

Precinct Plan

North-West Dubbo Urban Release Area



Adopted by Council 23 March 2023

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1. The North-West Precinct

The North-West Urban Release Area Precinct consists of 375 Hectares on the North-Western fringe of the Dubbo urban area, as indicated in Figure 1. The Precinct is situated approximately 2 km from the Dubbo Central Business District and the Dubbo Regional Airport and is situated 4 km from the Dubbo Health and Education Precinct. The Precinct will also benefit from the future extension of the Newell Highway with a third crossing of the Macquarie River planned to be delivered in the eastern section of the Precinct.

The majority of the subject lands are classified as *Urban Release Area (URA)* under the provisions of the Dubbo Local Environmental Plan 2022. This and other lands in the area, place a focus on strategic planning to ensure neighbourhoods are created to support future growth and to ensure the City can benefit from the strategic location and opportunities this Precinct will provide in the future.

Approximately 334.6 Ha of the Precinct is currently zoned R2 Low Density Residential under the Dubbo Local Environmental Plan 2022. Approximately 40.4 Ha of the Precinct is currently zoned R5 Large Lot Residential.

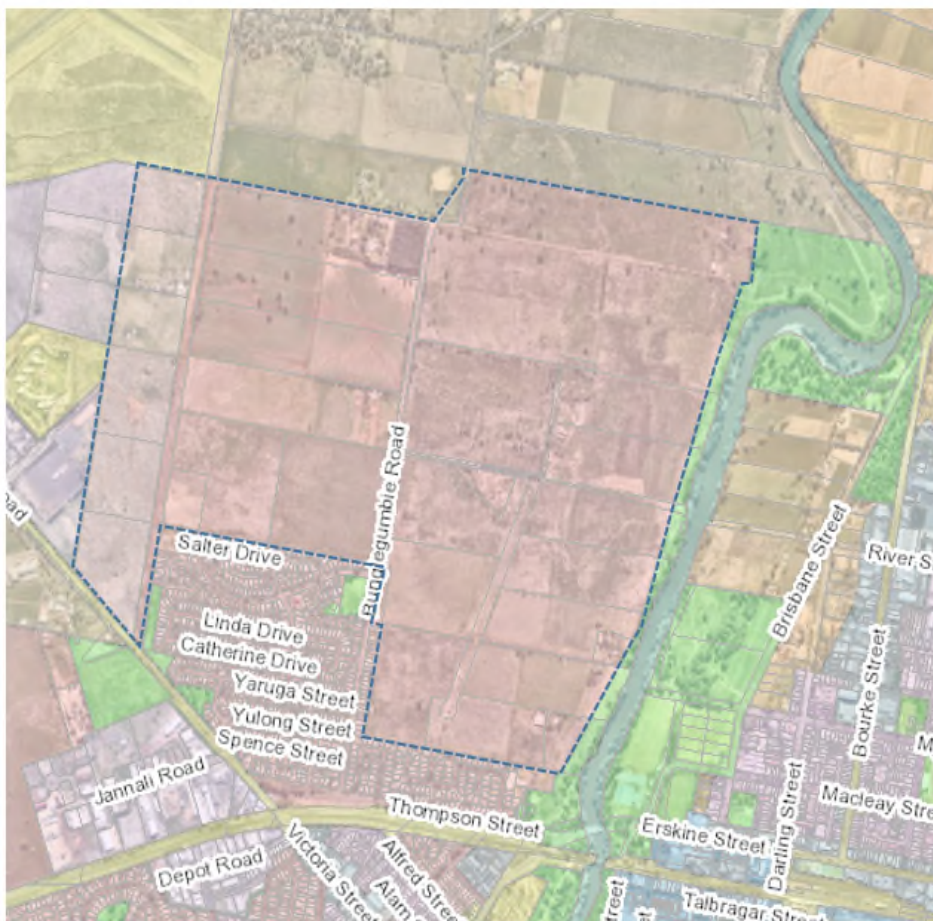


Figure 1: North-West URA Precinct

2. Strategic Planning

This Plan seeks to identify the key strategic issues to be considered in the development of the area and seeks to define future strategic direction and planning guidance.

The broad aims of this Plan are to:

- Identify the opportunities and constraints of the land and the anticipated needs of the community.
- Broadly indicate the likely future development potential of the Precinct.
- Enable the characteristics of the study area to determine the most appropriate location and form for future development.
- Provide a broad context of the consideration, by Council, of a future land zoning regime in the area.
- Establish a vision and set of development objectives which future development will be required to meet.

3. Planning Framework

The North-West Town Centre has been identified as a key urban growth area for Dubbo since 1996 in the Dubbo Urban Areas Development Strategy. This Strategy forms the central basis for land use zoning and planning guidance for Dubbo.

At the core of the Residential Areas Development Strategy is the emphasis of further residential development in West Dubbo which would ensure the Dubbo Central Business District is situated at the centre of the Dubbo Urban Area. The Strategy also provides for further infill development to be undertaken in the South-East area of the City.

The Strategy provides information that the future role of the Precinct will be dominated by its suburban residential function and its strategic location to the Dubbo Central Business District, Dubbo Regional Airport and the range of employment opportunities for future residents.

The objectives for land use in the overall Western Precinct are as follows:

- Close Bunglegumbie Treatment Plant;
- Promote and support suburban residential expansion off Bunglegumbie Road east of Bourke Hill and in the Minore/Joira Road area;
- Identify strategies for improving the appeal of West Dubbo as a residential location; and
- Obtain a suitable alignment for a safe public road access from Mitchell Highway to Bourke Hill (South side) other than Jannali Road to facilitate long term residential development options north of the Main Western Line.

The North-West Town Centre or Urban Release Area presents a significant opportunity to provide a range of residential housing options within a close proximity to the Dubbo Central Business District and a range of employment and other facilities. It is also considered that the North-West Town Centre provides a significant opportunity to deliver a range of housing options for the future growth and development of the City and the Region.

4. Vision

The North-West Residential Urban Release Area is a key residential growth area for Dubbo. The role and status of the Urban Release Area will drive residential development opportunities, provide increased housing opportunities and ensure the City can provide housing for our increasing and vibrant urban population into the future.

There will be an increased need for further housing diversity and housing choice in this area of the City and across Dubbo more generally. This will enable a variety of housing options at different price points in the Dubbo housing market.

The subject area includes the provision of land which could be used for the purposes of a neighbourhood shopping centre. Any neighbourhood shopping centre would only be of a scale which would service residential development in the Precinct and limited servicing of adjacent development in the immediate locality.

5. Key issues and constraints

5.1 Demographics

Dubbo is one of the State's largest inland cities with an estimated resident population of 43,516 people in 2021 (ABS, 2021). The City of Dubbo services a catchment population in excess of 120,000 people.

Dubbo has a high proportion of young and elderly people, with 24% of the population aged between 0 and 19 years and 17.2% of the population aged 65 and over. 48.4% of the population are male and 50.6% of the population are female.

Dubbo has 17,893 private dwellings, with an average number of people per dwelling of 2.5.

