



# AGENDA

## INFRASTRUCTURE, PLANNING AND ENVIRONMENT COMMITTEE

### 10 FEBRUARY 2022

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

The meeting is scheduled to commence at 5.30 pm.

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| <b>IPEC22/1 LEAVE OF ABSENCE (ID22/176)</b>   |      |
| <b>IPEC22/2 CONFLICTS OF INTEREST (ID22/177)</b>  |      |
| <b>IPEC22/3 ELECTION OF CHAIRPERSON (ID22/190)</b>  |      |
| <b>IPEC22/4 UPDATE ON RECONSTRUCTION OF OLD MENDOORAN ROAD AND BOOTHENBA ROAD INTERSECTION (ID22/134)</b>   | 3    |
| <p>The Committee had before it the report dated 31 January 2022 from the Manager Infrastructure Strategy and Design regarding Update on Reconstruction of Old Mendooran Road and Bootherba Road Intersection.</p> |      |
| <b>IPEC22/5 BUILDING SUMMARY - DECEMBER 2021 AND JANUARY 2022 (ID22/75)</b>   | 35   |
| <p>The Committee had before it the report dated 28 January 2022 from the Director Development and Environment regarding Building Summary - December 2021 and January 2022.</p>                                    |      |

|                 |  |           |
|-----------------|--|-----------|
| <b>IPEC22/6</b> | <b>NAMING OF THOROUGHFARES ON THE FORMER RAAF BASE DEPOT - LOT 11 DP 1050240 PALMER STREET, DUBBO (ID22/135)</b>   | <b>58</b> |
|                 | The Committee had before it the report dated 31 January 2022 from the LIS and E-Services Coordinator regarding Naming of Thoroughfares on the Former RAAF Base Depot - Lot 11 DP 1050240 Palmer Street, Dubbo. |           |



## REPORT: Update on Reconstruction of Old Mendooran Road and Boothenna Road Intersection

**DIVISION:** Infrastructure  
**REPORT DATE:** 31 January 2022  
**TRIM REFERENCE:** ID22/134

### EXECUTIVE SUMMARY

|                               |  |  |
|-------------------------------|--|--|
| <b>Purpose</b>                | Urgent matter<br>Strategic Project Update  | Provide review or update   |
| <b>Issue</b>                  | <ul style="list-style-type: none"> <li>This report considers three proposed options to address the safety concerns at the Old Mendooran Road/Boothenna Road intersection.</li> </ul> |  |
| <b>Reasoning</b>              | <ul style="list-style-type: none"> <li>The Committee acknowledges the Road Safety Audit report and Council's progress on this project.</li> </ul>                                    |  |
| <b>Financial Implications</b> | Budget Area  | Infrastructure Delivery.   |
|                               | Funding Source   | External funding or redistribution of General Funds.               |
|                               | Proposed Cost  | Design: \$100k - Detailed construction estimate not yet available. |
|                               | Ongoing Costs  | None for design stage of the project.                              |
| <b>Policy Implications</b>    | Policy Title   | There are no policy implications arising from this report.         |

### STRATEGIC DIRECTION

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principle 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: 2.2.1 Council promotes a high level of road safety to users
- Theme: 2 Infrastructure  
CSP Objective: 2.2 Our road transportation network is safe, convenient and efficient  
Delivery Program Strategy: 2.2.2 Council provides traffic management facilities to enhance the safety and efficiency of the road transport network

|                            |  |
|----------------------------|--|
| 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 |

## RECOMMENDATION

1. That Council acknowledges the Road Safety Audit, attached at Appendix 1.
2. That funding options for the detailed design be identified with a focus on seeking external funding sources or alternatively prioritised for funding in Quarterly Budget Reviews.
3. That, once a funding source is identified, Council commence the detailed design process and preparation of construction plans associated with the reconstruction of Old Mendooran Road and Bootherba Road intersection.
4. That upon the completion and preparation of detailed construction plans, a detailed cost estimate of construction works be prepared.

*Steven Colliver*  
Director Infrastructure

*CG*  
Manager Infrastructure  
Strategy and Design

## BACKGROUND

### Previous Resolutions of Council

|                 |   |
|-----------------|---|
| 25 January 2021 | <ol style="list-style-type: none"><li>1. That Council commence the process to close the section of Old Mendooran Road between Bootherba Road and the Golden Highway.</li><li>2. That the alignment of the Bootherba Road and Old Mendooran Road intersection be redesigned to ensure the northern leg of Old Mendooran Road intersects Bootherba Road at 90°.</li></ol> |
|-----------------|---|

- The first part of the road closure process was for Council to engage an independent road safety auditor to holistically conduct a Road Safety Audit for the Old Mendooran Road, Bootherba Road and Golden Highway area covering the three intersections below. The report is attached as **Appendix 1**.
  - Old Mendooran Road Bootherba Road intersection and adjacent level crossing;
  - Old Mendooran Road Golden Highway intersection; and
  - Bootherba Road Golden Highway intersection.
- The Road Safety Audit also assessed the road safety risks associated with three options proposed by Council as provided below by assessing five main crash types (head-on, right angle, run-off-road side impact into a rigid object, crashes involving vulnerable road users and rear-end crashes). The report has identified that Option 3, which Council has resolved to undertake, poses the least safety risk.
  - Option 1: Do nothing.
  - Option 2: Realign the Old Mendooran Road approaches to Bootherba Road and the level crossing, forming a staggered 'T' at Bootherba Road.
  - Option 3: Realign the northern Old Mendooran Road approach to Bootherba Road to provide a 90° junction, and close the section of Old Mendooran Road south of Bootherba Road, including the level crossing. This would see Old Mendooran Road terminating at Bootherba Road, with traffic heading to/from the Golden Highway using Bootherba Road.
- Although Council had resolved to improve the safety of the intersection, no funds have been allocated to formally conduct the detailed design process due to competing priorities.
- Council is now in the process of preparing a detailed design of the northern leg of Old Mendooran Road ensuring that it intersects Bootherba Road at 90°.
- Council is also seeking funds for the construction of the redesigned intersection and other traffic and road safety improvement works needed to enhance the road safety of the nearby area and the closure of the section of Old Mendooran Road between Bootherba Road and the Golden Highway.

REPORT

**Consultation**

- The Local Traffic Committee, including representatives from NSW Police, the Local State Member or Parliament, Transport for NSW, Australian Rail Track Corporation (ARTC), Council and the residents impacted by the road closure and redesign of the intersection were consulted as part of this project.
- One of the major concerns raised during the consultation process were heavy vehicles cutting corners while turning right onto northbound Boothenba Road from westbound Golden Highway.
- To address the above concern, Council will assess the need for a concrete median island on Boothenba Road at the intersection with the Golden Highway, street lighting at this intersection and other traffic management facilities as necessary for safe and efficient traffic operation.

**Resourcing Implications**

- Details of staffing, equipment, time, insurance, maintenance and other financial aspects of the project will be prepared once the Detailed Design of the project is complete.

| Total Financial Implications               | Current year (\$)  | Current year + 1 (\$) | Current year + 2 (\$) | Current year + 3 (\$) | Current year + 4 (\$) | Ongoing (\$) |
|--|--|-----------------------|-----------------------|-----------------------|-----------------------|--------------|
| a. Operating revenue                       | 0  | 0                     | 0                     | 0                     | 0                     | 0            |
| b. Operating expenses                      | 0  | 0                     | 0                     | 0                     | 0                     | 0            |
| c. Operating budget impact (a – b)         | 0  | 0                     | 0                     | 0                     | 0                     | 0            |
| d. Capital Expenditure                     | 100,000  | 0                     | 0                     | 0                     | 0                     | 0            |
| e. Total net impact (c – d)                | 0  | 0                     | 0                     | 0                     | 0                     | 0            |
| Does the proposal require ongoing funding? | No, not for the design phase   |                       |                       |                       |                       |              |
| What is the source of this funding?        | Seeking external funding sources or alternatively prioritised in Quarterly Budget Reviews. |                       |                       |                       |                       |              |

**Table 1.** Ongoing Financial Implications

**Road Safety Audit**

The Road Safety Audit has been holistically conducted for the Old Mendooran Road, Boothenba Road and Golden Highway area covering the three intersections below. A summary of the main findings for the three intersections are provided in **Table 2** below:

- Old Mendooran Road Boothenba Road intersection and adjacent level crossing.
- Old Mendooran Road Golden Highway intersection.
- Boothenba Road Golden Highway intersection.

| Intersection   | Findings   |
|--|--|
| <p><b>Old Mendooran Road<br/>Boothenba Road<br/>intersection and adjacent<br/>level crossing</b></p> | <ul style="list-style-type: none"> <li>• The angle that Old Mendooran Road intersects both Boothenba Road and the level crossing is too acute, making it difficult for the drivers of both heavy and light vehicles to sight to the left along Boothenba Road, and similarly along the Merrygoen railway line. This is exacerbated by sun glare, roadside vegetation, and a similar distraction for drivers eastbound on Boothenba Road. This is considered as an intolerable level of risk.</li> <li>• The look-through affect for southbound drivers on Old Mendooran Road on approach to Boothenba Road. The level crossing appears more centrally in the driver’s field of view and may distract from the ‘Give Way’ control at Boothenba Road itself. This is considered as an intolerable level of risk.</li> </ul>  |
| <p><b>Old Mendooran Road<br/>Golden Highway<br/>intersection</b></p>                                 | <ul style="list-style-type: none"> <li>• For drivers leaving Old Mendooran Road, sight distance along the Golden Highway is adequate, meeting Safe Intersection Site Distance specifications as described in the Austroads (2021) Guide to Road Design. However, sighting may be adversely affected by sun glare.</li> <li>• This intersection is safer than the Old Mendooran Road and Boothenba Road intersection but less safe than the intersection design provided at the Boothenba Road and Golden Highway intersection.</li> </ul>  |
| <p><b>Boothenba Road Golden<br/>Highway intersection</b></p>   | <ul style="list-style-type: none"> <li>• The right turn deceleration lane on westbound Golden Highway to turn into Boothenba Road and the left turn acceleration lane on the Golden Highway for vehicles turning left from Boothenba Road reduces the likelihood of rear-end crash.</li> <li>• Drivers turning right from Boothenba Road are not provided with an acceleration lane however, the painted median could provide a place for the vehicle to wait clear of the through-traffic should the driver realise they had made an error and failed to give way to westbound traffic.</li> <li>• On turning right onto the Golden Highway, the driver is faced with a level crossing around 50 m west of Boothenba Road. This level crossing is controlled by active (Type F) controls in the form of flashing lights and bells. This type of control has superior safety potential compared to the passive control provided at the Old Mendooran Road level crossing.</li> </ul> |

**Table 2:** Summary of Road Safety Audit findings at Old Mendooran Road, Boothenba Road and Golden Highway Area

### Options Considered

Council proposed three options to address the safety concerns at the Old Mendooran Road/Boothenba Road intersection (these three options are provided below). The Road Safety Audit also assessed the road safety risks associated with the three options by assessing five main crash types (head-on, right angle, run-off-road side impact into a rigid object, crashes involving vulnerable road users and rear-end crashes). The first four crash types are globally recognised and the fifth one is also considered important in Australia.

- Option 1: Do nothing.
- Option 2: Realign the Old Mendooran Road approaches to Boothenba Road and the level crossing, forming a staggered 'T' at Boothenba Road.
- Option 3: Realign the northern Old Mendooran Road approach to Boothenba Road to provide a 90° junction, and close the section of Old Mendooran Road south of Boothenba Road, including the level crossing. This would see Old Mendooran Road terminating at Boothenba Road, with traffic heading to/from the Golden Highway using Boothenba Road.

The summary of the assessment is provided in **Table 3** below:

| Important Crash Type                          | Option 1                         | Option 2                      | Option 3                      |
|---|----------------------------------|-------------------------------|-------------------------------|
| Head-on                                       | Improbable + Serious = MEDIUM    | Improbable + Serious = MEDIUM | Improbable + Serious = MEDIUM |
| Right angle                                   | Probable + Serious = INTOLERABLE | Occasional + Serious = HIGH   | Improbable + Serious = MEDIUM |
| Run-off road, side impact into a rigid object | Occasional + Serious = HIGH      | Occasional + Serious = HIGH   | Improbable + Serious = MEDIUM |
| Crashes involving vulnerable road users       | Improbable + Serious = MEDIUM    | Improbable + Serious = MEDIUM | Improbable + Serious = MEDIUM |
| Rear-end crashes                              | Occasional + Serious = HIGH      | Occasional + Serious = HIGH   | Improbable + Serious = MEDIUM |

**Table 3:** Road Safety Risks Associated with the Three Proposed Options

Council has resolved to implement Option 3, which based on the Road Safety Audit has the least amount of risks compared to the other two options, especially Option 1, which represents existing conditions.

### Council's Interim Action

As an interim solution, with grant funding from Transport for NSW, Council has recently installed line marking, transverse rumble strips, advanced warning signs and enlarged 'Give Way' signs for southbound approaching traffic on Old Mendooran Road. This has helped to address the second intolerable risk identified in the Road Safety Audit provided in **Table 2** above. The first intolerable risk will be solved when Option 3 is implemented.



Planned Communications

| ACTION  | DATE              |
|---|-------------------|
| <b>Release Road Safety Audit (RSA) to public online at: <a href="http://dubbo.nsw.gov.au">dubbo.nsw.gov.au</a></b> <ul style="list-style-type: none"> <li>• Project subpage on DRC website under Major Works - Media Release with link to document.</li> <li>• Social media video to compliment release with link to audit document.</li> <li>• Included in Council SnapShot in the PhotoNews.</li> </ul> | 31 January 2022   |
| <ul style="list-style-type: none"> <li>• Letter to affected and nearby residents notifying them the RSA is available online.</li> </ul>   | 7 February 2022   |
| <ul style="list-style-type: none"> <li>• Letter in response to individuals who make submissions regarding the RSA during the public exhibition period.</li> </ul>   | 7 February 2022   |
| <ul style="list-style-type: none"> <li>• Concept Design to be briefed in Councillors workshop.</li> </ul>   | 14 March 2022     |
| <ul style="list-style-type: none"> <li>• Concept Design to be briefed in Local Traffic Committee.</li> </ul>  | End of April 2022 |
| <ul style="list-style-type: none"> <li>• Detailed design to go on public exhibition for 28 days.</li> <li>• Media release.</li> <li>• Social media and website animation/fly through (budget dependent).</li> </ul>   | End of April 2022 |
| <ul style="list-style-type: none"> <li>• Letter in response to the individuals who make submissions regarding the RSA during the public exhibition period.</li> </ul>   | End of June 2022  |
| <ul style="list-style-type: none"> <li>• Detailed Design and public comments to go Council for endorsement.</li> <li>• Media release announcing the endorsed design and plans to seek external funding for work.</li> </ul>   | Early July 2022   |
|   | July/August 2022  |

Table 4: Action Plan for Planned Communication with General Community

Next Steps

- Council is in the process of preparing a detailed design of the northern leg of Old Mendooran Road ensuring that it intersects Boothenba Road at 90°.
- Apply for funding through the Safer Roads Program and Australian Government Black Spot Program for the construction of the redesigned intersection, and other traffic and road safety improvement works needed to enhance the road safety of the nearby area, and the closure of the section of Old Mendooran Road between Boothenba Road and the Golden Highway.
- Seek additional funding opportunities if needed for the construction of the redesigned intersection and other traffic and road safety improvement works needed to enhance the road safety of the nearby area and the closure of the section of Old Mendooran Road between Boothenba Road and the Golden Highway.

