The PA system at the Nita McGrath Netball Clubhouse failed at the commencement of 2021 and annual temporary fixes were no longer a solution. Whilst the hooter could be heard, verbal communication was distorted making it impossible for important announcements and COVID compliance announcements to be understood.

The committee sort information from other sporting groups as to who could quote on a new PA system and then approached AudioPlus in Dubbo to inspect the current system and quote on a new system. The committee was unaware of any other local business which could supply a new PA system. In February 2021 the committee agreed to proceed with the purchase of the new equipment which would not be available immediately due to supply issues. To assist with the cost of this asset, I completed a Playing Field Improvement Fund application and submitted the application in March. At the same time, we also sort funding support from the Bodangora Wind Farm scheme.

AudioPlus undertook temporary updates and repairs to the system so the netball season could commence in May. The committee of the Dubbo Netball Association are all new to their roles in 2021, including the President and Facilities Manager. The Committee was unaware that they needed to inform Council of the issue or work with Council through a tender process to support the work and grant application. Furthermore, work commenced prior to receiving a response for their application to the Playing Field Improvement Fund as the competition season urgently needed to commence with a PA system. If temporary upgrades did not proceed before May, then we would have had to hire equipment which would have been expensive.

The netball courts are also used by other groups in the community, such as schools and PSSA. We were not in a position to train these other users on temporary and unreliable equipment when they needed to use our equipment.

I approached Council on numerous occasions with regards to the Bodangora Wind Farm funding application and I was informed that the decision was delayed due to recent meeting changes with Councillors and the Mayor. Recently we received feedback that our application to the Bodangora Wind Farm scheme was unsuccessful.

Our application through the Playing Field Improvement Fund was brought to the attention of Sports Council on 29 June and it was at this meeting that, concerns were raised that work had commenced on the PA system and that thus our application for funding may now not comply with the application guidelines and procurement policy of Council.

The netball committee is now aware of the tender process and agrees to comply with process in the future.

Thank you for considering our application for assistance.

Kind regards

Kim Chandler
Dubbo Netball Association
Sports Council Representative



**MINUTES - DUBBO REGIONAL SPORTS COUNCIL
MANAGEMENT MEETING**

Tuesday 13 July 2021

6.00pm, Dubbo Regional Council Conference Room/Microsoft Teams

PRESENT:

Neil Webster	Dubbo Touch Football
Allan Nicholson	Wellington Warriors Football Club
Adam Willner	Dubbo Junior Rugby Club
Tracey Whillock	Dubbo Regional Council
Kim Chandler	Dubbo Netball Association
Richie Richardson	Dubbo and District Junior Cricket Association
Jim Auld	Dubbo and District Football Association
Tracey Whillock	Dubbo Regional Council

The meeting was chaired by Dubbo Regional Sports Council President Neil Webster.

Meeting commenced at 6.01pm.

21/1: Apologies

Paul Campion Wellington Warriors Football Club

21/2: Dubbo Netball Association – Playing Field Improvement Fund

The Dubbo Netball Association Playing Field Improvement Fund application for a PA system upgrade at the Nita McGrath Netball Courts was re-tabled (see attached application).

Tracey confirmed that she had followed up with Wes Giddings the Sporting Asset Coordinator and he couldn't recall any conversations or correspondence with Dubbo Netball Association regarding the proposed upgrade to the PA system at the Nita McGrath Netball Courts. He did say if he had spoken to netball he would have just told them to speak to Audio Plus to get a quote and indicated that they could apply for funding through the Playing Field Improvement Fund.

Wes did contact Glen at Audio Plus to check that he hadn't made contact with Glen about the project and just couldn't remember, Glen confirmed that they had dealt directly with the Dubbo Netball Association. Glen indicated he spoke to Maree Hand on the 21 January 2021 regarding the provision of a quote for the PA system upgrade and had received confirmation from Jemma Hall on the 19 February 2021 to proceed with the quote and ordering of the equipment.