Couples with children include 40.7% of households, however, childless couples and single parents account for 37.8% and 19.6% of dwellings respectively, which highlights the changing nature of demography in the City and the need for a variety of housing products into the future.

The NSW Department of Planning and Environment population projections for Dubbo have estimated the population to be 54,275 by 2041. The population growth scenarios for the North-West Precinct include low, medium and high projections as below:

- Low – 5,000 dwellings, population 12,500
- Medium – 5,500 dwellings, population 13,750
- High – 6,000 dwellings, population 15,000.

5.2 Dubbo Regional Airport

The Precinct is located directly adjacent to the Dubbo Regional Airport, 4R Cooreena Road (Mitchell Highway).

Master Planning activities for the Airport have been cognisant of the location and future role of the Precinct, whilst ensuring that the Airport continues to grow into the future. Master Plans for the Airport have included assessment of any impacts from aircraft noise on residential development, in addition to safeguarding airspace for approach and departure of both the Main Runway and Cross Runway.

The aircraft noise mapping provided an assessment of the future noise profile of the Airport based on an ultimate runway length of 2,350 metres and use by larger aircraft types. Figure 2 shows the proximity of the North-West Urban Release Area to the Airport. Figure 3 shows the 20 ANEF noise contour overlaid on the Airport site. It should be noted that any residential development beyond the 20 ANEF contour does not require any future amelioration measures. It is therefore considered that the location of Dubbo Regional Airport in relation to the Precinct is not a significant constraint to future development.

In addition, this Precinct Plan also includes commentary around building heights, to ensure development does not impact the Obstacle Limitation Surface for the Airport.

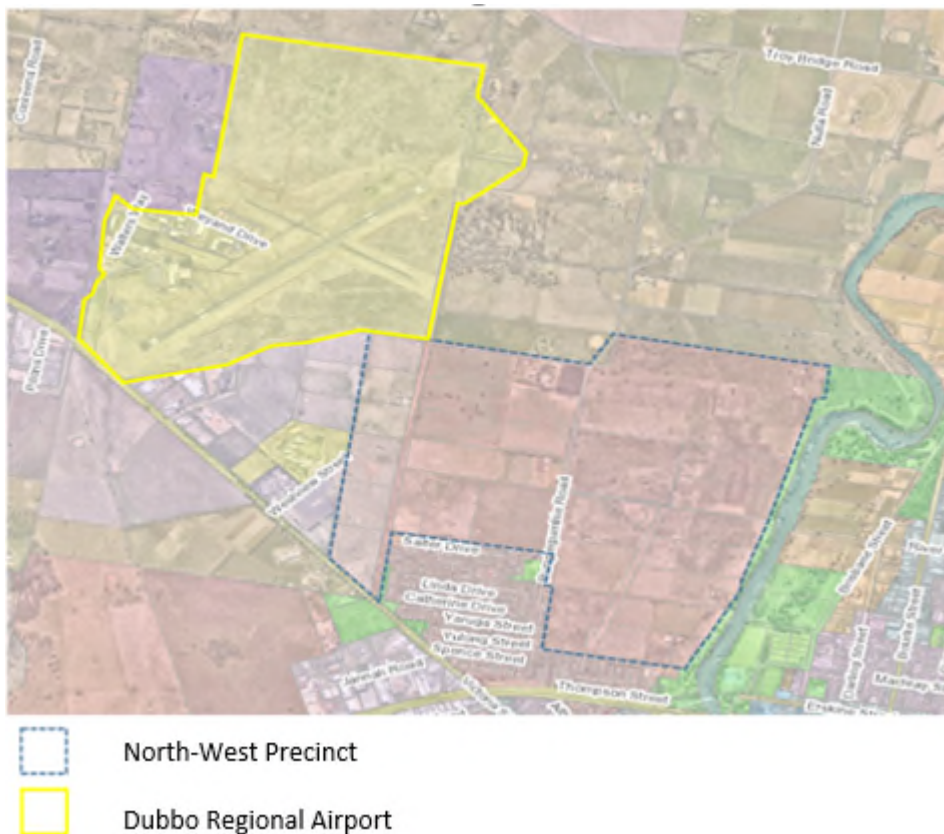


Figure 2: Proximity of the North-West Urban Release Area to the Airport

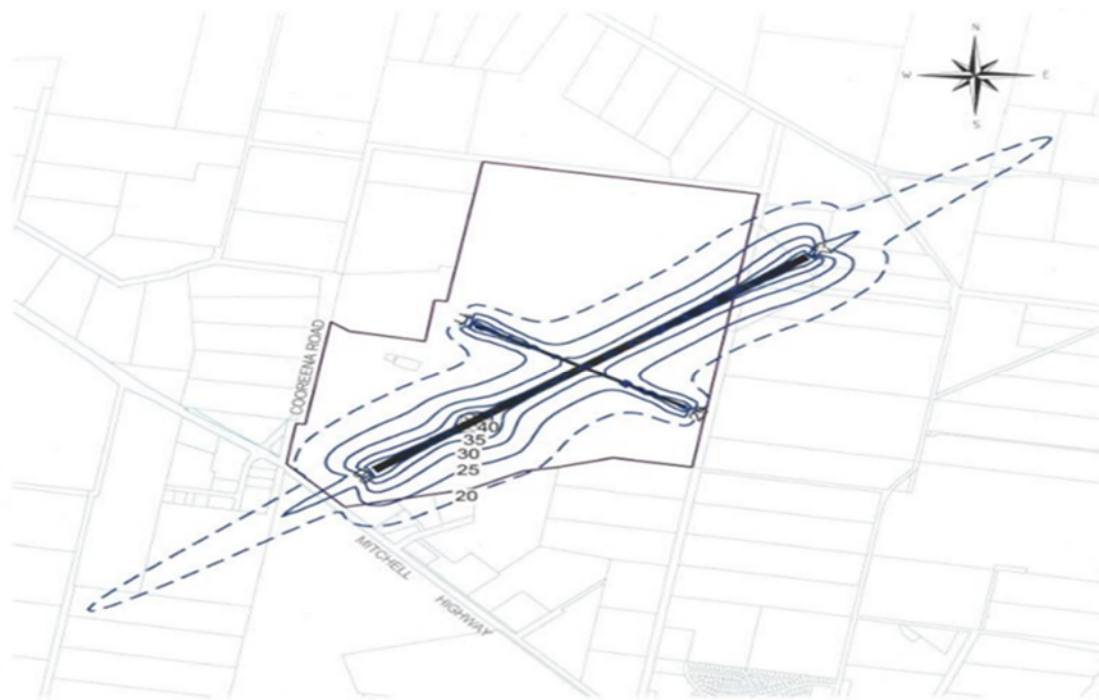


Figure 3: ANEF (2036) Contour Mapping over the Airport site – outside of the North-West Precinct

5.3 Flora and Fauna

The North-West Precinct is not identified as containing areas of biodiversity under the provisions of the Dubbo Regional Local Environmental Plan 2022 and is predominately cleared. The land contains a small area of planted vegetation known as Bunglegumbie woods and has a number of large remnant scattered paddock trees. Bunglegumbie woods was planted at the time the site was used for Dubbo’s Sewerage Treatment Plant, as a mechanism for effluent water use.