APPENDICES:

- 1 [↓](#) Old Mendooran Road/Boothenba Road Dubbo - Road Safety Risk Route Description



**BOOTHENBA RD – OLD  
MENDOORAN RD – GOLDEN HWY**

**ROAD SAFETY RISKS  
ROUTE DESCRIPTION REPORT**

Reference: 289298 / D



Version: **FINAL**

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## 1. CONTACT DETAILS

### CLIENT DETAILS

Client Organisation: Dubbo Regional Council

Address: P.O. Box 81 Dubbo NSW 2830

Risk Manager: Chris Rath

Phone: 02 6840 6411

### WAYS SAFE DETAILS

ABN: 30 603 394 458

Address: PO Box 272 Parkes NSW 2870

Contact: Wayde Hazelton

Phone: 0414 769 330

Web: [www.waysafe.com.au](http://www.waysafe.com.au)

### DOCUMENT VERSION CONTROL

| Version         | Date       | Comment  |
|-----------------|------------|--|
| Draft Version 1 | 03/07/2021 | Initial draft  |
| Draft Version 2 | 11/07/2021 | Updated draft report with further information. Adjusted formatting, fixed typos.   |
| Draft Version 3 | 18/08/2021 | Updated report incorporating correspondence from Dubbo Regional Council including reviewing traffic data, typos, and amendments due to reviewed traffic data.<br>New traffic counts are currently underway; the intention is to incorporate any major changes into the final report. |
| Draft Version 4 | 12/09/2021 | Updated report with new traffic count data and revisited text and findings to align with new traffic data.<br>Provided to Dubbo Regional Council for comment.  |
| Final Version   | 04/10/2021 | Updated Table 4 to align with new traffic count data.<br>Finalised report.   |

## 2. LOCATION OF INTERSECTIONS

Figure 1 provides a Google Maps aerial photograph of the three intersections showing the Bootherba – Old Mendooran Rd intersection and adjacent level crossing (red circle); the Bootherba Rd – Golden Hwy intersection and adjacent level crossing (green circle), and the Old Mendooran Rd – Golden Hwy intersection (white circle).

The white line shows route 1, the blue line shows route 2, as described in Section 3.3 Scope of Described Route, on page 4.

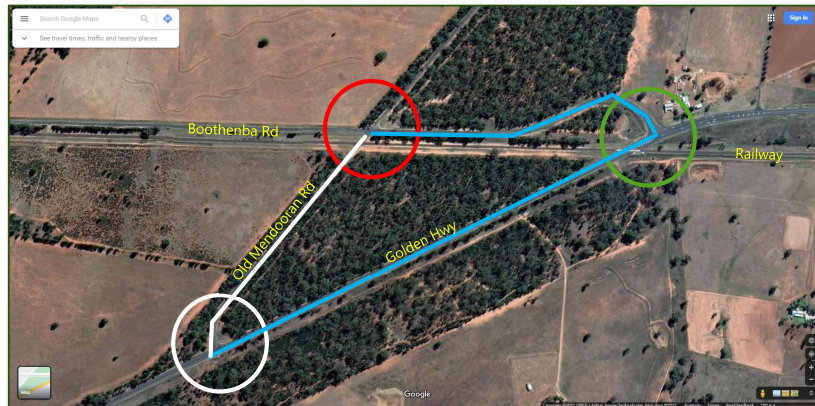


Figure 1. Aerial photograph of road safety audit locality, intersections, and level crossings.

### 3. INTRODUCTION

#### 3.1. Objective

The objective of this Route Description Report, is to describe the potential road safety risks for road users using Old Mendooran Rd south of Boothenna to access the Golden Hwy and the potential road safety risks using the alternative route via Boothenna Rd to access the Golden Hwy.

#### 3.2. Background

The intersection of Old Mendooran Rd and Boothenna Rd Dubbo has a history of near misses and crashes, including a fatal crash in November 2020.

Boothenna Rd forms a northern heavy vehicle bypass of Dubbo and includes direct access to Dubbo Regional Saleyards and freight intensive industries. Boothenna Rd travels approximately 11.5km between the Golden Hwy in the east to the Newell Hwy to the north of Dubbo. The route continues west on Troy Bridge Rd and Bunglegumbie Rd to the Mitchell Hwy west of Dubbo.

Boothenna Rd is a B-double, CML, 4.6m high route between the Golden Hwy and Yarrandale Rd. West of Yarrandale Rd the route is open to AB-triple, HML, 4.6m high vehicles. The default rural speed limit of 100km/h applies to this eastern end of Boothenna Rd.

The Golden Hwy is a B-double, HML, 4.6m high route. The default rural speed limit of 100km/h applies to this road.

Old Mendooran Rd is general access only i.e., 19m semitrailer; the default rural speed limit of 100km/h applies to this road. The distance between the railway and Boothenna Rd is around 26m; this is barely adequate to safely store a semitrailer and inadequate to safely store a B-double between Boothenna Rd and the railway should a B-double illegally use this road. Queueing is also possible should a car and a semitrailer proceed into the area between the railway and Boothenna Rd, failing to keep clear of the railway, or Boothenna Rd.

Boothenna Rd is the priority road at the Old Mendooran Rd, the intersection controlled by Give Way signs facing Old Mendooran Rd traffic. The Golden Hwy is the priority road at both the Old Mendooran Rd junction and at the Boothenna Rd junction.

The Troy Junction (Dubbo) to Merrygoen railway runs parallel with Boothenna Rd at this location. The Old Mendooran Rd and the railway intersect on an acute skew. The level crossing is controlled by a Stop sign.

This railway and the Golden Hwy intersect immediately west of the Boothenna Rd junction. The Golden Hwy crosses the railway on an acute skew however, it is fitted with active (Type F) controls in the form of flashing lights and bells.

### 3.3. Scope of Described Routes

This Road Safety Risk Route Description Report considers the main potential road safety risks for road users travelling in either direction between Old Mendooran Rd north of Boothenna Rd and the Golden Hwy east of Old Mendooran Rd. There are two choices for the route:

1. Old Mendooran Rd north of Boothenna Rd, straight across Boothenna Rd and the passive Stop controlled level crossing to turn right at the Golden Hwy; or
2. Old Mendooran Rd north of Boothenna Rd, left onto Boothenna Rd, right onto the Golden Hwy and across the active flashing-light controlled level crossing.

An Existing Road (Stage 6) road safety audit of the Boothenna Rd – Old Mendooran Rd intersection and adjacent level crossing was completed in March 2021. A Feasibility Design (Stage 2) road safety audit of two safety upgrade options was also completed in March 2021.

These two road safety audits provided an insight into the main road safety risks facing road users at this intersection under the existing road layout and conditions, and of the two proposed intersection safety upgrade options.

This report draws together the highest risk level potential road safety risks noted in these reports, along with potential road safety risks along Old Mendooran Rd south of Boothenna Rd, along Boothenna Rd east of Old Mendooran Rd, and along the Golden Hwy between these roads and their junctions with the Golden Hwy, to give a holistic comparison of the road safety risks facing road users on either route.

### 3.4. Exclusions / Not Assessed

Several road safety items could not be assessed as no information was provided. These include:

- Detail of any proposed or planned works, the designs provided for the Stage 2 road safety audit being in the feasibility stage of development.

### 3.5. Road Safety Audits

Two road safety audits were completed in March 2021:

1. Existing Road (Stage 6) road safety audit of the Boothenna Rd – Old Mendooran Rd intersection and adjacent level crossing.
2. Feasibility Design (Stage 2) road safety audit of two safety upgrade options for the Boothenna Rd – Old Mendooran Rd intersection and adjacent level crossing.



**3.6. Background Data**

**CRASH HISTORY**

A study of the recent crash history has been conducted in the vicinity of the Bootherba Rd – Old Mendooran Rd intersection for the five-year period 2015 to 2019. This showed there were five reported crashes within the road safety audit area, four at the intersection and one run-off-road immediately east of the intersection. These crashes resulted in nine people being injured, including six in one crash event. On 20 November 2020 there was a fatal crash at the intersection, involving a car and a truck. The driver of the car died; the truck driver was injured.

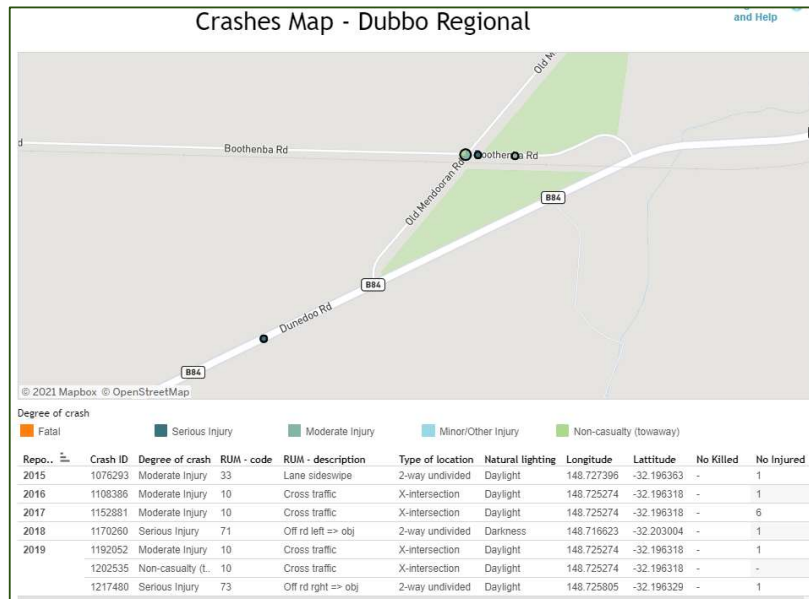


Figure 2. Crashes map in the vicinity of the Bootherba Rd – Old Mendooran Rd – Golden Hwy (shown as Dunedoo Rd B84) triangle.

The only recorded crash on the Golden Hwy is 500m west of the Old Mendooran Rd junction. Four of the seven crashes in the 2015-2019 crash database occurred at the Bootherba Rd – Old Mendooran Rd intersection, with a fifth and fatal crash occurring in November 2020 (not listed). In total, 13 people have been injured in crashes in the vicinity, included one fatally: ten of the injured people, including the fatality, sustained their injuries in crashes at the Bootherba Rd – Old Mendooran Rd intersection. Only one crash at this site did not result in injuries.

### **RAIL DATA**

The Troy Junction (Dubbo) – Merrygoen Railway crosses both Old Mendooran Rd and Golden Hwy within the study area. The Old Mendooran Rd level crossing is controlled by Stop signs. Safety deficiencies noted for the level crossing include S3 sighting, queueing, and sun glare. The Golden Hwy level crossing is controlled by Type F (flashing lights) control.

Train speeds through both level crossings (LXM1257 and LXM1258) vary between 60km/h and 100km/h, with the longest trains being 1,500m. On average there are 4 trains per day.

Operation of the level crossings causes delay for road users. For the level crossing on the Golden Hwy, the maximum delay is around 1 minute 27 seconds, the minimum delay is around 1 minute 2 seconds, and this will vary with train length and speed. The road traffic delay on Old Mendooran Rd will be similar, also depending on gap acceptance of the road user. Typically, active controls operate for a minimum of 28 seconds before the train arrives.

Note that freight trains can take over 1km to stop, trains cannot swerve to avoid a collision, and freight trains may weigh around 5,000t when loaded. In any impact with a road vehicle the train is the largest source of energy; even at slow speeds this energy proves to be well above the limit of vehicle energy absorption capability and well above the human tolerance for survivability of the applicable crash types.

### **ROAD TRAFFIC AND SPEED DATA**

Dubbo Regional Council re-collected traffic data between 27<sup>th</sup> July 2021 and 9<sup>th</sup> September 2021, for the three road sections of interest, viz:

- A. Old Mendooran Rd, between the Golden Hwy and Bootherba Rd (south)
- B. Old Mendooran Rd, north of Bootherba Rd (north)
- C. Bootherba Rd, between Old Mendooran Rd and the Golden Hwy (east)

A summary of the two-way traffic data for each site is provided in Table 1, and shows:

- total number of vehicles detected, by vehicle class, over the data collection period
- summary vehicle volumes in speed ranges, over the data collection period
- peak hour time and peak hour volume during the AM and PM weekday peak hours
- average weekday traffic volume over the data collection period.

The highest traffic volume, average 355 vehicles per day, use Bootherba Rd east of old Mendooran Rd to access the Golden Hwy. This is more than the other two sites combined, suggesting that most of the vehicles using Bootherba Rd continue east on the Golden Hwy. An unknown number of vehicles using Bootherba Rd west of the intersection also use the Old Mendooran Rd south route. Use of this may be due in part to the next north-south oriented road being Yarrandale Rd, approximately 9km to the west; drivers wishing to travel to south Dubbo, or the Mitchell Hwy, may find this route shorter and quicker than using Yarrandale Rd.

Table 1. Traffic and speed data for the three road sections.

| TRAFFIC COUNT SITES             | Site A - Old Mendooran Rd south |     | Site B - Old Mendooran Rd north |     | Site C - Bootherba Rd east |      |
|---------------------------------|---------------------------------|-----|---------------------------------|-----|----------------------------|------|
|                                 | Total                           | %   | Total                           | %   | Total                      | %    |
| <b>VEHICLE CLASSES</b>          |                                 |     |                                 |     |                            |      |
| Class 1 (light: car, motorbike) | 5395                            | 84  | 3005                            | 44  | 6067                       | 45   |
| Class 2 (light + trailer)       | 309                             | 5   | 259                             | 4   | 585                        | 4    |
| Class 3 (2-axle truck)          | 577                             | 9   | 3028                            | 45  | 1903                       | 14   |
| Class 4 (3-axle truck)          | 38                              | 1   | 90                              | 1   | 573                        | 4    |
| Class 5 (4-axle truck)          | 14                              | 0   | 21                              | 0   | 122                        | 1    |
| Class 6 (3-axle articulated)    | 10                              | 0   | 85                              | 1   | 103                        | 1    |
| Class 7 (4-axle articulated)    | 40                              | 1   | 177                             | 3   | 224                        | 2    |
| Class 8 (5-axle articulated)    | 9                               | 0   | 36                              | 1   | 243                        | 2    |
| Class 9 (6-axle articulated)    | 27                              | 0   | 69                              | 1   | 1342                       | 10   |
| Class 10 (B-double)             | 12                              | 0   | 20                              | 0   | 2371                       | 17   |
| Class 11 (Double Road Train)    | 0                               | 0   | 0                               | 0   | 72                         | 1    |
| Class 12 (Triple Road Train)    | 0                               | 0   | 0                               | 0   | 0                          | 0    |
| <b>Total for Data Period</b>    | 6,431                           | 100 | 6,790                           | 100 | 13,605                     | 101* |
| <b>VEHICLE SPEEDS</b>           |                                 |     |                                 |     |                            |      |
| 0 - 50                          | 229                             | 4   | 228                             | 3   | 418                        | 6    |
| 50 - 80                         | 4657                            | 72  | 3973                            | 59  | 5880                       | 43   |
| 80 - 100                        | 1478                            | 23  | 1713                            | 25  | 5436                       | 40   |
| 100 - 120                       | 66                              | 1   | 706                             | 10  | 1674                       | 12   |
| >120                            | 1                               | 0   | 170                             | 3   | 197                        | 1    |
| Exceeding speed limit (100km/h) | 67                              | 1   | 876                             | 13  | 1871                       | 14   |
| 85th percentile speed           | 84km/h                          |     | 98km/h                          |     | 99km/h                     |      |
| <b>PEAK HOUR PEAK TIMES*</b>    |                                 |     |                                 |     |                            |      |
| AM                              | Mon 0700-0800                   |     | Mon 0700-0800                   |     | Thu 0700-0800              |      |
| PM                              | Fri 1500-1600                   |     | Fri 1500-1600                   |     | Thu 1500-1600              |      |
| <b>PEAK HOUR PEAK VOLUME</b>    |                                 |     |                                 |     |                            |      |
| AM (maximum)                    | 18                              |     | 29                              |     | 53                         |      |
| PM (maximum)                    | 20                              |     | 37                              |     | 60                         |      |
| <b>AVERAGE WEEKDAY VOLUME</b>   | 150                             |     | 178                             |     | 355                        |      |
| <b>DATA PERIOD</b>              | From:                           |     | 26 July 2021                    |     |                            |      |
|                                 | To:                             |     | 05 Sep 2021                     |     |                            |      |

**Note on Table 1:** The data for Vehicle Classes and for Vehicle Speeds was derived from the full data collection period, that is, from when the MetroCounters were turned on until they were turned off. The Peak Hour Peak Times and Volumes, and Average Weekday Volume, were derived from a subset of the full data to only include full weeks (Monday to Sunday) of data, no orphan days or split weeks were included.