Kim Chandler indicated that she had trouble contacting Dubbo Netball committee members involved in the project given it has been school holidays but understands that the committee had placed the order for the PA system through Audio Plus as per the quotation in February 2021. The Dubbo Netball Association went with the single quotation as they were aware of other sporting clubs also using Audio Plus for their PA system upgrades and believed that they were the only

business in Dubbo who provided this service. Also given the PA system upgrade was urgently required for the winter 2021 season, the extended delivery time for the equipment and the new netball committee being unfamiliar with the process around the Playing Field Improvement Fund assessment and approvals process the order was placed prior to applying for and seeking approval for the funding.

The Dubbo Netball Association indicated that if the PA system wasn't upgraded then the current PA system would not be sufficient for their volunteers to successfully manage the Saturday competition as well as regional and school carnivals.

Kim Chandler declared a conflict of interest and was not included in the voting.

Motion: That the Dubbo Netball Association application for \$10,000 for upgrade to the PA system at Nita McGrath Netball Courts be approved given the project has merit however be pending approval from Dubbo Regional Council that the application can proceed to final approval given only one quote was included and the funding will be granted retrospectively given the PA system has been ordered.

Moved: Jim Auld
Seconded: Kim Chandler
Carried: All in favour

21/3: Dubbo Touch Association – Playing Field Improvement Fund

The Dubbo Touch Association Playing Field Improvement Fund application for sports lighting at John McGrath Oval was tabled (see attached application).

Neil Webster declared a conflict of interest and was not included in the voting.

Motion: That the Dubbo Touch Association application for \$20,000 for sports lighting at John McGrath Oval be approved.

Moved: Jim Auld
Seconded: Kim Chandler
Carried: All in favour

21/4: Wellington Junior Rugby Club – Playing Field Improvement Fund

The Wellington Junior Rugby Club Playing Field Improvement Fund application for installation of electronic LED scoreboards at Bicentennial, Pioneer and Rygate Ovals in Wellington was tabled (see attached application).

Allan Nicholson declared a conflict of interest.

The committee had questions regarding the quote provided by Brennan's Welding as the invoice appeared to only be for the frame for one scoreboard. Also the electrical cost included in the budget should have been excluding GST.

Action: Tracey to go back and liaise with Joe Mason, Wellington Junior Rugby Club and Marie Cornish, Wellington Cricket Association regarding the budget and quotes in order to seek clarification and ensure accurate financials.

Sports Council also supported Council's proposal to develop a process for the management of sporting organisations looking to apply for grant funding for sporting facility infrastructure and seeking support from Dubbo Regional Council. There is a need for the Recreation and Open Space team to be consulted in regard to the development of grant applications from sporting organisation to ensure the projects are appropriate, align with Council Strategic Plans, supported by Council and that the budgets and quotes are relevant.

21/5: Playing Field Improvement Fund Review

Tracey provided the following information regarding Council's Procurement Policy:

- Under \$10,000 inclusive of GST need to provide one quote and must be from a local supplier or if not local we have to seek approval through a memo
- \$10,000 inclusive of GST or more have to go through Vendor Panel for quotation.
- \$250,000 inclusive of GST or more have to go through Vendor Panel for tender.

Tracey liaised with Wes Giddings the Sporting Asset Coordinator and identified the following proposed amendments to the Sports Council Playing Field Improvement Fund in order to align the process directly with Council's Procurement Policy.

- Playing Field Improvement Fund applications that are under \$10,000 need to provide one detailed quote and must be from a local supplier or if not need to provide justification why they haven't gone local as we will need to seek approval
- Fund applications that are \$10,000 or more need to provide one quote as these projects will need to be managed by Council in particular the Sporting Asset Coordinator and follow Council's Procurement Policy which would mean the project would have to go out on Vendor Panel for quotation. Applicants are encouraged to ask suppliers to add a 10/15% contingency on their quote and notify the supplier that they will have an opportunity through Vendor Panel to quote on the project should the application be approved.