The scale of the North-West Precinct is quite large and contains a number of variously sized remnant patches of native vegetation. These patches are mapped in the Central West/Lachlan vegetation mapping and include the following Plant Community Types (PCT’s);

- PCT 45 Plains Grass grassland in the NSW South Western Slopes Bioregion
- PCT 70 White Cypress Pine woodland on sandy loam in Central West NSW
- PCT 76 Western Grey Box tall grassy woodland on alluvium in the NSW South Western Slopes Bioregion
- PCT 78 River Red Gum riparian tall woodland in the Brigalow Belt South Bioregion
- PCT 81 Western Grey Box – Cypress Pine shrub/grass tall woodland in the Brigalow Belt South Bioregion
- PCT 88 Pilliga Box – White Cypress Pine – Buloke shrubby woodland in the Brigalow Belt South Bioregion
- PCT 248 Mixed Box Eucalyptus woodland on alluvium Central West NSW
- PCT 267 White Box – White Cypress Pine – Western Grey Box woodland in the NSW South Western Slopes Bioregion
- PCT 511 Queensland Blue Grass, Redleg Grass, Rats Tail Grass in the Brigalow Belt South Bioregion

Of the PCTs 76, 81, 267, 511 and possibly 248 are, or may be, components of listed Endangered Ecological Communities or may contain threatened plant species. Unless otherwise excluded from assessment under the Biodiversity Offset Scheme (BOS), any vegetation clearing proposed in the North-West URA must be assessed, and impacts avoided or minimised through redesign, and then any unavoidable impacts must be mitigated.

A detailed flora and fauna study will be required with development to determine the significance of vegetation and maximise the protection of biodiversity values across the site.

The area is also adjacent to the Macquarie River which is identified as 'biodiversity' under the provisions of Dubbo Regional Local Environmental Plan 2022 (as shown in Figure 4). Mature River Red Gums line the Macquarie River and have been mapped as PCT 78.

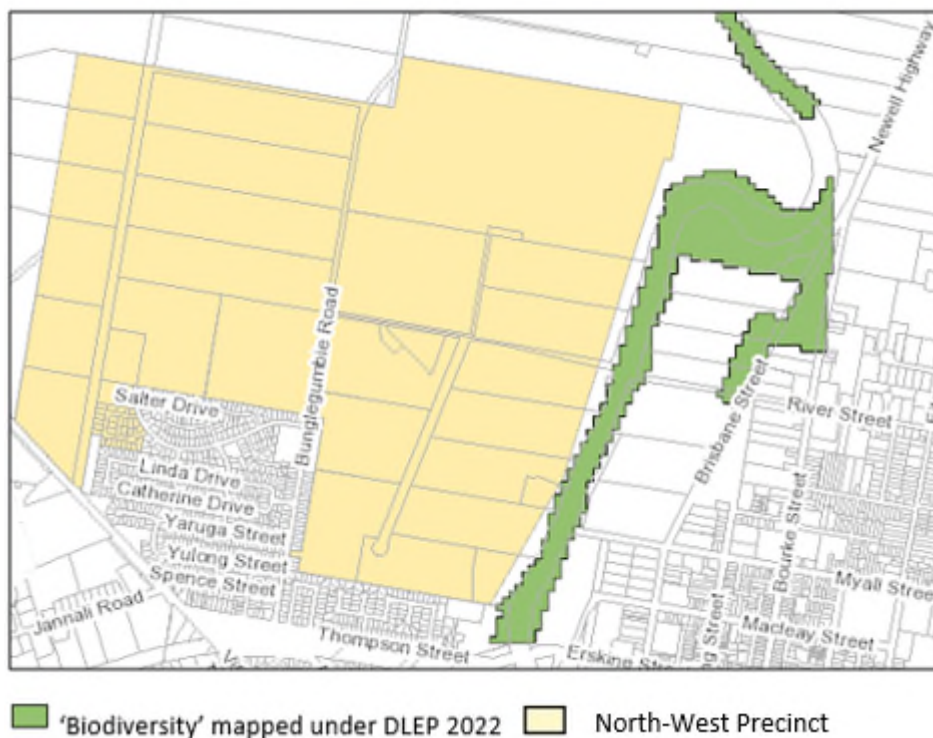


Figure 4: Biodiversity mapped in the Dubbo Local Environmental Plan 2022

5.4 Salinity and Groundwater

The majority of the Precinct is contained within the West Dubbo Hydrogeological Landscape (HGL), while the eastern section of the Precinct along with the Macquarie River corridor are contained within the Dubbo Macquarie Alluvium hydrogeological landscape.

Hydrogeological Landscapes are a conceptual framework allowing to better understand dryland salinity risks across a landscape and were generated for Council by the NSW Department of Environment Climate Change and Water in 2010.

The West Dubbo HGL has a Medium level of salinity hazard with Moderate Land impact, Salt load export impact and Impact on water quality. At the same time the West Dubbo landscape is currently an important source of fresh water from runoff. This fresh water is important as a dilution source for urban contaminants moving downstream of Dubbo but also generates a salt load via this runoff which is then redistributed through the catchment.

The Macquarie Alluvium HGL is also a Medium salinity hazard landscape with Low Land impact and impact on water quality and Medium Salt load export impacts. The Macquarie Alluvium is a landscape which provides important base level flows to the Macquarie River and also receives and stores mobilised salts through surface runoff. The combination of these two HGL's in the North-West URA ensures there is a medium level of risk in future developments across this landscape from dryland salinity and that, similarly, future development poses a medium level of salinity risk to groundwater and surface water sources.

The Precinct is mapped as having high vulnerability to groundwater contamination, due to the relatively high hydraulic conductivity of the alluvial sediments and the shallow riparian linked aquifer underlying the site. This assessment relates to non-saline contamination, contamination from pollutants, PFAS etc. Top-down contamination is possible on a site where the surface soil layer has a high hydraulic conductivity. This is further justification for accurate and appropriately detailed contaminated land assessments, and salinity and groundwater assessments supporting any future development proposal.

Groundwater flow on the eastern portion of the site is expected to flow in a northerly direction (like the river flow direction). Deeper groundwater, on a regional scale, would likely flow to the north-west (as the river does on a regional scale).

5.5 Aboriginal and European Heritage

The Precinct contains one locally significant heritage item under the Dubbo Regional Local Environmental Plan 2022. The item is a stone cottage and associated outbuildings called 'Mount Olive' and is situated on Lot 31, DP 1219695 and Lot 32, DP 1219695, 6R Bunglegumble Road, as shown in Figure 5. 'Mount Olive' was one of two significant vineyards established in Dubbo soon after the town's establishment, set up by German vignerons Frederick and Salome Kurtz.

The heritage item is not expected to significantly constrain development in the area. However, future development will be required to be designed to reduce impacts on the significance of the Heritage Item.