\* Percentages greater than 100 due to rounding

† Peak times and days varied across the data collection period

### 3.7. Travel Time and Cost

Although the primary focus of this report is road safety, a generalised estimate of the additional time and cost incurred by road users should any of the options be adopted is considered.

Currently, 150 vehicles per weekday use Old Mendooran Rd south of Bootherba Rd, of these 133 (89%) are light vehicles. In comparison, 355 vehicles per weekday use Bootherba Rd east, of these 174 (49%) are light vehicles; and 178 vehicles per weekday use Old Mendooran Rd north of Bootherba Rd, of these 86 (48%) are light vehicles. Table 2 provides traffic data for three vehicle groups; Light, Classes 1 & 2; Rigid Truck, Classes 3 to 5; and Articulated Truck, Classes 6 to 12.

No Class 12 vehicles were recorded however, 72 of Class 11 (Double Road Train / B-Triple) vehicles were recorded on Bootherba Rd east, which is a B-double route. Although errors may occur in data collection and coding, 72 appears to be too high to be coding errors alone.

Table 2. Total vehicular traffic; average daily traffic; and percentage of total traffic across three vehicle groups at each of the three traffic count sites.

| Traffic Count Sites | Site A - Old Mendooran Rd south |            |             | Site B - Old Mendooran Rd north |            |             | Site C - Bootherba Rd east |            |             |
|---------------------|---------------------------------|------------|-------------|---------------------------------|------------|-------------|----------------------------|------------|-------------|
|                     | Total                           | Daily      | %           | Total                           | Daily      | %           | Total                      | Daily      | %           |
| Light               | 5,704                           | 133        | 89%         | 3,264                           | 86         | 48%         | 6,652                      | 174        | 49%         |
| Rigid Truck         | 629                             | 15         | 10%         | 3,139                           | 82         | 46%         | 2,598                      | 68         | 19%         |
| Articulated         | 98                              | 2          | 1%          | 387                             | 10         | 6%          | 4,355                      | 114        | 32%         |
| <b>TOTAL</b>        | <b>6,431</b>                    | <b>150</b> | <b>100%</b> | <b>6,790</b>                    | <b>178</b> | <b>100%</b> | <b>13,605</b>              | <b>355</b> | <b>100%</b> |

**Note on Table 2:** Rigid Truck includes buses.

### ROUTE COMPARISON

There are two routes considered that are applicable to the three project options:

- Route 1, Old Mendooran Rd between Bootherba Rd and Golden Hwy, which is around 0.655km in length.
- Route 2, Bootherba Rd between Old Mendooran Rd and Golden Hwy, and Golden Hwy between Bootherba Rd and Old Mendooran Rd, which at around 1.90km in length, is almost three times further, adding around 1.24km to each trip.

Using the Old Mendooran Rd / Bootherba Rd intersection as the common starting point, and the Old Mendooran Rd / Golden Hwy intersection as the common finish point, the traffic data presented in Table 2, Site A is applicable to both routes to determine indicative efficiency differences between the two routes; that is, the vehicles currently using Route 1 that would be

diverted to Route 2. Please note it is not the intention of this report to provide a modelled comparison of the two routes, rather to present an indicative summary of cost and time for the two routes. It is noted that there are marked performance differences between vehicles, and between drivers; only the most basic differences are considered. Table 3 provides a basic high-level estimate of the vehicle running costs and the time taken to traverse the two routes; it is important to read and understand the purpose of this Table as is provided in the 'Note to Table 3'. The Excel spreadsheet is provided with this report to allow editing or better refining of the estimations.

Table 3. An estimate of running cost and time between Route A and Route B.

| TRAVEL COST and TIME COMPARISON                          |  |                         |           |        |             |              |  |              |          |            |          |
|--|--|-------------------------|-----------|--------|-------------|--------------|--|--------------|----------|------------|----------|
| Old Mendooran Rd -vs- Boothenna Rd and Golden Hwy, Dubbo |  |                         |           |        |             |              |  |              |          |            |          |
| Vehicle  | Daily Volume   | Running Costs           |           |        | Time Markup | Route 1 Cost |  | Route 2 Cost |          | Difference |          |
|  |  | ltr/100km               | Fuel Cost | Markup |             | Cost         | Time (s)   | Cost         | Time (s) | Cost       | Time (s) |
| Light  | 133  | 10                      | 1.5       | 3.0    | 1.0         | \$ 0.29      | 35   | \$ 0.86      | 78       | \$ 0.56    | 43       |
| Rigid Truck  | 15   | 20                      | 1.5       | 4.0    | 1.2         | \$ 0.79      | 42   | \$ 2.28      | 94       | \$ 1.49    | 51       |
| Articulated  | 2  | 30                      | 1.5       | 6.0    | 1.4         | \$ 1.77      | 49   | \$ 5.13      | 109      | \$ 3.36    | 60       |
| <b>Total Volume</b>                                      | 150  | <b>TOTAL DAILY COST</b> |           |        |             | \$ 54.53     | 5,394  | \$ 158.18    | 11,990   | \$ 103.65  | 6,596    |
| <b>TOTAL DAILY TIME</b>                                  |  |                         |           |        |             | 1h 29m 54s   |  | 3h 19m 50s   |          | 1h 49m 56s |          |
| WaySafe289298v1  |  |                         |           |        |             |              |  |              |          |            |          |
| DISTANCE (km)  |  |                         |           |        |             |              | Notes  |              |          |            |          |
| Segment  | Total  | D1                      | D2        | D3     | D4          | D5           | 1. Blue shaded cells can be edited.  |              |          |            |          |
| Route 1  | 0.655  | 0                       | 0         | 0      | 0           | 0.655        | 2. ltr/100km fuel consumption is a nominal figure, that provides a means of comparison rather than the actual cost of operation.   |              |          |            |          |
| Route 2  | 1.900  | 0.31                    | 0.24      | 0.185  | 1.165       | 0            | 3. Fuel cost is an approximate figure at the time of writing.  |              |          |            |          |
| SPEED (km/h)   |  |                         |           |        |             |              | 4. Running cost markup provides a basic factor to estimate of the total cost of running a vehicle based on the fuel cost.  |              |          |            |          |
| Segment  |  | D1                      | D2        | D3     | D4          | D5           | 5. Time markup provides a basic factor to provide some allowance for additional deceleration / acceleration of heavy vehicles.   |              |          |            |          |
| Route 1  |  |                         |           |        |             | 84           | 6. Delay is an estimate of additional time lost due to other factors, such as the mandatory Stop at the Old Mendooran Rd level crossing.                                     |              |          |            |          |
| Route 2  |  | 98                      | 75        | 55     | 100         |              | 7. Speed is derived from the recorded 85th percentile speed or 10km/h above the curve advisory speeds, whichever is lower.   |              |          |            |          |
| m/s  |  | 27                      | 21        | 15     | 28          | 23           | 8. Delay due to train activity is not included as it is similar for both routes and is infrequent.   |              |          |            |          |
| Seconds  |  | 11                      | 12        | 12     | 42          | 28           | 9. Delay entering the Golden Hwy is not included. It may be higher at the Boothenna Rd intersection due to higher right turn demand into Boothenna Rd than Old Mendooran Rd. |              |          |            |          |
| TIME (s)   |  |                         |           |        |             |              |  |              |          |            |          |
| Time   | Calculated   | Delay                   | Total     |        |             |              |  |              |          |            |          |
| Route 1  | 28   | 7                       | 35        |        |             |              |  |              |          |            |          |
| Route 2  | 77   | 1                       | 78        |        |             |              |  |              |          |            |          |
| Difference   | 49   | -6                      | 43        |        |             |              |  |              |          |            |          |
| Segment  | Description  |                         |           |        |             |              |  |              |          |            |          |
| D1   | Boothenna Rd, between Old Mendooran Rd and 1st curve 65km/h advisory speed |                         |           |        |             |              |  |              |          |            |          |
| D2   | Boothenna Rd, between 1st curve and 2nd curve 45km/h advisory speed        |                         |           |        |             |              |  |              |          |            |          |
| D3   | Boothenna Rd, between 2nd curve and Golden Hwy                             |                         |           |        |             |              |  |              |          |            |          |
| D4   | Golden Hwy, between Boothenna Rd and Old Mendooran Rd                      |                         |           |        |             |              |  |              |          |            |          |
| D5   | Old Mendooran Rd, between Boothenna Rd and Golden Hwy                      |                         |           |        |             |              |  |              |          |            |          |

**Note on Table 3:** This is a high-level estimate and should not be relied upon for data purposes. The purpose of this Table is to provide an indication of the vehicle running costs and travel time of the two routes as an indication of potential ongoing financial costs. For a more accurate estimate, traffic modelling should be undertaken. Similarly, potential savings in reduced road trauma are not included in this comparison.

As can be derived from Table 3, for a light vehicle, the cost to travel via Route 2 is around triple that of travelling via Route 1; and will take around twice as long. The potential community saving from reduced road trauma is significantly more.

#### **4. INCORPORATING SAFE SYSTEM FINDINGS**

The aim of the Safe System Framework, in the road environment perspective, is to focus road safety on considering safe speeds and providing forgiving roads and roadsides. This is delivered by accepting that people make mistakes, and by considering the known limits to crash forces the human body can tolerate. In road safety reports this may be achieved by focusing the risk rating findings on identified crash types that are known to result in higher severity outcomes in relatively lower speed environments, with the aim to reduce the risk of fatal and serious injury crashes.

The annotation "IMPORTANT" is used to provide emphasis to any road safety finding that has the potential to result in fatal or serious injury, or findings that are likely to result in the following crash types above the related speed environment:

- head-on (>70km/h),
- right angle (>50km/h),
- run-off-road side impact into a rigid object (>40km/h), and
- crashes involving vulnerable road users (>30km/h),

as these crash types are known to result in higher severity outcomes in relatively lower speed environments. Rear-end crashes are also an important cause of serious injury in Australia.

The exposure and likelihood of crash occurrence is then considered for all findings deemed "IMPORTANT" and evaluated based on professional judgement. Factors such as traffic volumes and movements, speed environment, crash history and the road environment should be considered, and road safety engineering and crash investigation experience should be applied to determine the likelihood of crash occurrence. In this report, the risk rating of crash occurrence is considered either "INTOLERABLE", "HIGH", "MODERATE", or "LOW". This report only includes the five Safe System crash types noted above.

*Adapted from Austroads (2019), Guide to Road Safety Part 6: Managing Road Safety Audits.*

The nominal speeds provided by the Safe System are indicative only and represent the 10% likelihood of a fatality (or 90% survivability) for the crash type. The likelihood of sustaining serious injuries is significantly higher than the likelihood of a fatality at these speeds.

The likelihood of the crash outcome being fatal increases exponentially with increased speed.

In this road safety risks route description report the Risk Ranking of Findings methodology used is that provided in Austroads (2019), Guide to Road Safety Part 6A: Implementing Road Safety Audits.

## **5. DISCUSSION: ROAD SAFETY RISKS ROUTE DESCRIPTIONS**

This section provides an outline of the recent history of the two route options, and provides a description of the road safety risks most likely to lead to serious injury or death of a road user as identified in the Safe System Framework, discussed in Section 4 Incorporating Safe System Findings. Note that high-speed rear end crashes are treated similarly to high-speed head-on crashes, and that crashes with trains are either right-angle side impact, where the train runs into the side of the road vehicle, or similar to head-on where the road vehicle runs into the side of a train.

### **5.1. Boothenna Rd – Old Mendooran Rd Intersection and Level Crossing**

An Existing Road (Stage 6) Road Safety Audit of the Boothenna Rd – Old Mendooran Rd intersection and the adjacent level crossing was completed in March 2021. This audit described several potential risks to road safety; two were assessed to have an *Intolerable* level of risk. These were:

- The angle that Old Mendooran Rd intersects both Boothenna Rd and the level crossing is too acute, it being impossible for the driver of a heavy vehicle, and difficult for the driver of a light vehicle, to sight to the left along Boothenna Rd, and similarly along the railway line. This is exacerbated by sun glare, roadside vegetation, and a similar distraction for drivers eastbound on Boothenna Rd.
- The look-through affect for southbound drivers on Old Mendooran Rd on approach to Boothenna Rd. The level crossing appears more centrally in the driver's field of view and may distract from the Give Way control at Boothenna Rd.

A Feasibility Design (Stage 2) Road Safety Audit of this location was also completed in March 2021. This audit considered the potential road safety risks associated with the two design options proposed to improve safety at the intersection and level crossing. Although none of the potential road safety risks identified in the design options were found to be *Intolerable*, the highest-level risks included:

Short stacking and queuing risks on Old Mendooran Rd between Boothenna Rd and the level crossing. Option 1 proposed realigning the Old Mendooran Rd approaches to Boothenna Rd and to the level crossing to address the first *Intolerable* risk described in the first dot point above, the angle of intersection. Changing the approach angle south of Boothenna Rd shortened the available storage length between the intersection and level crossing to less than desirable to safely store a 19m semi-trailer. It is noted in the Vehicle Class data, which was not available at the time of the road safety audit, has since been recorded and is summarised in Table 1Table 2.

- That between 26 July 2021 and 5 September 2021, twelve B-doubles used this section of road despite it not being an approved B-double route. (Note: It is possible that these B-doubles were  $\leq 19\text{m}$  in length, but that is unlikely.)
- Consideration of implementing the Safe System philosophy into the design options. Section 4 Incorporating Safe System Findings (above) briefly discusses the Safe System philosophy and the crash types and threshold speeds that most likely, and commonly, lead to serious injury or death outcomes in the event of a road crash. Realigning Old Mendooran Rd to meet Bootherba Rd at 90 degrees, and to meet the railway at close to 90 degrees, reduces the likelihood of a 'right angle' crash; drivers having improved ability to sight approaching vehicles, and trains. However, it does not reduce the consequences if such a crash occurs, which is likely serious injury or death.

A Road Safety Risk Options Report of this location was completed in March 2021 to describe potential risks to road safety under the three options proposed. Data for this report was drawn from the two Road Safety Audit Reports noted above and provided a means for the risk owner to compare the relative level of risk for each option under 16 risk criteria provided across the road safety audits. The options provided by Dubbo Regional Council were:

- Option 1. Do nothing.
- Option 2. Realign the Old Mendooran Rd approaches to Bootherba Rd and the level crossing, forming a staggered 'T' at Bootherba Rd.
- Option 3. Realign the northern Old Mendooran Rd approach to Bootherba Rd, to provide a 90-degree junction, and close the section of Old Mendooran Rd south of Bootherba Rd, including the level crossing. This would see Old Mendooran Rd terminating at Bootherba Rd, traffic heading to/from the Golden Hwy using Bootherba Rd.

## 5.2. Old Mendooran Rd – Golden Hwy Intersection

In the past, Old Mendooran Rd met the Golden Hwy at an acute angle of around 25 degrees. The approach has since been realigned to meet at near 90 degrees. This has added a curve in the braking zone on approach to the intersection, and with the roadside vegetation, reduced the sight distance for southbound drivers to the termination of Old Mendooran Rd. The curve and impending termination of Old Mendooran Rd is not readily obvious to an unwary driver, a single warning sign provides advice of both hazards.

For drivers leaving Old Mendooran Rd, sight distance along the Golden Hwy is adequate, meeting SISD specifications as described in the Austroads (2021) Guide to Road Design. However, sighting may be adversely affected by sun glare, see Figure 3 on page 13.

Drivers turning into Old Mendooran Rd from the Golden Hwy are provided with a narrow BAR and a narrow BAL/AUL. Although these designs do not provide turn bays to remove the turning vehicle from the path of through vehicles, they do provide widened sealed shoulders for the left turning vehicle (BAL) to move out of the path of through vehicles, and for through vehicles



to use the widened sealed shoulder to pass to the left of a vehicle turning right (BAR). This intersection design is safer than that currently provided at the Old Mendooran Rd – Boothenna Rd intersection, which is not provided with shoulder widening or sealing, but less safe than the intersection design provided at the Boothenna Rd – Golden Hwy intersection, which is provided with CHR and CHL auxiliary lanes – see section 5.3 below for a description of this site.