The follow suggestions were also proposed by Tracey following the consultation with Wes Giddings the Sporting Asset Coordinator regarding the project management:

- Any project that is under \$10,000 and is for the purchase of equipment/services that don't require installation e.g. a fridge need to confirm with Sporting Asset Coordinator but can be managed by the applicant. This mean the applicant would seek a purchase order from Council, purchase the equipment/service as per the approved quote, organise payment and delivery and on completion invoice Council for the PFIF contribution. The applicant would need to provide a receipt of payment with the invoice to Council and also include the Council purchase order on the invoice.
- Any project that is under \$10,000 and includes installation or construction will be managed by the Sporting Asset Coordinator in consultation with the applicant. This means Council would invoice the applicant for the 50/50 contribution, coordinate the project using the approved quote and organise payment for the equipment/service etc.
- Any project over \$10,000 will be managed by the Sporting Asset Coordinator in consultation with the applicant. This means once approved the Sporting Asset Coordinator would go out to quotation on vendor panel for the project. Once the project is awarded the Sporting Asset Coordinator would invoice the applicant for the approved PFIF contribution or the 50/50 contribution if the project comes in less than the project total stipulated in the application as well as manage the project delivery e.g. purchase/installation/construction.

Approved Funding

- If a project that is required to go through vendor panel comes in less than the original quote and approved contribution then the PFIF will still only pay up to half the contribution.
- If a project that goes through vendor panel comes in higher than the original quote and approved contribution then Council will go back to the applicant to advise and see if they wish to proceed with the project and the applicant pay the outstanding balance or if the applicant would wish reapply to Sports Council.
- The approved PFIF contribution is the maximum contribution that can be provided for a project and cannot exceed a 50/50 contribution.

Timeframes

- All applications require Sports Council approval and Council approval. The Management Meeting will meet as follows to assess Playing Field Improvement Funds. Special meetings may be called if project is urgent.

Sports Council Meeting	Application Due	Council Meeting
Last Tuesday in February	1 week prior to meeting	April Council Meeting
Last Tuesday in June	1 week prior to meeting	August Council Meeting
Last Tuesday in August	1 week prior to meeting	October Council Meeting
Last Tuesday in November	1 week prior to meeting	February Council Meeting

The committee agreed that the above information should be included in the application form and guidelines as well as clarification around the ownership of assets funded by the Playing Field Improvement Fund.

Action: Tracey will updated the Playing Field Improvement Fund application and guidelines and distribute to the management committee for further feedback. The amended application to be approved at the next management meeting.

Following the finalising of the Playing Field Improvement Fund review the committee agreed that the re-education of sporting organisations through the Dubbo Regional Sports Council will be required. Tracey to include on the agenda for the next general meeting.

Action: Tracey to circulate a financial report on the Playing Field Improvement Fund and the spreadsheet of approved projects to the committee with the minutes.

21/6: Other Business

Allan Nicholson confirmed the current COVID 19 restrictions for community sport. Tracey advised that sporting organisation must have a COVID Safety Plan and be implementing the plan. Tracey confirmed that sporting organisations must have QR Codes available at their facilities and should encourage their players and spectators to scan when attending training and competition. Tracey confirmed sporting facilities which are fenced must ensure all attendees have QR coded in while those sporting facilities that aren't fenced must ensure they have QR codes available via websites, facebook, around the facility etc and be continually communicating the need to sign in. Tracey indicated that all players must wear a mask to training and competition and can remove when participating. Spectators, coaches etc must wear a must at all times.

The meeting closed at 6.55pm.

Neil Webster
President Dubbo Regional Sports Council



REPORT: Question on Notice - Councillor John Ryan

AUTHOR: Councillor
REPORT DATE: 7 October 2021
TRIM REFERENCE: ID21/1786

QUESTION ON NOTICE

Council has received the following Question on Notice from Councillor J Ryan. The question is submitted below for the information of Councillors.

Councillor J Ryan:

"I refer to my previous Notice of Motions for the development of a recreational lake, and would like to know how council plans to put the idea of a potential lake forward for the community consultation that will be undertaken for the revised Community Strategic Plan?"

Councillor J Ryan
Councillor