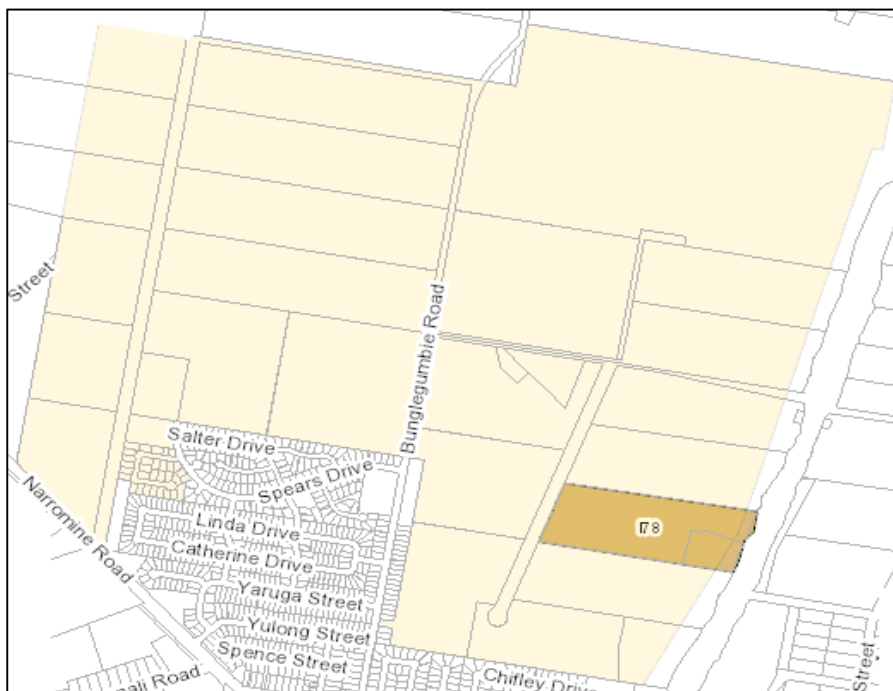


Figure 5. Dubbo Regional Local Environmental Plan 2022 Item no. 78– 'Mount Olive'

All Aboriginal sites and objects are protected under the National Parks and Wildlife Act, 1974. Areas of the Precinct have been subject to early assessment with development of the Newell Highway/River Street Bridge project and include disturbance to a large area of the eastern section of the Precinct.

Further work in the Precinct will include a detailed Archaeological report and Indigenous Cultural Heritage Assessment Report as a key requirement for future development.

5.6 Flooding

The North-West Precinct is situated adjacent to the Macquarie River and has approximately 2 km of river frontage along its eastern boundary. This area is partially affected by flooding of the Macquarie River, with the 1:100 year (1%) flood mapping shown in Figure 6.

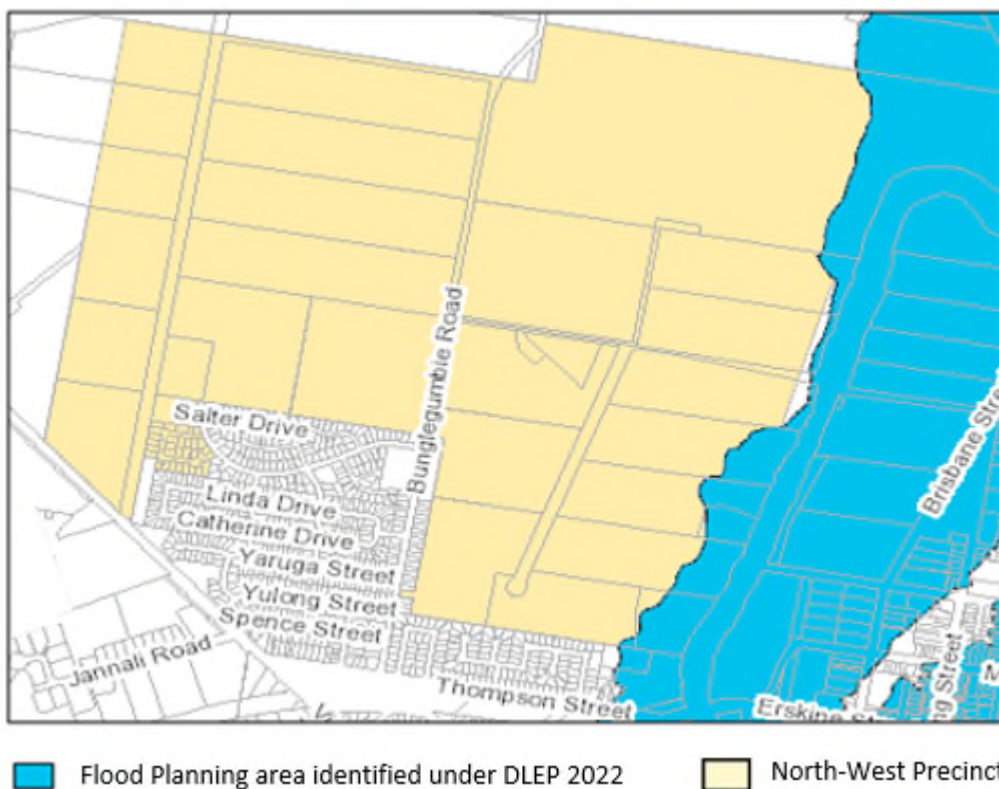


Figure 6. Dubbo Flood Planning Area

Further assessment of flooding impacts on the eastern section of the Precinct as shown in Figure 6 will be required to be undertaken prior to development occurring, taking into considering NSW Flood Inquiry recommendations.

5.7 Bushfire Prone Land

The Dubbo draft Bushfire Prone Land Map identifies the entirety of the Precinct as Bushfire Prone Land. This predominately includes Vegetation Category 3 as grasslands.

Bushfire considerations will be required at the planning stages of any proposed subdivision and development in the Precinct.

5.8 Contamination

The North-West Precinct contains a number of sites listed on Council's potentially contaminated land register, including the former Dubbo City Council Animal Shelter, former night soil depot and the former Bunglegumbie Sewage Treatment Plant which was built in 1928 and demolished in 2010.

Whilst the former Bunglegumbie Sewage Treatment Plant (STP) has been completely demolished, no remediation of the site has occurred. At the time of demolition, it was Council's broad policy to proceed with the demolition of the STP and that contamination/remediation issues could be addressed in conjunction with future proposals to redevelop the land.

Potential contamination poses a possible development constraint which will require full remediation prior to any residential development of the site.

As well as these known potentially contaminated sites, agricultural uses have potential to contaminate land. Given the widespread agricultural uses of the North-West Precinct there will be requirements for contaminated land assessment in relation to all proposed development across the area, including beyond the former Dubbo City Council Animal Shelter, night soil site and Sewerage Treatment Plant area.

5.9 Geology and Soils

The Precinct contains red to brown earthy soils and is located on Quaternary alluvium deposits derived from various rock types within the Macquarie River.