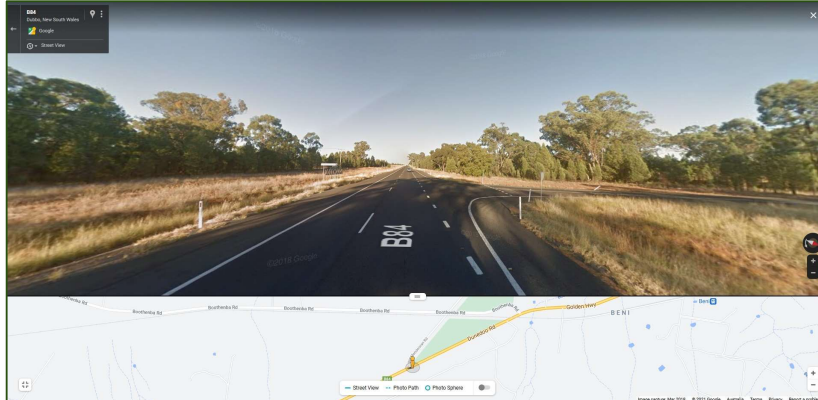


Figure 3. Google Street View image and map (March 2018); looking west at the Old Mendooran Rd – Golden Hwy intersection. The shoulder widening and sealing is evident, providing an escape area for drivers. Note the direction of the shadows, sun glare is a potential issue in the mornings in the middle of the year.



Figure 4. Google aerial photograph of the intersection, Old Mendooran Rd terminating at the Golden Hwy; Dubbo is to the west (left of photograph). Note the BAL and BAR layout.

### 5.3. Bootherba Rd – Golden Hwy Intersection and Level Crossing

In the past, Bootherba Rd also met the Golden Hwy at an acute angle, of around 25 degrees. Works were completed in 2013 to realign the approach to the current layout, providing an approach angle near 90 degrees. The works included the introduction of auxiliary lanes that provide drivers on the Golden Hwy, and turning into Bootherba Rd, a dedicated turning lane. This enables them to move out of the path of through vehicles. A left turn acceleration lane is also provided for vehicles that turn left onto the Golden Hwy.

These turning lanes, and the eastbound acceleration lane, reduce the likelihood of rear-end crashes. As noted in Section 4 Incorporating Safe System Findings on page 10, rear-end crashes are an additional Safe System crash type of importance in NSW. The right turn lane (CHR) on the Golden Hwy also reduces the likelihood of side impact crashes for a vehicle turning right into Bootherba Rd; the driver is not under pressure from westbound through traffic to attempt the turn in an inappropriate gap in oncoming traffic.

Drivers turning right from Bootherba Rd are not provided with an acceleration lane however, the painted median could provide a place for the vehicle to wait clear of the through traffic should the driver realise they had made an error and failed to give way to westbound traffic.

On turning right onto the Golden Hwy, the driver is faced with a level crossing around 50m west of Bootherba Rd. This level crossing is controlled by active (Type F) controls in the form of flashing lights and bells. This type of control has superior safety potential compared to the passive control provided at the Old Mendooran Rd level crossing, as follows:

- Passive controls (Stop and Give Way) require the vehicle driver to realise they are approaching a level crossing within a safe distance, to look (and know where and how far down the railway to look) for any approaching trains, to judge the speed and time it will take for the train to arrive, and to judge if they can safely complete the crossing before the train arrives.
- Active controls (Flashing lights and bells, with or without boom barriers) activate when a train is approaching and operate until the train has cleared the level crossing. A driver approaching this control must realise they are approaching a level crossing within a safe distance and make the decision to stop if the controls are operating.

Further discussion and information of safety at level crossings is available in WaySafe (2017), Review of Railway Level Crossing Standards.

In realigning Bootherba Rd two 'substandard' curves were introduced to allow Bootherba Rd to meet the Golden Hwy at around 90 degrees. For an eastbound driver, travelling at the 100km/h speed limit, the first of these curves has an advisory speed of 65km/h, the second curve has an advisory speed of 45km/h, which then leads to the Golden Hwy junction. No crashes are reported at these curves or at the intersection in the TfNSW crash database: [https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/lga\\_stats.html?tblqga=1](https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/lga_stats.html?tblqga=1)

Potentially, that there are no recorded crashes may be due to the extent of delineation and warning signposting provided on approach to, and through these curves, which also serve to slow drivers on approach to the road junction. However, for an eastbound driver approaching Old Mendooran Rd at night, the extensive delineation and newer signposting creates a bright image, which distracts from the Old Mendooran Rd intersection, potentially reducing awareness of the intersection or road users approaching on Old Mendooran Rd.



Figure 5. Google aerial photograph of the intersection, Boothenna Rd terminating at the Golden Hwy. Note the approach angle, level crossing and the auxiliary lanes provided on the Golden Hwy.

#### **5.4. Comparison of Relative Risk Associated with Safe System Framework Important Crash Types**

As provided in Section 4, Incorporating Safe System Findings, on page 10, there are four main crash types globally recognised, and in Australia a fifth is also considered important. These crash types are known to result in higher severity outcomes in relatively lower speed environments. They are:

- head-on (>70km/h),
- right angle (>50km/h),
- run-off-road side impact into a rigid object (>40km/h),
- crashes involving vulnerable road users (>30km/h),
- rear-end crashes (>70km/h).

The noted speed ranges (>xxkm/h) provide the speed at time of crash at which there is a 10% probability of a fatal injury occurring with this crash type; probability of a fatality increases exponentially as speed increases.

Table 4. Relative level of risk of the associated Safe System Framework ‘important’ crash types for both routes, and the three options.

| 'Important' Crash Type  | Option 1 - Route 1<br>(Existing road layout remains unchanged)  | Option 2 - Route 1<br>(Intersection changed to staggered 'T')  | Option 3 - Route 2<br>(Old Mendooran Rd south closed)   |
|---|---|--|---|
| Head-on (>70km/h)   | <p><i>Route is characterised by:</i></p> <ul style="list-style-type: none"> <li>✖✖ Narrow lanes and narrow unsealed shoulders (L)</li> <li>✖✖ Opposing lanes separated by a faded centreline (L)</li> <li>✖ The curve at the southern end is poorly delineated (L)</li> <li>✓ Traffic volumes are half those of Bootherba Rd east (E)</li> <li>✓ The road length is 0.65km, 1.25km shorter than Route 2 (E)</li> <li>✖ Moderate to High travel speeds on Old Mendooran Rd (C)</li> <li>✖✖ Passive control level crossing (L)</li> <li>✖✖ Non-compliant sighting angles, intersection, and level crossing (L)</li> </ul> | <p><i>Route is characterised by:</i></p> <ul style="list-style-type: none"> <li>✖✖ Narrow lanes and narrow unsealed shoulders (L)</li> <li>✖✖ Opposing lanes separated by a faded centreline (L)</li> <li>✖ The curve at the southern end is poorly delineated (L)</li> <li>✓ Traffic volumes are less than half those of Bootherba Rd east (E)</li> <li>✓ The road length is 0.65km, 1.25km shorter than Route 2 (E)</li> <li>✖ Moderate to High travel speeds on Old Mendooran Rd (C)</li> <li>✖ Staggered 'T' intersection (L)</li> <li>✖✖ Passive control level crossing (L)</li> </ul> <p>(Note: running into the side of a train is equated to a head-on type crash)</p> | <p><i>Bootherba Rd:</i></p> <ul style="list-style-type: none"> <li>✖✖ Narrow lanes and narrow unsealed shoulders, western end (L)</li> <li>✖ Opposing lanes separated by a centreline (L)</li> <li>✖ Substandard curves eastern end, for eastbound (L)</li> <li>✓ The curves at the eastern end are well delineated (L)</li> <li>✖ Traffic volumes are low, but potentially increase by 50% on Bootherba Rd (E)</li> <li>✖ High travel speeds recorded (C)</li> </ul> <p><i>Golden Hwy:</i></p> <ul style="list-style-type: none"> <li>✓ Wide lanes and wide sealed shoulders (L)</li> <li>✖ Opposing lanes separated by a centreline (L)</li> <li>✓✓ No curves (L)</li> <li>✓ Traffic volumes are moderate for a State road (E)</li> <li>✖ The road length is 1.16km (E)</li> <li>✓✓ Active control level crossing (L)</li> <li>✖ High travel speeds recorded (C)</li> </ul> |
| Risk Rating <sup>3</sup>  | Improbable + Serious = <b>MEDIUM</b>  | Improbable + Serious = <b>MEDIUM</b>   | Improbable + Serious = <b>MEDIUM</b>  |
| <p><b>Key:</b> ✓ positive impact on road safety; ✖ negative impact on road safety<br/>           (E) = Exposure of road users to the road safety risk; (L) = Likelihood of a crash occurring; (C) = Consequences should a crash occur.</p> <p><b>NOTE:</b> The crash types considered in this report are the crash types noted as 'IMPORTANT' in Austroads (2019), and outlined in Section 4, Incorporating Safe System Findings, on page 10.</p> |   |  |   |

<sup>3</sup> Austroads (2019) Guide to Road Safety Part 6A: Implementing Road Safety Audits, Section 4.8C risk rating tables and terminology used in determining these risk ratings.

WaySafe: Road Safety Risks Route Description Report

Reference: 289298 / D

Location: Boothenba Rd – Old Mendooran Rd – Golden Hwy

| 'Important' Crash Type | Option 1 - Route 1<br>(Existing road layout remains unchanged)  | Option 2 - Route 1<br>(Intersection changed to staggered 'T')   | Option 3 - Route 2<br>(Old Mendooran Rd south closed)   |
|------------------------|---|---|---|
| Right angle (>50km/h)  | <p>Route requires negotiating one 'four-way' intersection, one 'T' junction and one passive control level crossing:</p> <p><i>Old Mendooran Rd – Boothenba Rd four-way intersection:</i></p> <ul style="list-style-type: none"> <li>✖✖ History of crashes, including one fatal of this crash type (L)</li> <li>✓ Low traffic volume on Old Mendooran Rd (E)</li> <li>✖✖ No escape areas, such as wide sealed shoulders, wide medians, auxiliary lanes (L)</li> <li>✖ High travel speeds on Boothenba Rd (C)</li> <li>✖ 'Look-through' affect for southbound approach to intersection (L)</li> <li>✖✖ Non-compliant sighting angles (L)</li> </ul> <p><i>Level Crossing:</i></p> <ul style="list-style-type: none"> <li>✖✖ Passive control (L)</li> <li>✖✖ Non-compliant sighting angles (L)</li> <li>✓ Low train volumes (E)</li> <li>✖ High train speed (C)</li> </ul> <p><i>Old Mendooran Rd – Golden Hwy intersection:</i></p> <ul style="list-style-type: none"> <li>✓✓ Adequate sight distance and angles (L)</li> <li>✓ Escape area - wide sealed shoulders on Golden Hwy (L)</li> <li>✖ High traffic speeds on Golden Hwy (C)</li> </ul> | <p>Route requires negotiating one staggered 'T' intersection, one 'T' junction and one passive control level crossing:</p> <p><i>Old Mendooran Rd – Boothenba Rd staggered 'T' intersection:</i></p> <ul style="list-style-type: none"> <li>✓ Low traffic volume on Old Mendooran Rd (E)</li> <li>✖✖ No escape areas, such as wide sealed shoulders, wide medians, or auxiliary lanes (could be addressed in detailed design ✓) (L)</li> <li>✖ High travel speeds on Boothenba Rd (C)</li> </ul> <p><i>Level Crossing:</i></p> <ul style="list-style-type: none"> <li>✖✖ Passive control (L)</li> <li>✓ Low train volumes (E)</li> <li>✖ High train speed (C)</li> </ul> <p><i>Old Mendooran Rd – Golden Hwy 'T' junction:</i></p> <ul style="list-style-type: none"> <li>✓ Traffic volumes on Old Mendooran Rd are half those of Boothenba Rd east (E)</li> <li>✓✓ Adequate sight distance and angles (L)</li> <li>✓ Escape area - wide sealed shoulders on Golden Hwy (L)</li> <li>✖ High traffic speeds on Golden Hwy (C)</li> </ul> | <p>Route requires negotiating two 'T' junctions and one active control level crossing:</p> <p><i>Old Mendooran Rd – Boothenba Rd 'T' junction:</i></p> <ul style="list-style-type: none"> <li>✖ Traffic volumes are low, but potentially increase by 50% on Boothenba Rd (E)</li> <li>✖✖ Potentially no escape areas, such as wide sealed shoulders, wide medians, auxiliary lanes (could be addressed in detailed design ✓) (L)</li> <li>✓ Reduced number of conflict points with redesign to a 'T' intersection (L)</li> <li>✖ High travel speeds on Boothenba Rd (C)</li> </ul> <p><i>Boothenba Rd – Golden Hwy 'T' junction:</i></p> <ul style="list-style-type: none"> <li>✖ Traffic volumes are low on Boothenba Rd, but potentially increase by 50% on Boothenba Rd (E)</li> <li>✓✓ Adequate sight distance and angles (L)</li> <li>✓ Escape areas, wide sealed shoulders on Golden Hwy (L)</li> <li>✓✓ Auxiliary lanes on Golden Hwy (L)</li> <li>✖ High traffic speeds on Golden Hwy (C)</li> </ul> <p><i>Level Crossing:</i></p> <ul style="list-style-type: none"> <li>✓✓ Active control (L)</li> <li>✓ Low train volumes (E)</li> <li>✖ High train speed (C)</li> </ul> |
| Risk Rating            | Probable + Serious = <b>INTOLERABLE</b>   | Occasional + Serious = <b>HIGH</b>  | Improbable + Serious = <b>MEDIUM</b>  |

WaySafe: Road Safety Risks Route Description Report

Reference: 289298 / D

Location: Boothenba Rd – Old Mendooran Rd – Golden Hwy

| 'Important' Crash Type                                  | Option 1 - Route 1<br>(Existing road layout remains unchanged)   | Option 2 - Route 1<br>(Intersection changed to staggered 'T')  | Option 3 - Route 2<br>(Old Mendooran Rd south closed)  |
|---|--|--|--|
| Run-off-road, side impact into a rigid object (>40km/h) | <p><i>Route is characterised by:</i></p> <ul style="list-style-type: none"> <li>✖✖ Narrow lanes and narrow unsealed shoulders (L)</li> <li>✖✖ No edge lines (L)</li> <li>✖ The curve at the southern end is poorly delineated (L)</li> <li>✖✖ Infrangible objects in run-off area (C)</li> <li>✖ Moderate to High speeds on Old Mendooran Rd (C)</li> <li>✓ Traffic volumes are half those of Boothenba Rd east (E)</li> <li>✓ The road length is 0.65km, 1.25km shorter than Route 2 (E)</li> </ul> | <p><i>Route is characterised by:</i></p> <ul style="list-style-type: none"> <li>✖✖ Narrow lanes and narrow unsealed shoulders (L)</li> <li>✖✖ No edge lines (L)</li> <li>✖ The curve at the southern end is poorly delineated (L)</li> <li>✖✖ Infrangible objects in run-off area (C)</li> <li>✖ Moderate to High speeds on Old Mendooran Rd (C)</li> <li>✓ Traffic volumes are half those of Boothenba Rd east (E)</li> <li>✓ The road length is 0.65km, 1.25km shorter than Route 2 (E)</li> </ul> | <p><i>Boothenba Rd:</i></p> <ul style="list-style-type: none"> <li>✖ Unsealed shoulders (L)</li> <li>✓ Edge lines (L)</li> <li>✓ Substandard curves eastern end, for eastbound (L)</li> <li>✓ The curves at the eastern end are well delineated (L)</li> <li>✖✖ History of crashes of this crash type (L)</li> <li>✓ Traffic volumes will potentially increase by 50% (E)</li> <li>✖ The road length is 0.74km (E)</li> <li>✖✖ Infrangible objects in run-off area (C)</li> </ul> <p><i>Golden Hwy:</i></p> <ul style="list-style-type: none"> <li>✓ Wide lanes and wide sealed shoulders (L)</li> <li>✖ Opposing lanes separated by a centreline (L)</li> <li>✓ No curves (L)</li> <li>✓ Edge lines (L)</li> <li>✓ Traffic volumes are moderate for a State road (E)</li> <li>✖ The road length is 1.16km (E)</li> </ul> <p>✖ Total route length ~3 times further than existing (E)</p> |
| Risk Rating   | Occasional + Serious = <b>HIGH</b>   | Occasional + Serious = <b>HIGH</b>   | Improbable + Serious = <b>MEDIUM</b>   |