Geotechnical investigations covering the majority of Council owned lands (except the area within Devil's Hole bend) conducted by Barnson Pty Ltd in 1995 indicated that there are no geotechnical constraints to further development of the site. This study identified that the western side of Council-owned lands featured an underlying geological formation of extremely weathered orange sandstone of low strength. This study also identified isolated pockets of fresh, high to very high strength basalt across the site, predominately on rises, with the remainder comprises silty clay residuals beneath red to brown clay top soils, which are firm-stiff with organic matter, and exhibit medium plasticity.

Any future development must consider potential impact on the geology and soils of the Precinct.

5.10 Slope and Terrain

The Precinct generally slopes to the east towards the Macquarie River. The slope of the land has implications for a variety of environmental factors including location and form of drainage patterns, as well as existence and type of vegetation growth.

The highest point of the North-West Precinct is in the South-West sector of the site, at 307.5 metres above sea level (AHD). The lowest point is 260 metres AHD located along the eastern border adjoining the Macquarie River.

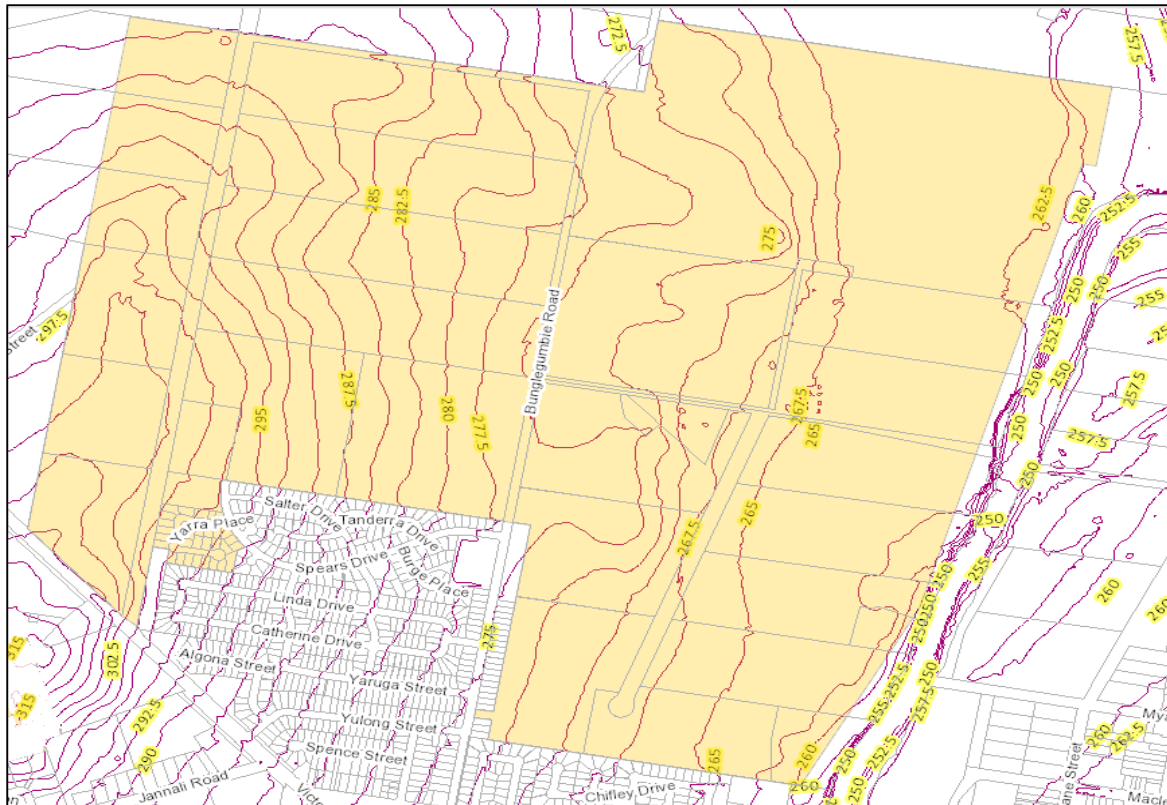


Figure 7: North-West Precinct with contours overlaid

6. Land Use Opportunities

The Plan envisages the development of housing across a number of formats to meet the growing housing needs of the Dubbo Region. A number of housing sizes and types would also allow housing to be accommodated at a number of price points in the Dubbo housing market.

The North-West Precinct will provide:

- well-connected neighbourhoods with an efficient land subdivision layout
- active spaces with a vibrant local character and public spaces that enable social interaction;
- well defined access and movement networks to encourage various modes transport; and
- land for a range of uses, including shops, community centres and other facilities to allow residents to meet most of their daily needs within walking or cycling distance of their homes.

It is anticipated that the Precinct will provide a range of land use zones to enable future development, including (but not limited to), R1 General Residential; R2 Low Density Residential; B1 Neighbourhood Centre; and RE1 Public Recreation.

A site responsive Indicative Layout Plan has now been prepared (Figure 8), using the site's topography, including a 'topographical wetness index', to create an integrated network of open space areas and green corridors that underpin the Precinct's walkability and connectivity. The topographical wetness index shows low points in the landscape where water is likely to accumulate on the basis of local slope and contributing upslope catchment area. It identifies where overland flows are and where soil moisture and soil properties are more likely to support corridors for 'natural' overland flow. Further site based investigations will be required to determine extent of moisture and soil properties to support natural overland flow.

Green corridors and open space areas have been proposed in these areas to coincide with the topographical wetness index, to maximise preservation of the natural environment, as these areas will more readily support planting and tree canopy (due to presence of ground water). In turn, these open spaces areas offer a Precinct full of natural amenities, further benefitting a diverse range of housing types to thrive in the Precinct.