WaySafe: Road Safety Risks Route Description Report

Reference: 289298 / D

Location: Boothenba Rd – Old Mendooran Rd – Golden Hwy

| 'Important' Crash Type                            | Option 1 - Route 1<br>(Existing road layout remains unchanged)  | Option 2 - Route 1<br>(Intersection changed to staggered 'T')  | Option 3 - Route 2<br>(Old Mendooran Rd south closed)  |
|---|---|--|--|
| Crashes involving vulnerable road users (>30km/h) | <p><i>Route is characterised by:</i></p> <ul style="list-style-type: none"> <li>✖✖ There are no facilities for pedestrians or cyclists (L)</li> <li>✖✖ Non-compliant sighting angles at the Old Mendooran Rd-Boothenba Rd intersection, and at the level crossing (L)</li> <li>✓ There are few pedestrians and cyclists (E)</li> <li>✖ Moderate to High traffic speed (C)</li> <li>✓ Traffic volumes are half those of Boothenba Rd east (E)</li> <li>✓ The road length is 0.65km, 1.25km shorter than Route 2 (E)</li> </ul> | <p><i>Route is characterised by:</i></p> <ul style="list-style-type: none"> <li>✖✖ There are no facilities for pedestrians or cyclists (L)</li> <li>✓ Compliant sighting angles at the Old Mendooran Rd-Boothenba Rd staggered 'T' intersection, and at the level crossing (L)</li> <li>✓ There are few pedestrians and cyclists (E)</li> <li>✖ Moderate to High traffic speed (C)</li> <li>✖ Traffic volumes are half those of Boothenba Rd east (E)</li> <li>✓ The road length is 0.65km, 1.25km shorter than Route 2 (E)</li> </ul> | <p><i>Boothenba Rd:</i></p> <ul style="list-style-type: none"> <li>✖✖ There are no facilities for pedestrians or cyclists (L)</li> <li>✓ There are few pedestrians and cyclists (E)</li> <li>✖ High speed traffic (C)</li> <li>✓ The road length is 0.74km (E)</li> </ul> <p><i>Golden Hwy:</i></p> <ul style="list-style-type: none"> <li>✓ Wide sealed shoulders (L)</li> <li>✓ There are few pedestrians and cyclists (E)</li> <li>✖ High speed traffic (C)</li> <li>✓ The road length is 1.16km (E)</li> </ul> |
| Risk Rating                                       | Improbable + Serious = <b>MEDIUM</b>  | Improbable + Serious = <b>MEDIUM</b>   | Improbable + Serious = <b>MEDIUM</b>   |

WaySafe: Road Safety Risks Route Description Report

Reference: 289298 / D

Location: Boothenna Rd – Old Mendooran Rd – Golden Hwy

| 'Important' Crash Type     | Option 1 - Route 1<br>(Existing road layout remains unchanged)  | Option 2 - Route 1<br>(Intersection changed to staggered 'T')  | Option 3 - Route 2<br>(Old Mendooran Rd south closed)  |
|----------------------------|---|--|--|
| Rear-end crashes (>70km/h) | <p><i>Old Mendooran Rd – Boothenna Rd intersection:</i></p> <ul style="list-style-type: none"> <li>✓ Traffic volumes are around half those of Boothenna Rd east (E)</li> <li>✖✖ No escape areas, such as wide sealed shoulders, wide medians, auxiliary lanes (L)</li> <li>✖✖ No turning lanes (L)</li> <li>✖ High traffic speeds on Boothenna Rd (C)</li> </ul> <p><i>Level Crossing:</i></p> <ul style="list-style-type: none"> <li>✖ Non-compliant sighting (L)</li> <li>✖✖ Short stacking (L)</li> <li>✖✖ Potential queueing (L)</li> </ul> <p><i>Old Mendooran Rd – Golden Hwy 'T' junction:</i></p> <ul style="list-style-type: none"> <li>✖ Traffic volumes on Old Mendooran Rd are half those of Boothenna Rd east (E)</li> <li>✖ Approach sight distance may not be adequate for southbound (L)</li> <li>✓ Wide sealed shoulders on Golden Hwy (L)</li> <li>✖ High traffic speeds on Golden Hwy (C)</li> </ul> | <p><i>Old Mendooran Rd – Boothenna Rd staggered 'T' intersection:</i></p> <ul style="list-style-type: none"> <li>✓ Traffic volumes are around half those of Boothenna Rd east (E)</li> <li>✖✖ No escape areas, such as wide sealed shoulders, wide medians, auxiliary lanes (this may be addressed in detailed design ✓) (L)</li> <li>✖✖ No turning lanes (this may be addressed in detailed design ✓) (L)</li> <li>✖ High traffic speeds on Boothenna Rd (C)</li> </ul> <p><i>Level Crossing:</i></p> <ul style="list-style-type: none"> <li>✖ Non-compliant sighting (L)</li> <li>✖✖ Short stacking (L)</li> <li>✖✖ Potential queueing (L)</li> </ul> <p><i>Old Mendooran Rd – Golden Hwy 'T' junction:</i></p> <ul style="list-style-type: none"> <li>✖ Traffic volumes on Old Mendooran Rd are half those of Boothenna Rd east (E)</li> <li>✖ Approach sight distance may not be adequate for southbound drivers (L)</li> <li>✓✓ Wide sealed shoulders on Golden Hwy (L)</li> <li>✖ High traffic speeds on Golden Hwy (C)</li> </ul> | <p><i>Old Mendooran Rd – Boothenna Rd 'T' junction:</i></p> <ul style="list-style-type: none"> <li>✖ Traffic volumes are low, but would more than double on Boothenna Rd east (E)</li> <li>✖✖ Potentially no escape areas, such as wide sealed shoulders, wide medians, auxiliary lanes (this may be addressed in detailed design ✓) (L)</li> <li>✖✖ No turning lanes (this may be addressed in detailed design ✓) (L)</li> <li>✓ Reduced number of conflict points with redesign to a 'T' intersection (L)</li> <li>✖ High traffic speeds on Boothenna Rd (C)</li> </ul> <p><i>Boothenna Rd – Golden Hwy 'T' junction:</i></p> <ul style="list-style-type: none"> <li>✖ Traffic volumes are low, but would more than double on Boothenna Rd east (E)</li> <li>✓ Adequate sight distance and angles (L)</li> <li>✓ Escape areas - wide sealed shoulders (L)</li> <li>✓✓ Auxiliary lanes on Golden Hwy (L)</li> <li>✖ High traffic speeds on Golden Hwy (C)</li> </ul> <p><i>Level Crossing:</i></p> <ul style="list-style-type: none"> <li>✖ Driver not expecting or sighting queued vehicles (potential sun glare issue) (L)</li> </ul> |
| Risk Rating                | Occasional + Serious = <b>HIGH</b>  | Occasional + Serious = <b>HIGH</b>   | Improbable + Serious = <b>MEDIUM</b>   |



## **6. DISCLAIMER**

This report contains findings based on examination of the provided documentation and site inspections and is relevant at the time of inspections. Information and data contained within this report is prepared with due care by WaySafe. While WaySafe seeks to ensure accuracy of the data, it cannot guarantee its accuracy.

Readers should not solely rely on the contents of this report or draw inferences to other sites. Users must seek appropriate expert advice in relation to their own circumstances.

WaySafe does not warrant, guarantee, or represent that this report is free from errors or omissions or that the information is exhaustive. Information contained within may become inaccurate without notice and may be wholly or partly incomplete or incorrect. Before relying on the information in this report, users should carefully evaluate the accuracy, completeness, and relevance of the data for their purposes.

Subject to any responsibilities implied in law which cannot be excluded, WaySafe is not liable to any party for any losses, expenses, damages, liabilities or claims whatsoever, whether direct, indirect, or consequential, arising out of or referable to the use of this report, howsoever caused whether in contract, tort, statute or otherwise.

## 7. BIBLIOGRAPHY

### Standards and Guidelines

- Australian Standard (2016). AS 1742.7:2016. Manual of uniform traffic control devices Part 7: Railway crossings
- Austrroads (2021). Guide to Road Design Part 6B: Roadside Environment
- Austrroads (2016). AP-R509-16 Safe System Assessment Framework
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- Austrroads (2020). Guide to Road Design Part 6: Roadside Design, Safety and Barriers
- WaySafe (2017). Review of Level Crossing Standards.

### Web Pages

- Google (2021). <https://www.google.com/maps>
- SIX Maps (2021). <https://maps.six.nsw.gov.au/>
- TfNSW (2021). Centre for Road Safety Crash Database  
[https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/lga\\_stats.html?tblga=1](https://roadsafety.transport.nsw.gov.au/statistics/interactivecrashstats/lga_stats.html?tblga=1)
- TfNSW (2021). [Partners & suppliers - Business & Industry - Roads and Waterways – Transport for NSW](#)

### Documents provided by Dubbo Regional Council

Table 5. Traffic data provided by Dubbo Regional Council, 10 September 2021.

| Location                        | Data Titles   |
|---------------------------------|---|
| Site A - Old Mendooran Rd south | Class Bin-452; Speed Stat-455; VirtWeekly Vehicle-454 |
| Site B - Old Mendooran Rd north | Class Bin-445; Speed Stat-446; VirtWeekly Vehicle-447 |
| Site C - Bootherba Rd east      | Class Bin-451; Speed Stat-450; VirtWeekly Vehicle-449 |



DUBBO REGIONAL  
COUNCIL

## REPORT: Building Summary - December 2021 and January 2022

**DIVISION:** Development and Environment

**REPORT DATE:** 28 January 2022

**TRIM REFERENCE:** ID22/75

### EXECUTIVE SUMMARY

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

### STRATEGIC DIRECTION

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

|                            |  |
|----------------------------|--|
| Theme:                     | 1 Housing  |
| CSP Objective:             | 1.1 Residential housing opportunity meets the current and projected needs of our community                             |
| Delivery Program Strategy: | 1.1.1 A variety of residential housing types is located close to appropriate services and facilities                   |
| Theme:                     | 3 Economy  |
| CSP Objective:             | 3.7 A strategic framework is in place to maximise the realisation of economic development opportunities for the region |
| Delivery Program Strategy: | 3.7.3 Planning controls ensure adequate and suitable land is available for new development opportunities               |

**RECOMMENDATION**

**That the report of the Director Development and Environment, dated 31 January 2022, be noted.**

*Stephen Wallace*  
Director Development and Environment

*SW*  
Director Development and  
Environment

## REPORT

### Consultation

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

### Resourcing Implications

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

### Building Summary

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

#### 1. Residential Building Summary

Dwellings and other residential developments approved during December 2021 and January 2022 were as follows:

##### December

|                               |    |
|-------------------------------|----|
| Single dwellings              | 39 |
| Other residential development | 7  |
| (No. of units)                | 11 |

##### January

|                               |   |
|-------------------------------|---|
| Single dwellings              | 5 |
| Other residential development | 7 |
| (No. of units)                | 9 |

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

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

A summary of residential approvals for the former Dubbo City Council area since 2011-2012 is included in **Appendix 1**. However, it should be noted that the figures from July 2017 onwards include the approvals within the former Wellington Local Government Area as a consequence of the commencement of the merged application system.

## 2. Approved Development Applications

The total number of approved Development Applications (including Complying Development Certificates) for December 2021 and January 2022, a comparison with figures 12 months prior and the total for the respective financial years to date, are as follows:

|                    |                                    |                                    |
|--------------------|------------------------------------|------------------------------------|
| Date               | 1 December 2021 - 31 December 2021 | 1 December 2020 - 31 December 2020 |
| No of applications | 92                                 | 125                                |
| Value              | \$21,864,245                       | \$25,065,154                       |
| Date               | 1 July 2021 - 31 December 2021     | 1 July 2020 - 31 December 2020     |
| No of applications | 421                                | 495                                |
| Value              | \$177,578,261                      | \$94,727,962                       |
| Date               | 1 January 2022 - 31 January 2022   | 1 January 2021 - 31 January 2021   |
| No of applications | 40                                 | 47                                 |
| Value              | \$8,421,999                        | \$17,228,941                       |
| Date               | 1 July 2021 - 31 January 2022      | 1 July 2020 - 31 January 2021      |
| No of applications | 462                                | 542                                |
| Value              | \$186,245,260                      | \$111,956,903                      |

A summary breakdown of the figures is included in **Appendices 2-9**.

## 3. Online Application Tracking

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

What information is available?

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

What information is not available?

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

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

The information included in this report is provided for notation.

**APPENDICES:**

- 1 [↓](#) Building Summary - January 2022
- 2 [↓](#) Approved Applications - 1 December 2021 to 31 December 2021
- 3 [↓](#) Approved Applications - 1 December 2020 to 31 December 2020
- 4 [↓](#) Approved Applications - 1 July 2021 to 31 December 2021
- 5 [↓](#) Approved Applications - 1 July 2020 - 31 December 2020
- 6 [↓](#) Approved Applications - 1 January 2022 - 31 January 2022
- 7 [↓](#) Approved Applications - 1 January 2021 - 31 January 2021
- 8 [↓](#) Approved Applications - 1 July 2021 - 31 January 2022
- 9 [↓](#) Approved Applications - 1 July 2020 to 31 January 2021

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

|     |                                | JUL  | AUG  | SEPT | OCT  | NOV  | DEC  | JAN  | FEB  | MAR  | APR  | MAY  | JUN  | TOTAL |
|-----|--------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|-------|
|     | 2011/2012                      |      |      |      |      |      |      |      |      |      |      |      |      |       |
| DCC | Single Dwellings               | 6    | 12   | 10   | 6    | 7    | 16   | 4    | 16   | 12   | 8    | 12   | 9    | 118   |
|     | Other Residential Developments | 1    | 1    | -    | 1    | 2    | 2    | -    | -    | -    | -    | -    | 1    | 8     |
|     | (No of units)                  | (14) | (2)  | (-)  | (1)  | (4)  | (3)  | (-)  | (-)  | (-)  | (-)  | (-)  | (16) | (40)  |
|     | 2012/2013                      |      |      |      |      |      |      |      |      |      |      |      |      |       |
| DCC | Single Dwellings               | 3    | 7    | 14   | 13   | 9    | 3    | 9    | 9    | 13   | 13   | 15   | 13   | 121   |
|     | Other Residential Developments | 4    | 6    | -    | -    | 1    | 9    | -    | -    | 1    | -    | 2    | -    | 23    |
|     | (No of units)                  | (8)  | (6)  | (-)  | (-)  | (2)  | (11) | (-)  | (-)  | (2)  | (-)  | (39) | (-)  | (68)  |
|     | 2013/2014***                   |      |      |      |      |      |      |      |      |      |      |      |      |       |
| DCC | Single Dwellings               | 23   | 17   | 25   | 20   | 14   | 15   | 19   | 10   | 18   | 14   | 19   | 14   | 208   |
|     | Other Residential Developments | -    | 1    | 1    | -    | -    | 1    | 4    | 2    | 1    | 2    | -    | 3    | 15    |
|     | (No of units)                  | (-)  | (2)  | (2)  | (-)  | (-)  | (2)  | (46) | (1)  | (2)  | (4)  | (-)  | (6)  | (65)  |
|     | 2014/2015***                   |      |      |      |      |      |      |      |      |      |      |      |      |       |
| DCC | Single Dwellings               | 19   | 34   | 19   | 21   | 13   | 16   | 14   | 12   | 20   | 19   | 15   | 20   | 222   |
|     | Other Residential Developments | 3    | 1    | 6    | 5    | 6    | 12   | -    | 4    | 2    | 1    | 9    | 5    | 54    |
|     | (No of units)                  | (6)  | (2)  | (31) | (50) | (6)  | (21) | (-)  | (87) | (4)  | (1)  | (25) | (10) | (243) |
|     | 2015/2016***                   |      |      |      |      |      |      |      |      |      |      |      |      |       |
| DCC | Single Dwellings               | 27   | 20   | 26   | 19   | 21   | 26   | 19   | 14   | 16   | 17   | 17   | 22   | 244   |
|     | Other Residential Developments | 6    | 8    | 8    | 4    | 1    | 3    | 3    | 3    | 3    | 5    | 3    | 8    | 55    |
|     | (No of units)                  | (50) | (98) | (12) | (7)  | (2)  | (5)  | (18) | (4)  | (5)  | (14) | (6)  | (23) | (244) |
|     | 2016/2017***                   |      |      |      |      |      |      |      |      |      |      |      |      |       |
| DCC | Single Dwellings               | 24   | 13   | 17   | 18   | 12   | 21   | 16   | 18   | 18   | 14   | 18   | 36   | 225   |
|     | Other Residential Developments | 8    | 5    | 7    | 4    | 6    | 5    | 3    | 2    | 1    | 5    | 4    | 7    | 57    |
|     | (No of units)                  | (10) | (10) | (13) | (7)  | (10) | (16) | (6)  | (75) | (2)  | (8)  | (13) | (14) | (184) |
|     | 2017/2018***                   |      |      |      |      |      |      |      |      |      |      |      |      |       |
| DRC | Single Dwellings               | 26   | 21   | 13   | 12   | 16   | 19   | 4    | 22   | 16   | 21   | 22   | 16   | 208   |
|     | Other Residential Developments | 6    | 9    | 2    | 1    | 9    | 1    | 5    | 5    | 11   | 1    | 3    | 5    | 58    |
|     | (No of units)                  | (11) | (16) | (3)  | (2)  | (16) | (2)  | (8)  | (5)  | (23) | (2)  | (3)  | (9)  | (100) |
|     | 2018/2019***                   |      |      |      |      |      |      |      |      |      |      |      |      |       |
| DRC | Single Dwellings               | 15   | 26   | 13   | 7    | 17   | 8    | 19   | 5    | 8    | 11   | 19   | 6    | 154   |
|     | Other Residential Developments | 3    | 4    | 3    | -    | 6    | 2    | 2    | 1    | 5    | 7    | 9    | 5    | 47    |
|     | (No of units)                  | (4)  | (7)  | (5)  | (-)  | (11) | (29) | (4)  | (1)  | (12) | (25) | (15) | (10) | (123) |



|     |                                | JUL  | AUG  | SEPT | OCT  | NOV  | DEC  | JAN | FEB  | MAR | APR | MAY  | JUN  | TOTAL |
|-----|--------------------------------|------|------|------|------|------|------|-----|------|-----|-----|------|------|-------|
|     | 2019/2020***                   |      |      |      |      |      |      |     |      |     |     |      |      |       |
| DRC | Single Dwellings               | 16   | 11   | 8    | 18   | 27   | 14   | 4   | 5    | 10  | 8   | 8    | 8    | 137   |
|     | Other Residential Developments | 4    | 4    | 3    | 4    | 11   | 6    | 1   | 4    | 2   | 1   | 1    | 1    | 42    |
|     | (No of units)                  | (8)  | (7)  | (6)  | (7)  | (19) | (10) | (2) | (7)  | (2) | (2) | (2)  | (1)  | (73)  |
|     | 2020/2021***                   |      |      |      |      |      |      |     |      |     |     |      |      |       |
| DRC | Single Dwellings               | 7    | 17   | 21   | 12   | 20   | 46   | 18  | 25   | 30  | 27  | 17   | 20   | 260   |
|     | Other Residential Developments | 5    | 2    | 5    | 6    | 3    | 15   | 2   | 6    | 5   | 5   | 7    | 9    | 70    |
|     | (No of units)                  | (7)  | (4)  | (11) | (10) | (4)  | (35) | (5) | (10) | (8) | (9) | (47) | (14) | (164) |
|     | 2021/2022***                   |      |      |      |      |      |      |     |      |     |     |      |      |       |
| DRC | Single Dwellings               | 28   | 15   | 15   | 13   | 16   | 39   | 5   |      |     |     |      |      | 131   |
|     | Other Residential Developments | 8    | 6    | 2    | 4    | 5    | 7    | 7   |      |     |     |      |      | 39    |
|     | (No of units)                  | (12) | (28) | (3)  | (6)  | (13) | (11) | (9) |      |     |     |      |      | (82)  |

\* Single Dwellings = Single 'Dwelling House'

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

\*\*\* Includes private certifiers



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

Print Date: 31/01/2022

Print Time: 3:45:49PM

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/12/2021 - 31/12/2021**

| Development Type                         | Number of Applications | Est. \$    | New Developments | Est. \$    | Additions and Alterations | Est. \$   | New Dwellings | New Lots |
|--|------------------------|------------|------------------|------------|---------------------------|-----------|---------------|----------|
| Dwelling - single                        | 1                      | 287,700    | 1                | 287,700    |                           |           | 1             |          |
| Swimming Pool                            | 1                      | 19,500     | 1                | 19,500     |                           |           |               |          |
| Subdivision - Residential                | 1                      | 45,000     |                  |            |                           |           |               | 3        |
| Alterations and additions to commercial  | 3                      | 337,500    |                  |            | 3                         | 337,500   |               |          |
| Alterations and additions to industrial  | 1                      | 2,400,000  |                  |            | 1                         | 2,400,000 |               |          |
| Alterations and additions to residential | 4                      | 319,800    |                  |            | 4                         | 319,800   |               |          |
| Balconies, decks patios terraces or ve   | 3                      | 115,590    | 3                | 115,590    |                           |           |               |          |
| Demolition                               | 2                      | 20,000     | 2                | 20,000     |                           |           |               |          |
| Dual occupancy                           | 4                      | 2,408,904  | 4                | 2,408,904  |                           |           | 8             | 2        |
| Dwelling                                 | 38                     | 14,003,988 | 38               | 14,003,988 |                           |           | 38            |          |
| Garages carports and car parking spaces  | 5                      | 58,200     | 5                | 58,200     |                           |           |               |          |
| Industrial development                   | 1                      | 0          | 1                |            |                           |           |               |          |
| Other                                    | 1                      | 211,000    | 1                | 211,000    |                           |           |               |          |
| Pools / decks / fencing                  | 12                     | 443,610    | 12               | 443,610    |                           |           |               |          |
| Secondary dwelling                       | 3                      | 500,000    | 3                | 500,000    |                           |           | 3             |          |
| Shed                                     | 7                      | 203,300    | 7                | 203,300    |                           |           | 1             |          |
| Signage                                  | 4                      | 120,000    | 4                | 120,000    |                           |           |               |          |
| Subdivision of land                      | 2                      | 85,000     | 1                | 35,000     |                           |           |               | 2        |
| Take-away food and drink premises        | 1                      | 249,700    |                  |            | 1                         | 249,700   |               |          |
| Retail Premises                          | 1                      | 500        | 1                | 500        |                           |           |               |          |
| Change of Use                            | 2                      | 26,000     | 2                | 26,000     |                           |           |               |          |
| Carport or garage                        | 1                      | 8,953      | 1                | 8,953      |                           |           |               |          |

DE

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/12/2021 - 31/12/2021**

| Development Type                    | Number of Applications | Est. \$    | New Developments | Est. \$ | Additions and Alterations | Est. \$ | New Dwellings | New Lots |
|-------------------------------------|------------------------|------------|------------------|---------|---------------------------|---------|---------------|----------|
| <b>Totals for Development Types</b> | 98                     | 21,864,245 |                  |         |                           |         |               |          |

**Total Number of Applications for this period: 92**

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

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



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

Print Date: 31/01/2022

Print Time: 3:55:56PM

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/12/2020 - 31/12/2020**

| Development Type                         | Number of Applications | Est. \$           | New Developments | Est. \$    | Additions and Alterations | Est. \$   | New Dwellings | New Lots |
|--|------------------------|-------------------|------------------|------------|---------------------------|-----------|---------------|----------|
| Dwelling - single                        | 60                     | 16,785,027        | 45               | 13,850,968 | 15                        | 2,934,059 | 45            |          |
| Dwelling - Secondary/Dual Occ Dwelling   | 11                     | 3,155,590         | 11               | 3,155,590  |                           |           | 20            |          |
| Dwelling - Dual Occupancy, one storey    | 3                      | 1,142,000         | 3                | 1,142,000  |                           |           | 5             |          |
| Medium Density Res - Seniors Living SEPP | 1                      | 2,400,000         | 1                | 2,400,000  |                           |           | 10            |          |
| Garage/Carport/Roofed Outbuildings       | 26                     | 378,037           | 25               | 358,956    | 1                         | 19,081    |               |          |
| Swimming Pool                            | 8                      | 130,000           | 8                | 130,000    |                           |           |               |          |
| Office & Retail Building                 | 1                      | 45,000            |                  |            | 1                         | 45,000    |               |          |
| Factory/Production Building              | 1                      | 126,500           | 1                | 126,500    |                           |           |               |          |
| Warehouse/storage                        | 1                      | 500,000           | 1                | 500,000    |                           |           |               |          |
| Signs/Advertising Structure              | 2                      | 35,000            | 2                | 35,000     |                           |           |               |          |
| Demolition                               | 1                      | 21,000            |                  |            | 1                         | 21,000    |               |          |
| Change of Use - Commercial               | 1                      | 10,000            |                  |            | 1                         | 10,000    |               |          |
| Parks/Reserves                           | 1                      | 72,000            | 1                | 72,000     |                           |           |               |          |
| Subdivision - Residential                | 4                      | 0                 |                  |            |                           |           |               | 8        |
| Subdivision - Rural                      | 1                      | 0                 |                  |            |                           |           |               | 2        |
| Miscellaneous                            | 2                      | 20,000            | 2                | 20,000     |                           |           |               |          |
| Dwelling                                 | 1                      | 245,000           | 1                | 245,000    |                           |           | 1             |          |
| <b>Totals for Development Types</b>      | <b>125</b>             | <b>25,065,154</b> |                  |            |                           |           |               |          |

**Total Number of Applications for this period: 118**

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

DE

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/12/2020 - 31/12/2020**

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

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



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

Print Date: 31/01/2022

Print Time: 3:54:17PM

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/07/2021 - 31/12/2021**

| Development Type                       | Number of Applications | Est. \$    | New Developments | Est. \$    | Additions and Alterations | Est. \$   | New Dwellings | New Lots |
|--|------------------------|------------|------------------|------------|---------------------------|-----------|---------------|----------|
| Dwelling - single                      | 20                     | 5,224,595  | 13               | 4,177,193  | 7                         | 1,047,402 | 13            |          |
| Dwelling- Transportable/Relocatable    | 2                      | 615,398    | 2                | 615,398    |                           |           | 2             |          |
| Dwelling - Secondary/Dual Occ Dwelling | 4                      | 725,127    | 4                | 725,127    |                           |           | 4             |          |
| Dwelling - Dual Occupancy, one storey  | 6                      | 2,706,000  | 6                | 2,706,000  |                           |           | 12            |          |
| Medium Density Res - one/two storeys   | 2                      | 12,502,410 | 2                | 12,502,410 |                           |           | 57            |          |
| Garage/Carport/Roofed Outbuildings     | 12                     | 248,792    | 12               | 248,792    |                           |           |               |          |
| Fences/Unroofed Structures             | 1                      | 13,000     | 1                | 13,000     |                           |           |               |          |
| Swimming Pool                          | 4                      | 127,500    | 4                | 127,500    |                           |           |               |          |
| Office Building                        | 3                      | 511,000    | 2                | 498,000    | 1                         | 13,000    |               |          |
| Retail Building                        | 1                      | 348,700    |                  |            | 1                         | 348,700   |               |          |
| Retail & Residential Building          | 1                      | 28,000,000 | 1                | 28,000,000 |                           |           |               |          |
| Factory/Production Building            | 1                      | 1,000,000  | 1                | 1,000,000  |                           |           |               |          |
| Warehouse/storage                      | 4                      | 1,378,800  | 4                | 1,378,800  |                           |           |               |          |
| Health Care Facility - Other           | 2                      | 710,000    | 1                | 710,000    | 1                         |           |               |          |
| Educational Building                   | 2                      | 32,573,529 | 2                | 32,573,529 |                           |           |               |          |
| Entertainment/Recreational Building    | 1                      | 60,000     |                  |            | 1                         | 60,000    |               |          |
| Signs/Advertising Structure            | 1                      | 12,000     | 1                | 12,000     |                           |           |               |          |
| Home Business                          | 1                      | 2,000      |                  |            | 1                         | 2,000     |               |          |
| Change of Use - Commercial             | 3                      | 23,000     |                  |            | 2                         | 3,000     |               | 13       |
| Tourism Development                    | 1                      | 3,600,000  | 1                | 3,600,000  |                           |           |               |          |
| Subdivision - Residential              | 11                     | 2,577,000  |                  |            |                           |           |               | 37       |
| Subdivision - Industrial               | 1                      | 60,000     |                  |            |                           |           |               | 3        |

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/07/2021 - 31/12/2021**

| Development Type                         | Number of Applications | Est. \$    | New Developments | Est. \$    | Additions and Alterations | Est. \$   | New Dwellings | New Lots |
|--|------------------------|------------|------------------|------------|---------------------------|-----------|---------------|----------|
| Subdivision - Rural                      | 3                      | 21,500     | 1                | 5,000      |                           |           |               | 2        |
| Alterations and additions to commercial  | 10                     | 1,210,443  |                  |            | 10                        | 1,210,443 |               |          |
| Alterations and additions to industrial  | 1                      | 2,400,000  |                  |            | 1                         | 2,400,000 |               |          |
| Alterations and additions to residential | 22                     | 2,569,034  |                  |            | 22                        | 2,569,034 |               |          |
| Balconies, decks patios terraces or ve   | 14                     | 232,872    | 14               | 232,872    |                           |           |               |          |
| Demolition                               | 12                     | 304,000    | 12               | 304,000    |                           |           |               |          |
| Dual occupancy                           | 8                      | 5,324,604  | 8                | 5,324,604  |                           |           | 14            | 2        |
| Dwelling                                 | 115                    | 41,639,867 | 115              | 41,639,867 |                           |           | 115           |          |
| Earthworks / change in levels            | 1                      | 50,000     | 1                | 50,000     |                           |           |               |          |
| Educational establishment                | 2                      | 30,000     | 1                | 30,000     | 1                         |           |               |          |
| Farm buildings                           | 1                      | 45,000     | 1                | 45,000     |                           |           |               |          |
| Garages carports and car parking spaces  | 15                     | 284,804    | 15               | 284,804    |                           |           |               |          |
| Group homes                              | 1                      | 1,100,000  | 1                | 1,100,000  |                           |           | 1             |          |
| Health services facilities               | 1                      | 340,000    | 1                | 340,000    |                           |           |               |          |
| Home business                            | 2                      | 5,500      | 2                | 5,500      |                           |           |               |          |
| Industrial development                   | 13                     | 10,386,500 | 12               | 10,286,500 | 1                         | 100,000   |               |          |
| Multi-dwelling housing                   | 2                      | 2,080,000  | 2                | 2,080,000  |                           |           | 11            |          |
| Other                                    | 7                      | 8,669,898  | 7                | 8,669,898  |                           |           |               |          |
| Pools / decks / fencing                  | 55                     | 1,945,035  | 55               | 1,945,035  |                           |           | 1             |          |
| Recreational uses                        | 1                      | 700,000    | 1                | 700,000    |                           |           |               |          |
| Restaurant or cafe                       | 1                      | 109,000    |                  |            | 1                         | 109,000   |               |          |
| Retaining walls, protection of trees"    | 1                      | 0          | 1                |            |                           |           |               |          |
| Secondary dwelling                       | 11                     | 1,374,200  | 11               | 1,374,200  |                           |           | 11            |          |
| Shed                                     | 46                     | 1,245,271  | 46               | 1,245,271  |                           |           | 1             |          |
| Signage                                  | 8                      | 545,229    | 8                | 545,229    |                           |           |               |          |
| Subdivision of land                      | 10                     | 483,000    | 9                | 433,000    |                           |           |               | 23       |
| Take-away food and drink premises        | 3                      | 429,700    |                  |            | 3                         | 429,700   |               |          |
| Telecommunications and communication fac | 1                      | 300,000    | 1                | 300,000    |                           |           |               |          |