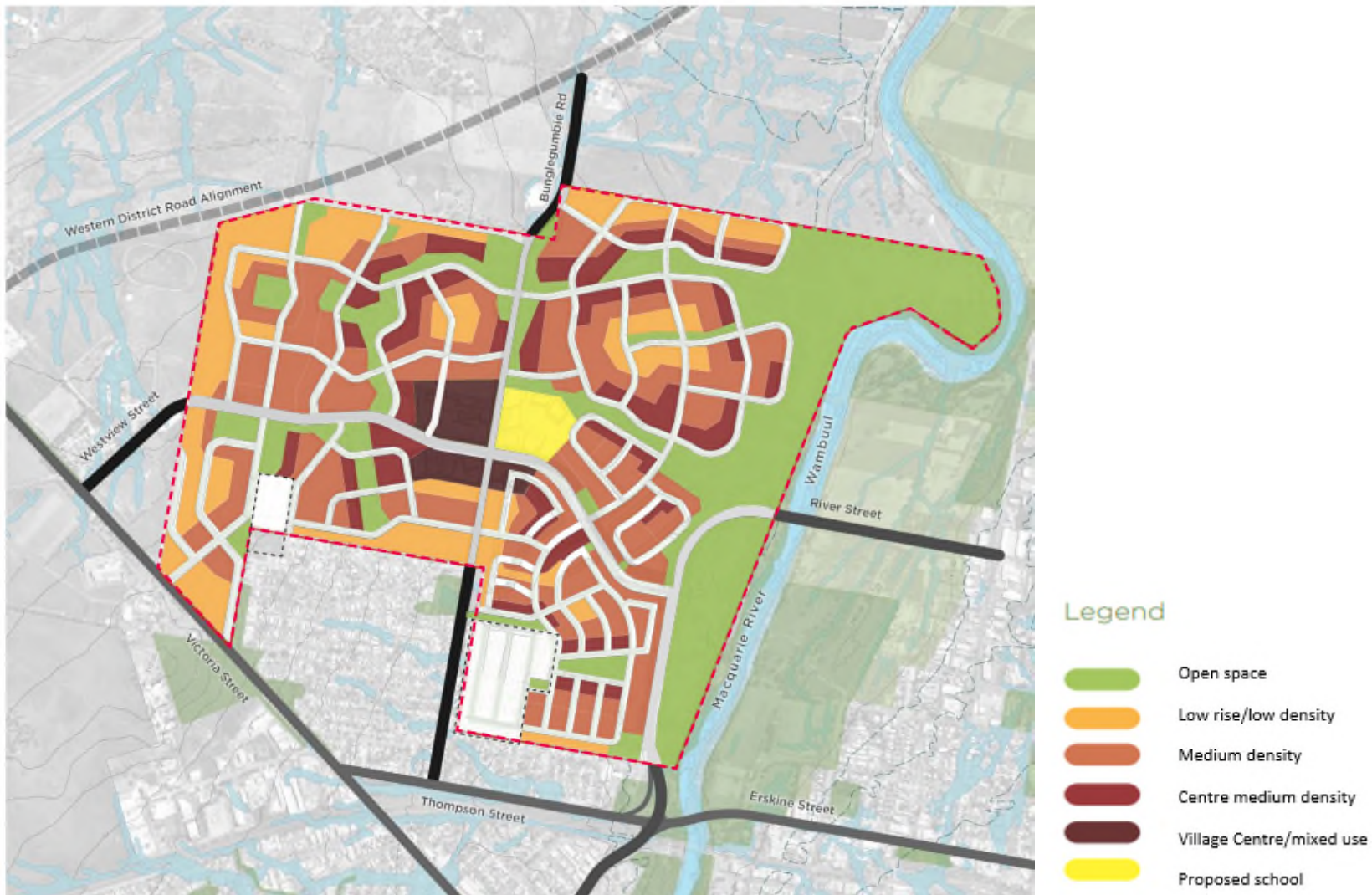


Figure 8: North-West URA Indicative Layout Plan with a greater range of housing options, open space areas and amenity, responding to the site's natural elements

The Indicative layout plan shown in Figure 8 aims to further guide overall development in the North-West URA and better accommodate open space and general connectivity in the URA. The plan allows for a range of lot sizes and housing typologies that can be potentially accommodated in the Precinct. This includes a mix of low rise/low density, low rise/medium density, and more dense medium density to 'Village Centre' housing including shop-top housing, low rise high density flat buildings and other forms of residential accommodation such as seniors living.

The Precinct also includes a potential school site, subject to further discussions with School Infrastructure NSW.

The Precinct will enable more dense streetscapes with smaller lot size options. This range can effectively enable permissible housing types, including dwelling houses, semi-detached dwellings, as well as attached and detached dual occupancies. Essentially, the Precinct will offer varied lot sizes for different housing needs in the community. Home working, including home business and home industry activities are actively encouraged where permitted and suitable.

A Precinct-wide Development Control Plan will be prepared for the Precinct to guide future subdivision design and infrastructure provision for the North-West URA Precinct.

6.1 Land Subdivision

Effective and efficient land subdivision is situated at the centre of the creation of well-connected and legible neighbourhoods in the Precinct. Land subdivision in the Precinct will provide variations in lot size and dimension which will assist the Precinct being able to deliver a variety of housing styles, variation and price points. The design and layout of the Precinct will effectively set the nature of the future urban form.

Well-planned neighbourhoods in the Precinct will:

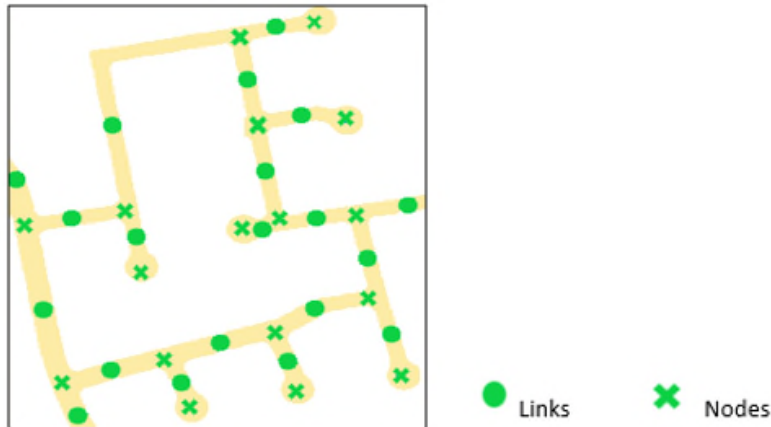
- Guide the urban character and design of the area;
- Provide an effective footprint for public spaces that allows for social interaction;
- Use safer by design principles and enable greater surveillance in the public domain
- Defined access and movement networks to deliver active transport; and
- Identify land for a range of uses including shops, community centres, parks, and enables a community to meet their daily needs within walking or cycling distance of home.

It is critical in the Precinct that land subdivisions are designed to provide an appropriate level of connectivity to focus points and to encourage general ease of access throughout the subdivision.

Land subdivisions in the North-West Precinct must demonstrate an appropriate level of connectivity through the use of a connectivity index throughout the Precinct. A measure of the connectivity of a subdivision is the 'Internal Street Connectivity Index', or 'ICI'. The ICI is calculated by the number of street links (where links are a section of road between two intersections- or from an intersection to a cul-de-sac, including road segments leading from a highway network or adjacent development) divided by the number of street nodes (nodes occur at street intersections and/or at cul-de-sac heads within a subdivision area).

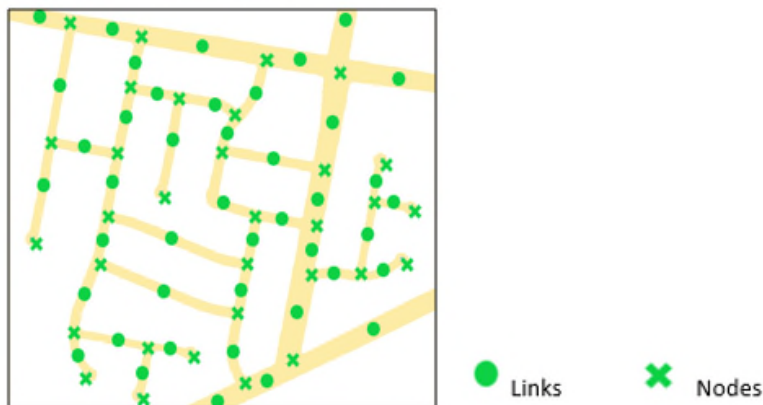
The higher the ICI, the more connected the roadway network – refer to Figure 9 for reference. Any subdivision should comply with the minimum internal connectivity index score of 1.4

Poor Internal Connectivity Index



Number of Links (20)/ Number of Nodes (17) =1.17

Good Internal Connectivity Index



Number of Links (44)/ Number of Nodes (31) =1.4

Figure 9: Poor vs Good Internal Connectivity Index

Strategic principles

1. Natural attributes and topography of the North-West Urban Release Area should be integrated within the overall subdivision layout, preserving the natural environment wherever possible.
2. The overall layout should add variety and interest to streetscapes whilst ensuring neighbourhoods are integrated within the Precinct.
3. Residential subdivision should establish a clear urban structure and allotments shall be provided with a range of lot sizes and frontages to allow variation in the size and style of residential housing.
4. Residential subdivisions must promote active neighbourhoods and various forms of transport options to public and community facilities.
5. Residential development shall not back on to open space areas and should be separated by a road or other key access point.
6. Cul-de-sac's will not be accepted as an appropriate form of land subdivision in this Precinct.
7. Subdivision infrastructure shall be designed to incorporate provision for smart technology.