2021

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/07/2021 - 31/12/2021**

| Development Type                    | Number of Applications | Est. \$            | New Developments | Est. \$ | Additions and Alterations | Est. \$ | New Dwellings | New Lots |
|-------------------------------------|------------------------|--------------------|------------------|---------|---------------------------|---------|---------------|----------|
| Retail Premises                     | 5                      | 399,500            | 3                | 175,500 | 2                         | 224,000 |               |          |
| Change of Use                       | 7                      | 303,000            | 5                | 48,000  | 2                         | 255,000 |               |          |
| Artisanal Food and Drink            | 1                      | 22,500             | 1                | 22,500  |                           |         |               |          |
| Carport or garage                   | 1                      | 8,953              | 1                | 8,953   |                           |         |               |          |
| <b>Totals for Development Types</b> | <b>465</b>             | <b>177,578,261</b> |                  |         |                           |         |               |          |

**Total Number of Applications for this period: 421**

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

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





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

Print Date: 31/01/2022

Print Time: 3:52:21PM

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/07/2020 - 31/12/2020**

| Development Type                         | Number of Applications | Est. \$    | New Developments | Est. \$    | Additions and Alterations | Est. \$   | New Dwellings | New Lots |
|--|------------------------|------------|------------------|------------|---------------------------|-----------|---------------|----------|
| Dwelling - single                        | 194                    | 57,909,434 | 144              | 50,161,195 | 50                        | 7,748,239 | 145           | 1        |
| Dwelling- Transportable/Relocatable      | 3                      | 601,777    | 3                | 601,777    |                           |           | 3             |          |
| Dwelling - Secondary/Dual Occ Dwelling   | 30                     | 8,698,364  | 30               | 8,698,364  |                           |           | 50            |          |
| Dwelling - Dual Occupancy, one storey    | 8                      | 3,002,000  | 8                | 3,002,000  |                           |           | 14            |          |
| Dwelling - Dual Occupancy, >one storey   | 1                      | 570,000    | 1                | 570,000    |                           |           | 3             |          |
| Medium Density Res - one/two storeys     | 1                      | 1,000,000  | 1                | 1,000,000  |                           |           | 4             |          |
| Medium Density Res - Seniors Living SEPP | 1                      | 2,400,000  | 1                | 2,400,000  |                           |           | 10            |          |
| Garage/Carport/Roofed Outbuildings       | 139                    | 3,248,562  | 135              | 3,175,481  | 4                         | 73,081    |               |          |
| Fences/Unroofed Structures               | 4                      | 58,750     | 3                | 39,500     | 1                         | 19,250    |               |          |
| Swimming Pool                            | 55                     | 1,474,422  | 55               | 1,474,422  |                           |           |               |          |
| Office Building                          | 7                      | 1,076,773  |                  |            | 7                         | 1,076,773 |               |          |
| Retail Building                          | 7                      | 875,325    |                  |            | 7                         | 875,325   |               |          |
| Hotels                                   | 1                      | 460,000    |                  |            | 1                         | 460,000   |               |          |
| Office & Retail Building                 | 3                      | 69,500     | 1                | 10,000     | 2                         | 59,500    |               |          |
| Factory/Production Building              | 6                      | 2,946,247  | 2                | 494,000    | 4                         | 2,452,247 |               |          |
| Warehouse/storage                        | 4                      | 1,750,000  | 4                | 1,750,000  |                           |           |               |          |
| Infrastructure - Transport, Utilities    | 2                      | 280,000    | 2                | 280,000    |                           |           |               |          |
| Educational Building                     | 2                      | 1,924,500  | 1                | 1,900,000  | 1                         | 24,500    |               |          |
| Place of Worship                         | 1                      | 1,000,000  |                  |            | 1                         | 1,000,000 |               |          |
| Community/Public Building                | 1                      | 80,000     |                  |            | 1                         | 80,000    |               |          |
| Signs/Advertising Structure              | 11                     | 370,015    | 8                | 309,815    | 3                         | 60,200    |               |          |
| Demolition                               | 5                      | 58,000     | 1                | 2,000      | 4                         | 56,000    |               |          |

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/07/2020 - 31/12/2020**

| Development Type                        | Number of Applications | Est. \$           | New Developments | Est. \$ | Additions and Alterations | Est. \$ | New Dwellings | New Lots |
|---|------------------------|-------------------|------------------|---------|---------------------------|---------|---------------|----------|
| Change of Use - Commercial              | 7                      | 210,000           | 3                | 70,000  | 4                         | 140,000 |               |          |
| Change of Use - Industrial              | 1                      | 0                 |                  |         | 1                         |         |               |          |
| Agricultural Development                | 1                      | 300,000           | 1                | 300,000 |                           |         |               |          |
| Parks/Reserves                          | 1                      | 72,000            | 1                | 72,000  |                           |         |               |          |
| Subdivision - Residential               | 16                     | 3,101,000         | 1                |         |                           |         |               | 2        |
| Subdivision - Commercial                | 1                      | 27,000            |                  |         |                           |         |               | 2        |
| Subdivision - Industrial                | 3                      | 828,000           |                  |         |                           |         |               | 8        |
| Subdivision - Rural                     | 2                      | 10,000            |                  |         |                           |         |               | 2        |
| Miscellaneous                           | 4                      | 64,000            | 2                | 20,000  | 2                         | 44,000  |               |          |
| Alterations and additions to commercial | 1                      | 17,293            |                  |         | 1                         | 17,293  |               |          |
| Dwelling                                | 1                      | 245,000           | 1                | 245,000 |                           |         | 1             |          |
| <b>Totals for Development Types</b>     | <b>524</b>             | <b>94,727,962</b> |                  |         |                           |         |               |          |

**Total Number of Applications for this period: 495**

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

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



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 ABN 53 539 070 928

Print Date: 31/01/2022

Print Time: 3:47:13PM

**Approved Development & Complying Development Applications  
 by Dubbo Regional Council and Private Certifiers-Period 1/01/2022 - 31/01/2022**

| Development Type                         | Number of Applications | Est. \$          | New Developments | Est. \$   | Additions and Alterations | Est. \$   | New Dwellings | New Lots |
|--|------------------------|------------------|------------------|-----------|---------------------------|-----------|---------------|----------|
| Alterations and additions to commercial  | 3                      | 2,550,580        |                  |           | 3                         | 2,550,580 |               |          |
| Alterations and additions to residential | 2                      | 410,000          |                  |           | 2                         | 410,000   |               |          |
| Balconies, decks patios terraces or ve   | 5                      | 101,016          | 5                | 101,016   |                           |           |               |          |
| Boarding house                           | 1                      | 574,681          | 1                | 574,681   |                           |           | 1             |          |
| Demolition                               | 1                      | 50,000           | 1                | 50,000    |                           |           |               |          |
| Dual occupancy                           | 3                      | 939,177          | 3                | 939,177   |                           |           | 5             | 4        |
| Dwelling                                 | 5                      | 1,936,000        | 5                | 1,936,000 |                           |           | 5             |          |
| Garages carports and car parking spaces  | 1                      | 15,000           | 1                | 15,000    |                           |           |               |          |
| Industrial development                   | 1                      | 600,000          | 1                | 600,000   |                           |           |               |          |
| Other                                    | 2                      | 19,500           | 2                | 19,500    |                           |           |               |          |
| Pools / decks / fencing                  | 4                      | 170,360          | 4                | 170,360   |                           |           |               |          |
| Secondary dwelling                       | 3                      | 800,565          | 3                | 800,565   |                           |           | 3             |          |
| Shed                                     | 5                      | 142,000          | 5                | 142,000   |                           |           |               |          |
| Signage                                  | 2                      | 55,000           | 2                | 55,000    |                           |           |               |          |
| Subdivision of land                      | 7                      | 44,000           | 3                | 17,000    |                           |           |               | 4        |
| Carport or garage                        | 1                      | 14,120           | 1                | 14,120    |                           |           |               |          |
| <b>Totals for Development Types</b>      | <b>46</b>              | <b>8,421,999</b> |                  |           |                           |           |               |          |

**Total Number of Applications for this period: 40**

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

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



Civic Administration Building  
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 ABN 53 539 070 928

Print Date: 31/01/2022

Print Time: 3:49:57PM

**Approved Development & Complying Development Applications  
 by Dubbo Regional Council and Private Certifiers-Period 1/01/2021 - 31/01/2021**

| Development Type                      | Number of Applications | Est. \$           | New Developments | Est. \$   | Additions and Alterations | Est. \$ | New Dwellings | New Lots |
|---------------------------------------|------------------------|-------------------|------------------|-----------|---------------------------|---------|---------------|----------|
| Dwelling - single                     | 25                     | 8,009,096         | 24               | 7,844,096 | 1                         | 165,000 | 24            |          |
| Dwelling - Dual Occupancy, one storey | 1                      | 509,200           | 1                | 509,200   |                           |         | 2             |          |
| Medium Density Res - one/two storeys  | 1                      | 1,000,000         | 1                | 1,000,000 |                           |         | 3             |          |
| Garage/Carport/Roofed Outbuildings    | 8                      | 137,945           | 8                | 137,945   |                           |         |               |          |
| Swimming Pool                         | 6                      | 167,700           | 6                | 167,700   |                           |         |               |          |
| Retail Building                       | 1                      | 4,000,000         | 1                | 4,000,000 |                           |         |               |          |
| Office & Retail Building              | 1                      | 1,350,000         | 1                | 1,350,000 |                           |         |               |          |
| Warehouse/storage                     | 1                      | 120,000           | 1                | 120,000   |                           |         |               |          |
| Change of Use - Industrial            | 1                      | 0                 |                  |           | 1                         |         |               |          |
| Subdivision - Residential             | 3                      | 80,000            |                  |           |                           |         |               | 10       |
| Subdivision - Rural                   | 1                      | 0                 |                  |           |                           |         |               | 2        |
| Miscellaneous                         | 1                      | 1,855,000         | 1                | 1,855,000 |                           |         |               |          |
| <b>Totals for Development Types</b>   | <b>50</b>              | <b>17,228,941</b> |                  |           |                           |         |               |          |

**Total Number of Applications for this period: 47**

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

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



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ABN 53 539 070 928

Print Date: 31/01/2022

Print Time: 4:38:47PM

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/07/2021 - 31/01/2022**

| Development Type                       | Number of Applications | Est. \$    | New Developments | Est. \$    | Additions and Alterations | Est. \$   | New Dwellings | New Lots |
|--|------------------------|------------|------------------|------------|---------------------------|-----------|---------------|----------|
| Dwelling - single                      | 20                     | 5,224,595  | 13               | 4,177,193  | 7                         | 1,047,402 | 13            |          |
| Dwelling- Transportable/Relocatable    | 2                      | 615,398    | 2                | 615,398    |                           |           | 2             |          |
| Dwelling - Secondary/Dual Occ Dwelling | 4                      | 725,127    | 4                | 725,127    |                           |           | 4             |          |
| Dwelling - Dual Occupancy, one storey  | 6                      | 2,706,000  | 6                | 2,706,000  |                           |           | 12            |          |
| Medium Density Res - one/two storeys   | 2                      | 12,502,410 | 2                | 12,502,410 |                           |           | 57            |          |
| Garage/Carport/Roofed Outbuildings     | 12                     | 248,792    | 12               | 248,792    |                           |           |               |          |
| Fences/Unroofed Structures             | 1                      | 13,000     | 1                | 13,000     |                           |           |               |          |
| Swimming Pool                          | 4                      | 127,500    | 4                | 127,500    |                           |           |               |          |
| Office Building                        | 3                      | 511,000    | 2                | 498,000    | 1                         | 13,000    |               |          |
| Retail Building                        | 1                      | 348,700    |                  |            | 1                         | 348,700   |               |          |
| Retail & Residential Building          | 1                      | 28,000,000 | 1                | 28,000,000 |                           |           |               |          |
| Factory/Production Building            | 1                      | 1,000,000  | 1                | 1,000,000  |                           |           |               |          |
| Warehouse/storage                      | 4                      | 1,378,800  | 4                | 1,378,800  |                           |           |               |          |
| Health Care Facility - Other           | 2                      | 710,000    | 1                | 710,000    | 1                         |           |               |          |
| Educational Building                   | 2                      | 32,573,529 | 2                | 32,573,529 |                           |           |               |          |
| Entertainment/Recreational Building    | 1                      | 60,000     |                  |            | 1                         | 60,000    |               |          |
| Signs/Advertising Structure            | 1                      | 12,000     | 1                | 12,000     |                           |           |               |          |
| Home Business                          | 1                      | 2,000      |                  |            | 1                         | 2,000     |               |          |
| Change of Use - Commercial             | 3                      | 23,000     |                  |            | 2                         | 3,000     |               | 13       |
| Tourism Development                    | 1                      | 3,600,000  | 1                | 3,600,000  |                           |           |               |          |
| Subdivision - Residential              | 11                     | 2,577,000  |                  |            |                           |           |               | 37       |
| Subdivision - Industrial               | 1                      | 60,000     |                  |            |                           |           |               | 3        |

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/07/2021 - 31/01/2022**

| Development Type                         | Number of Applications | Est. \$    | New Developments | Est. \$    | Additions and Alterations | Est. \$   | New Dwellings | New Lots |
|--|------------------------|------------|------------------|------------|---------------------------|-----------|---------------|----------|
| Subdivision - Rural                      | 3                      | 21,500     | 1                | 5,000      |                           |           |               | 2        |
| Alterations and additions to commercial  | 13                     | 3,761,023  |                  |            | 13                        | 3,761,023 |               |          |
| Alterations and additions to industrial  | 1                      | 2,400,000  |                  |            | 1                         | 2,400,000 |               |          |
| Alterations and additions to residential | 24                     | 2,979,034  |                  |            | 24                        | 2,979,034 |               |          |
| Balconies, decks patios terraces or ve   | 19                     | 333,888    | 19               | 333,888    |                           |           |               |          |
| Boarding house                           | 1                      | 574,681    | 1                | 574,681    |                           |           | 1             |          |
| Demolition                               | 13                     | 354,000    | 13               | 354,000    |                           |           |               |          |
| Dual occupancy                           | 11                     | 6,263,781  | 11               | 6,263,781  |                           |           | 19            | 6        |
| Dwelling                                 | 121                    | 43,820,867 | 121              | 43,820,867 |                           |           | 121           |          |
| Earthworks / change in levels            | 1                      | 50,000     | 1                | 50,000     |                           |           |               |          |
| Educational establishment                | 2                      | 30,000     | 1                | 30,000     | 1                         |           |               |          |
| Farm buildings                           | 1                      | 45,000     | 1                | 45,000     |                           |           |               |          |
| Garages carports and car parking spaces  | 16                     | 299,804    | 16               | 299,804    |                           |           |               |          |
| Group homes                              | 1                      | 1,100,000  | 1                | 1,100,000  |                           |           | 1             |          |
| Health services facilities               | 1                      | 340,000    | 1                | 340,000    |                           |           |               |          |
| Home business                            | 2                      | 5,500      | 2                | 5,500      |                           |           |               |          |
| Industrial development                   | 14                     | 10,986,500 | 13               | 10,886,500 | 1                         | 100,000   |               |          |
| Multi-dwelling housing                   | 2                      | 2,080,000  | 2                | 2,080,000  |                           |           | 11            |          |
| Other                                    | 9                      | 8,689,398  | 9                | 8,689,398  |                           |           |               |          |
| Pools / decks / fencing                  | 59                     | 2,115,395  | 59               | 2,115,395  |                           |           | 1             |          |
| Recreational uses                        | 1                      | 700,000    | 1                | 700,000    |                           |           |               |          |
| Restaurant or cafe                       | 1                      | 109,000    |                  |            | 1                         | 109,000   |               |          |
| Retaining walls, protection of trees"    | 1                      | 0          | 1                |            |                           |           |               |          |
| Secondary dwelling                       | 14                     | 2,174,765  | 14               | 2,174,765  |                           |           | 14            |          |
| Shed                                     | 51                     | 1,387,271  | 51               | 1,387,271  |                           |           | 1             |          |
| Signage                                  | 10                     | 600,229    | 10               | 600,229    |                           |           |               |          |
| Subdivision of land                      | 17                     | 527,000    | 12               | 450,000    |                           |           |               | 27       |
| Take-away food and drink premises        | 3                      | 429,700    |                  |            | 3                         | 429,700   |               |          |