6.2 Low Rise, Low Density

Low density residential areas of the Precinct will provide opportunities for dwelling houses, including more traditional detached dwellings, as well as dual occupancy development and secondary dwellings, which are provided in a landscaped setting and close to services. A range of housing types in this area will help to meet the housing needs of the community. Land in this area will also benefit from facilities and services that will meet the day-to-day needs of residents.

These areas in the Precinct could have a range of lot sizes, including a portion slightly more compact than the surrounding established offerings. The strategic residential growth principles aim to ensure a variety of housing stock can be provided at a number of price points in the Dubbo housing market. This type of development is proposed to take up approximately 32.9ha of land in the Precinct.

Strategic Principles

1. Residential development shall be well-designed and present well to the streetscape.
2. Secondary dwellings are actively encouraged on low density residential land.
3. Dual occupancy development is suited and encouraged as an efficient and effective urban design outcome, including for corner lots which allow each dwelling to have a separate frontage and address to a different street.
4. Seniors housing is encouraged to be provided in locations and formats that provide for integration with residential neighbourhoods and areas of public open space.



Figure 10: Examples of a streetscape containing well-designed small lot single dwellings, including detached dwellings - houses can be set back further from the street



Figure 11: Example of a dual occupancy - two dwellings side by side

6.3 Medium Density

Medium density housing areas will contain more compact dwelling typologies, including small lot and dual occupancy housing. They are typically located closer to the natural amenity of the Green Loop and the Town Village. These areas would adjoin some non-residential uses that provide facilities or services to residents, including 'neighbourhood shops,' 'community facilities,' and 'respite day care centres.' These development types should provide opportunities for housing in close proximity to amenities, whilst providing interesting and varied streetscapes.

In addition to traditional dwelling houses and terrace style housing, housing in these areas will also include smaller format houses, multi-dwelling type housing, as well as some 'manor home' style developments with height controls to maintain a medium density streetscape. This type of development is proposed to take up approximately 61.8ha of land area in the Precinct.

Strategic Principles

1. A variety of housing types designed with modern elements must actively address the streetscape. Small format and small lot housing shall be designed in a manner that does not proliferate frontages with driveways.
2. Medium density residential development is encouraged to provide a range of housing types and supply adequate quantities of housing. More compact development is encouraged at key locations in the Precinct that ensures residents will have a high level of access to public transport, facilities, services and amenity.
3. Seniors housing is encouraged in locations and formats that are integrated with residential neighbourhoods, areas of public open space and other facilities.
4. Small format and integrated housing is to be considered where it can adequately mixes with residential neighbourhoods and actively encourage social inclusion.
5. Complimentary land use activities are encouraged in these areas, including services for the daily needs of residents, such as cafes, corner shops, medical centres and the like.



Figure 12: 'Terrace' type low rise medium density housing with parking at rear



Figure 13: Example of medium density housing with reduced setbacks and a range of design elements

6.4 Centre Medium Density

Medium density housing in/near areas of open space. This area will allow for well-designed and context appropriate multiple-dwelling options and leverage their location adjacent to open space and mixed-use areas to support a diverse range of residents and housing stock.

These areas are proposed to cover approximately 26.35ha land. Higher density residential development, including residential flat buildings, are encouraged at key locations to ensure residents will have a high level of access to public transport, facilities, services and amenity. These areas will also adjoin facilities or services to residents, including community facilities, child care centres, cafes, restaurants, corner shops, medical centres and the like.

Strategic Principles

1. Denser residential development is encouraged at key locations to ensure residents will have a high level of access to public transport, facilities, services and amenity.
2. Complimentary land use activities are encouraged that service the daily needs of the population, including restaurants, cafes, corner shop, medical centres and the like can be undertaken.
3. Development encourages site-responsive design and variety of housing options.
4. A variety of access provisions are to be provided to any neighbourhood centre development including facilities for walking and cycling, public transport provision and suitable parking areas.
5. Suitable residential flat building development designed with controlled height limits, in accordance with principles outlined in State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development.



Figure 14: Examples of medium density housing with activated streetscapes and greater walkability

6.5 Neighbourhood Village Centre

The North-West Precinct has the capacity and capability for the development of a new Neighbourhood or Village Centre to service the future population in the Precinct. The future population of the area will have the ability to justify a number of uses including commercial and mixed use residential development in the long term. The North-West Precinct will enable a range of small-scale commercial development, including convenience retail premises, business premises, medical centres and community uses within easy walking distance.

Commercial development in the neighbour centre area will aim to meet the everyday needs of residents in the area, centrally located to provide easy access to residents. Shop-top housing is encouraged, and other mixed use development may be considered appropriate.

Growth Principles

1. Neighbourhood centre development will be of a local scale and not impact the residential amenity of development.
2. Neighbourhood centre development will be required to include a maximum floor space limitation to limit the size and configuration of any commercial development to a neighbourhood scale.
3. Neighbourhood centre development will be required to provide an economic impact assessment which provides an assessment of such a proposal in relation to the Dubbo Central District, the Orana Mall Marketplace and other neighbourhood centres.
4. A variety of access provisions are to be provided to any village centre development including facilities for walking, cycling onsite public transport provision and suitable parking for private cars.



Figure 15: Examples of active access and a range of movement options being incorporated in the neighbourhood design, including walking and cycling

6.6 Village Centre/ Mixed Use Housing

This area of the Precinct will support multiple housing options and integration with ground floor mixed use developments, enabling a range of land uses, allowing residents to enjoy immediate access to the retail, commercial and community facilities that are within the heart of the North-West Precinct. There should be increased housing diversity in this area, including a mix of residential uses with the ability to incorporate small scale commercial activities that will not impact the primacy or role of the Dubbo Central Business District.

This area is proposed to be 10.5ha in site area and include complimentary land use activities that service the daily needs of the population such as restaurants, cafes, corner shops, medical centres and the like to complement a higher density of residential development.

Growth Principles

1. Mixed use development will be of a local scale and not impact the residential amenity of development. Mixed use development will be required to provide an economic impact assessment which provides an assessment of such a proposal in relation to the Dubbo Central Business District, the Orana Mall Marketplace and other neighbourhood centres.
2. Where applicable and practicable, the provision of shop top housing is encouraged as a mechanism to further activate residential and commercial lands and add further variability in development types.
3. Higher density residential development is encouraged at key locations to ensure residents will have a high level of access to public transport, facilities, services and amenity.
4. A variety of access provisions are to be provided to any neighbourhood centre development including facilities for walking and cycling, public transport provision and suitable parking areas.
5. Small format and integrated housing is encouraged where it can adequately mix with residential neighbourhoods and actively encourage social inclusion.



Figure 16: 3-5 storey residential flat buildings with potential ground floor commercial



Figure 17: Examples of an actively engaging development, with mixed uses on the ground floor

6.7 Public Open Space Areas

Council's Open Space Master Plan sets the framework, strategic directions and actions to deliver open spaces in Dubbo. The Master Plan identifies Dubbo as a key destination for open space use in the region and identifies cycle, pedestrian and recreation trail network gaps (the 'green web' network) as well as the street tree network requirements. The plan outlines recommendations for expanding the green web to support current and future populations. The Plan also aims to build resilience by protecting existing natural biodiversity in the region and also provides design principles to encourage sustainable urban environments.

The open space areas in the Precinct must provide adequate public open spaces that is of high quality and in line with principles outlined in Council's Open Space Master Plan. These areas will feature naturalised stormwater management and treatment systems, active open space, passive recreational zones, and a plant palette that ties into the site's unique location and history. Currently the Indicative Layout plan contains a minimum of 85ha open space areas and green corridors, as shown on Figure 18 below.



Figure 18: Open space areas and green corridors

Strategic Principles

1. Public access and movement shall be maintained across and throughout areas of public open space for ease of use by the community for recreation purposes. Any pedestrian and cycleway shall maintain legibility and ease of access to promote safe walking and cycling.
2. Any embellishment of current or future lands for the purposes of public open space over and above the requirements of Council's Infrastructure Contributions Framework shall be at the cost of the developer.
3. Public access and movement shall be maintained across and throughout areas of public open space.
4. The pedestrian paths and cycleway shall maintain legibility and ease of access to promote safe walking and cycling.

5. A developer contributions framework for the Precinct is prepared that incentivises the integration of smart technology and actively plans for and provides areas and opportunities for passive recreation.
6. A green tree cover strategy for the Precinct is prepared that manages and encourages urban greening and integration with open space opportunities.
7. The Dubbo Macquarie River Master Plan is enacted for the Precinct.
8. High quality public open space and public areas must be provided in the Precinct to facilitate public access to the Macquarie River environments in accordance with Council's adopted Strategic Open Space Master Plan.
9. Environmental restoration assessment is required to be undertaken to ensure the Macquarie River environment will not be impacted by development in this area.



Figure 19: Open spaces and green corridors in the Precinct should be engaging, well designed and sustainably managed

6.8 Connection and Movement

Access to the land is currently limited to Bunglegumbie Road, Spears Drive, Westview Road, which is only partially sealed and Blizzardfield Road, which is unsealed.

Precinct planning has identified the need for a strategic road network. Bunglegumbie Road will continue to perform a strategic function taking future traffic north/south with connection to Thompson Street in the South and Troy Bridge Road in the north. However, there is also the strategic need for a key east/west connection, which will connect the Newell Highway Bypass (to be constructed) with the Mitchell Highway (Westview Street) in the west.

The future River Street West connection in the Precinct will ensure the Precinct will have two major points of access over time, which includes Bunglegumbie Road and the Newell Highway Bypass.

The Plan has a focus on River Street West providing a focal point for the Precinct with the potential development of a neighbourhood shopping area. This neighbourhood shopping area, will also be supported by an area of land zoned for Mixed Use development. This area of the Precinct will be

predominately residential in nature with the ability to have small scale commercial activities that don't impact the primacy or role of the Dubbo Central Business District.

In addition, general connection and movement in the Precinct should provide a well-connected pedestrian and cycle path network that provides access around the Precinct, to areas of open space, Precinct focal points and the employment areas of the Dubbo Central Business District and other attractors.

There will be an increased need for public transport, extended pedestrian and cycle paths throughout the area to connect to the Macquarie River Precinct, the Dubbo Central Business District and the Tracker Riley Cycleway.

Strategic Principles

1. The Precinct has a variety of destinations within walking or cycling distance and the density of residential development supports the provision of required infrastructure.
2. A movement network is created and maintained that provides for an interconnected cycling/walking path network and a coordinated network of streets with bicycle lanes that allows the safe interaction and movement for all road users.
3. Major public transport access is provided throughout the land including connections to the Dubbo Central Business District (CBD).
4. A hierarchy of interconnected streets is established that gives safe, convenient and clear access points within and beyond individual subdivisions in the subject area.
5. The design of access and movement systems in the area ensures environmental impacts are avoided or minimised.
6. The access and movement system shall ensure the design of future subdivisions provides for energy efficient lot layouts and building orientation.
7. The use of smart technology is adopted and embraced for connection and movement systems in the Precinct.
8. An access and transport analysis is required to be undertaken to determine access and movement provisions into this area and its relationship with the Newell Highway.
9. Dubbo is maintained as a '10 Minute City'.

6.9 Infrastructure

Sewer

Dubbo's existing sewerage system is capable of servicing initial residential development undertaken in the Precinct with relatively minor augmentation. However, to realise overall development of the Precinct, development of a trunk sewerage main will be required to service the ultimate development densities in West Dubbo over time.

Water Supply

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 Northwest Sector is served by the Bourke Hill reservoir. 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. A new reservoir is proposed to be built at Bourke Hill.

Stormwater

In broad terms, stormwater drainage provision can be adequately accommodated with the Precinct draining effectively towards the Macquarie River and the Newell Highway Bypass project providing stormwater infrastructure to accommodate development of the Precinct. However, issues in respect of stormwater quantity and quality will be required to be further considered by Council in future development of the Precinct. This includes the need for a centralised stormwater detention basin area.

Strategic Principles

1. An Infrastructure Servicing and Development Strategy is required to be prepared and developed for the Precinct.

Council will work with landowners in the Precinct towards the development of an overall storm water management strategy to ensure these issues are adequately considered in the development process.

7. Monitoring and Review

This Plan will be reviewed by Council from time to time as a result of any proposed change in land use zoning and/or development density in this Precinct or any change in the provision of access and movement infrastructure that may impact development of the area as envisaged by this Plan.

It should be noted that any Planning Proposal considered by Council will be required to show consistency with the Growth Principles as included in the Plan and the Indicative Layout Plan and development density across the area.

If an individual landowner wishes to seek variation to the provisions as contained in this Plan, a formal request to vary the Plan must be provided to Council. This formal request shall include details of the variation, the reasons for and a planning report explaining the proposed variations/s in the context of the overall aims of the Plan. Council will reserve the right to place any requests for variation to this Plan on public display to seek the views of the public and/or seeks the views of State Government Public Agencies in the process.