**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/07/2021 - 31/01/2022**

| Development Type                         | Number of Applications | Est. \$            | New Developments | Est. \$ | Additions and Alterations | Est. \$ | New Dwellings | New Lots |
|--|------------------------|--------------------|------------------|---------|---------------------------|---------|---------------|----------|
| Telecommunications and communication fac | 1                      | 300,000            | 1                | 300,000 |                           |         |               |          |
| Retail Premises                          | 5                      | 399,500            | 3                | 175,500 | 2                         | 224,000 |               |          |
| Change of Use                            | 7                      | 303,000            | 5                | 48,000  | 2                         | 255,000 |               |          |
| Artisanal Food and Drink                 | 1                      | 22,500             | 1                | 22,500  |                           |         |               |          |
| Carport or garage                        | 2                      | 23,073             | 2                | 23,073  |                           |         |               |          |
| <b>Totals for Development Types</b>      | <b>512</b>             | <b>186,245,260</b> |                  |         |                           |         |               |          |

**Total Number of Applications for this period: 462**

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

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



Civic Administration Building  
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**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/07/2020 - 31/01/2021**

| Development Type                         | Number of Applications | Est. \$    | New Developments | Est. \$    | Additions and Alterations | Est. \$   | New Dwellings | New Lots |
|--|------------------------|------------|------------------|------------|---------------------------|-----------|---------------|----------|
| Dwelling - single                        | 219                    | 65,918,530 | 168              | 58,005,291 | 51                        | 7,913,239 | 169           | 1        |
| Dwelling- Transportable/Relocatable      | 3                      | 601,777    | 3                | 601,777    |                           |           | 3             |          |
| Dwelling - Secondary/Dual Occ Dwelling   | 30                     | 8,698,364  | 30               | 8,698,364  |                           |           | 50            |          |
| Dwelling - Dual Occupancy, one storey    | 9                      | 3,511,200  | 9                | 3,511,200  |                           |           | 16            |          |
| Dwelling - Dual Occupancy, >one storey   | 1                      | 570,000    | 1                | 570,000    |                           |           | 3             |          |
| Medium Density Res - one/two storeys     | 2                      | 2,000,000  | 2                | 2,000,000  |                           |           | 7             |          |
| Medium Density Res - Seniors Living SEPP | 1                      | 2,400,000  | 1                | 2,400,000  |                           |           | 10            |          |
| Garage/Carport/Roofed Outbuildings       | 147                    | 3,386,507  | 143              | 3,313,426  | 4                         | 73,081    |               |          |
| Fences/Unroofed Structures               | 4                      | 58,750     | 3                | 39,500     | 1                         | 19,250    |               |          |
| Swimming Pool                            | 61                     | 1,642,122  | 61               | 1,642,122  |                           |           |               |          |
| Office Building                          | 7                      | 1,076,773  |                  |            | 7                         | 1,076,773 |               |          |
| Retail Building                          | 8                      | 4,875,325  | 1                | 4,000,000  | 7                         | 875,325   |               |          |
| Hotels                                   | 1                      | 460,000    |                  |            | 1                         | 460,000   |               |          |
| Office & Retail Building                 | 4                      | 1,419,500  | 2                | 1,360,000  | 2                         | 59,500    |               |          |
| Factory/Production Building              | 6                      | 2,946,247  | 2                | 494,000    | 4                         | 2,452,247 |               |          |
| Warehouse/storage                        | 5                      | 1,870,000  | 5                | 1,870,000  |                           |           |               |          |
| Infrastructure - Transport, Utilities    | 2                      | 280,000    | 2                | 280,000    |                           |           |               |          |
| Educational Building                     | 2                      | 1,924,500  | 1                | 1,900,000  | 1                         | 24,500    |               |          |
| Place of Worship                         | 1                      | 1,000,000  |                  |            | 1                         | 1,000,000 |               |          |
| Community/Public Building                | 1                      | 80,000     |                  |            | 1                         | 80,000    |               |          |
| Signs/Advertising Structure              | 11                     | 370,015    | 8                | 309,815    | 3                         | 60,200    |               |          |
| Demolition                               | 5                      | 58,000     | 1                | 2,000      | 4                         | 56,000    |               |          |



**Approved Development & Complying Development Applications  
by Dubbo Regional Council and Private Certifiers-Period 1/07/2020 - 31/01/2021**

| Development Type                        | Number of Applications | Est. \$            | New Developments | Est. \$   | Additions and Alterations | Est. \$ | New Dwellings | New Lots |
|---|------------------------|--------------------|------------------|-----------|---------------------------|---------|---------------|----------|
| Change of Use - Commercial              | 7                      | 210,000            | 3                | 70,000    | 4                         | 140,000 |               |          |
| Change of Use - Industrial              | 2                      | 0                  |                  |           | 2                         |         |               |          |
| Agricultural Development                | 1                      | 300,000            | 1                | 300,000   |                           |         |               |          |
| Parks/Reserves                          | 1                      | 72,000             | 1                | 72,000    |                           |         |               |          |
| Subdivision - Residential               | 19                     | 3,181,000          | 1                |           |                           |         |               | 2        |
| Subdivision - Commercial                | 1                      | 27,000             |                  |           |                           |         |               | 2        |
| Subdivision - Industrial                | 3                      | 828,000            |                  |           |                           |         |               | 8        |
| Subdivision - Rural                     | 3                      | 10,000             |                  |           |                           |         |               | 4        |
| Miscellaneous                           | 5                      | 1,919,000          | 3                | 1,875,000 | 2                         | 44,000  |               |          |
| Alterations and additions to commercial | 1                      | 17,293             |                  |           | 1                         | 17,293  |               |          |
| Dwelling                                | 1                      | 245,000            | 1                | 245,000   |                           |         | 1             |          |
| <b>Totals for Development Types</b>     | <b>574</b>             | <b>111,956,903</b> |                  |           |                           |         |               |          |

**Total Number of Applications for this period: 542**

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

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



## REPORT: Naming of Thoroughfares on the Former RAAF Base Depot - Lot 11 DP 1050240 Palmer Street, Dubbo

**DIVISION:** Development and Environment  
**REPORT DATE:** 31 January 2022  
**TRIM REFERENCE:** ID22/135

### EXECUTIVE SUMMARY

| Purpose                | Seek endorsement   | Fulfil legislated   |
|------------------------|--|---|
| Issue                  | <ul style="list-style-type: none"> <li>Naming public roads located on Lot 11 DP 1050240</li> </ul>   |   |
| Reasoning              | <ul style="list-style-type: none"> <li>Dubbo Regional Council has received a request from Premise NSW Pty Ltd Dubbo on behalf of their clients and developer Maas Group Properties RBD Holdings Pty Ltd to name public roads at the former RAAF Base Depot located on Lot 11 DP 1050240 Palmer Street, Dubbo</li> <li>Section 162 of the Roads Act 1993</li> <li>Section 7 of the Roads Regulation 2018</li> </ul> |   |
| Financial Implications | Budget Area  | There are no financial implications arising from this report.   |
|                        | Proposed Cost  | Nil – The cost of the provision of the blade sign and installation would be met by the developer (Maas Group Properties RBD Holdings Pty Ltd) |
| Policy Implications    | Policy Title   | Naming of Thoroughfares and Other Geographical Features within the City of Dubbo; and the Geographical Names Board NSW Addressing Policy.     |
|                        | Impact on Policy   | The proposed road names have been considered in accordance with the above policies.   |

### STRATEGIC DIRECTION

The 2040 Community Strategic Plan is a vision for the development of the region out to the year 2040. The Plan includes five principle 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: 2.2.5 Council works collaboratively with government and stakeholders on transport-related issues

|                            |   |
|----------------------------|---|
| Theme:                     | 2 Infrastructure  |
| CSP Objective:             | 2.2 Our road transportation network is safe, convenient and efficient   |
| Delivery Program Strategy: | 2.2.2 Council provides traffic management facilities to enhance the safety and efficiency of the road transport network |

## RECOMMENDATION

1. That the proposed road names Spitfire Drive; Hercules Road and Tiger Moth Circuit be approved by Council as per the road layout plan.
2. That the following road names be approved for future development of the site – Dragonfly, Meteor, Vampire, Sabre and Skymaster.
3. That the proposed names be notified in the local newspaper and Government Authorities notified in accordance with Section 162 of the Roads Act 1993 and Section 7 of the Roads Regulation 2018.
4. That the developer be advised accordingly once approval under the Roads Regulation 2018 has been given and the names gazetted.

*Stephen Wallace*  
Director Development and Environment

*KE*  
LIS and E-Services  
Coordinator

REPORT

**Consultation**

- Geographical Names Board – Road Name Eligibility Check, NSW Addressing Policy and Dubbo Regional Council’s Policy, Naming of Thoroughfares and Other Geographical Features within the City of Dubbo.
- No potential issues were found.

**Resourcing Implications**

Future replacement of the blade signs, after roads become public – Infrastructure (Signage and Line Marking).

**Proposed Road Names**

A request was received from Premise NSW Pty Ltd Dubbo on behalf of their clients and developer Maas Group Properties RBD Holdings Pty Ltd to name public roads at the former RAAF Base Depot located on Lot 11 DP 1050240 Palmer Street, Dubbo (**Figure 1**).



**Figure 1:** Aerial photograph of Lot 11 DP 1050240 – Former RAAF Base Depot site

The proposed road names are based on the names of the aircrafts which were used by the Royal Australian Air Force (RAAF). The developer has requested that the names Spitfire Drive, Hercules Road and Tiger Moth Circuit for the new roads being constructed on the site and wish to reserve the following names for future development – Dragonfly, Meteor, Vampire, Sabre, Skymaster.

A brief description of each aircraft and its significance is listed below:

1. Spitfire – The Supermarine Spitfire is a single-seat fighter aircraft that originated from the UK and served Australia during the period of 1941-1945;
2. Hercules – The Lockheed C-130 Hercules is a four engine medium-range, tactical transport aircraft, with a crew of four or five, that originated from the USA and has served Australia since 1958;
3. Tiger Moth – The De Havilland Tiger-Moth is a two-seat elementary trainer biplane that originated from the UK and Australia and served Australia during the period of 1940-1957. Locally, Narromine was the home of Tiger Moths of No.5 Elementary Flying Training School during World War II;
4. Dragonfly – The Sikorsky S-51 Dragonfly is a four seat communications, casualty evacuation helicopter that originated from the USA and served Australia during the period of 1947-1964;
5. Meteor – The Gloster Meteor is a single-seat interceptor, ground attack fighter aircraft that originated from the UK and served Australia during the periods of 1946-1947 and 1951-1963;
6. Vampire – The De Havilland Vampire is a single-seat fighter bomber aircraft that originated from the UK and Australia and served Australia during the period of 1948-1970;
7. Sabre – Commonwealth Aircraft Corporation (CAC)/North American Sabre is a single-seat jet fighter aircraft that originated from the USA and Australia and served Australia during the period of 1954-1971; and
8. Skymaster – Cessna O-2 Skymaster is a twin-engine piston aircraft that originated from the USA and were produced during the period of 1967-1975.

In memory of Dubbo's RAAF Base Depot, the chosen names will solidify the cultural heritage significance of the development site.

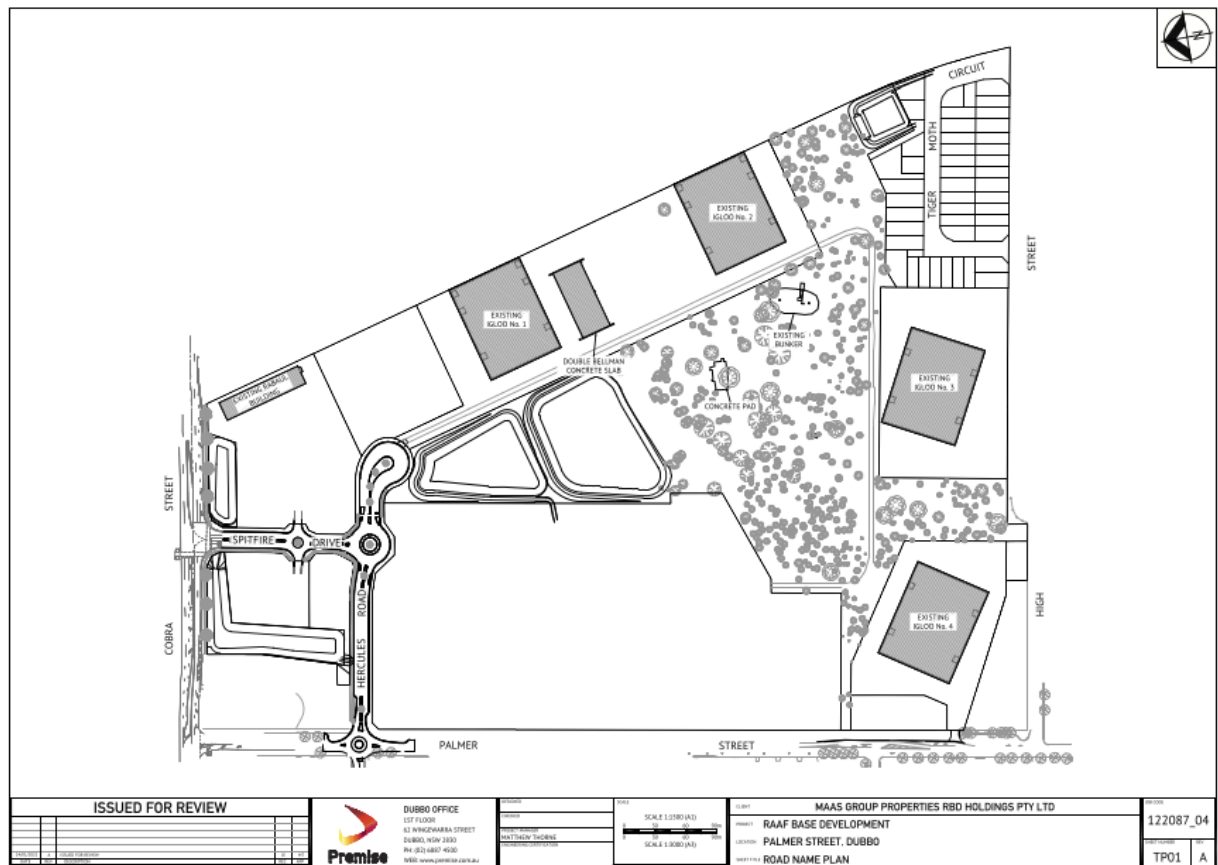


Figure 2: Proposed Road Layout

**Planned Communications**

- Public Notification and advising authorities as per Section 7 of the Roads Regulation 2018
- Daily Liberal and NSW Place and Road Naming Proposal System.

**Timeframe**

| Key Date                            | Explanation                          |
|-------------------------------------|--------------------------------------|
| 18 February 2022 –<br>18 March 2022 | 28 days public notification          |
| 25 March 2022                       | Seek gazettal of proposed road names |

**Next Steps**

- If no objections received from the general public and authorities the proposed road names will be gazetted and developer will be advised.