



AGENDA

INFRASTRUCTURE, COMMUNITY AND RECREATION COMMITTEE

13 MAY 2019

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

The meeting is scheduled to commence at .

	Page
ICRC19/22 REPORT OF THE INFRASTRUCTURE, COMMUNITY AND RECREATION COMMITTEE - MEETING 8 APRIL 2019 (ID19/473) The Committee had before it the report of the Infrastructure, Community and Recreation Committee meeting held 8 April 2019.	3
ICRC19/23 CONSTRUCTION OF AMENITIES BLOCK IN CHURCH STREET, DUBBO (ID19/479) The Committee had before it the report dated 23 April 2019 from the Senior Projects Engineer regarding Construction of Amenities Block in Church Street, Dubbo.	8
ICRC19/24 PARKING RESTRICTION - HAMPDEN STREET, DUBBO (ID19/529) The Committee had before it the report dated 30 April 2019 from the Senior Traffic Engineer regarding Parking Restriction - Hampden Street, Dubbo.	22
ICRC19/25 PARKING RESTRICTION - WHYLANDRA STREET, DUBBO (ID19/530) The Committee had before it the report dated 30 April 2019 from the Senior Traffic Engineer regarding Parking Restriction - Whylandra Street, Dubbo.	25
ICRC19/26 2019 DUBBO STAMPEDE RUNNING FESTIVAL - TEMPORARY ROAD CLOSURE (ID19/531) The Committee had before it the report dated 30 April 2019 from the Senior Traffic Engineer regarding 2019 Dubbo Stampede Running Festival - Temporary Road Closure.	28

ICRC19/27	DIRECTIONAL SIGNAGE - RHINO LODGE - CAMP ROAD DUBBO (ID19/543)	63
	The Committee had before it the report dated 1 May 2019 from the Senior Traffic Engineer regarding Directional Signage - Rhino Lodge - Camp Road Dubbo.	
ICRC19/28	WINDSOR PARADE POCKET PARK - COMMUNITY CONSULTATION (ID19/499)	67
	The Committee had before it the report dated 28 April 2019 from the Manager Recreation and Open Space regarding Windsor Parade Pocket Park - Community Consultation.	
ICRC19/29	DUBBO PUBLIC OPEN SPACE MASTERPLAN 2018 - COMMUNITY CONSULTATION (ID19/500)	87
	The Committee had before it the report dated 28 April 2019 from the Manager Recreation and Open Space regarding Dubbo Public Open Space Masterplan 2018 - Community Consultation.	
ICRC19/30	PLACING AN AMENITY VALUE ON PUBLIC TREES (ID19/502)	169
	The Committee had before it the report dated 29 April 2019 from the Manager Recreation and Open Space regarding Placing an Amenity Value on Public Trees.	
ICRC19/31	CBD WALKING TRAIL AND BELL RIVER PEDESTRIAN BRIDGE, WELLINGTON (ID19/528)	176
	The Committee had before it the report dated 29 April 2019 from the Manager Recreation and Open Space regarding CBD Walking Trail and Bell River Pedestrian Bridge, Wellington.	



**DUBBO REGIONAL
COUNCIL**

Report of the Infrastructure, Community and Recreation Committee - meeting 8 April 2019

AUTHOR: Administration Officer - Governance
REPORT DATE: 16 April 2019

The Committee had before it the report of the Infrastructure, Community and Recreation Committee meeting held 8 April 2019.

RECOMMENDATION

That the report of the Infrastructure, Community and Recreation Committee meeting held on 8 April 2019, be noted.



REPORT
INFRASTRUCTURE, COMMUNITY AND
RECREATION COMMITTEE
8 APRIL 2019

PRESENT: Councillors J Diffey, D Grant, D Gumley, A Jones, G Mohr, K Parker, J Ryan and B Shields.

ALSO IN ATTENDANCE:

The Chief Executive Officer, the Executive Manager Governance and Internal Control (S Wade), the Community Support Officer, the Director Corporate Services (J Bassingthwaite), the Revenue Accountant, the Director Economic Development and Business, the Communications Coordinator, the Director Infrastructure and Operations, the Director Planning and Environment and the Director Community and Recreation.

Councillor B Shields assumed chairmanship of the meeting.

The proceedings of the meeting commenced at 5.30pm.

ICRC19/16 REPORT OF THE INFRASTRUCTURE COMMUNITY AND RECREATION COMMITTEE - MEETING 11 MARCH 2019 (ID19/326)

The Committee had before it the report of the Infrastructure, Community and Recreation Committee meeting held 11 March 2019.

Moved by Councillor J Diffey and seconded by Councillor K Parker

MOTION

That the report of the Infrastructure, Community and Recreation Committee meeting held on 11 March 2019, be adopted.

CARRIED

ICRC19/17 PROPOSED TRAFFIC MANAGEMENT - INTERSECTION MITCHELL HIGHWAY AND GIPPS STREET WELLINGTON (ID19/373)

The Committee had before it the report dated 28 March 2019 from the Senior Traffic Engineer regarding Proposed Traffic Management - Intersection Mitchell Highway and Gipps Street Wellington.

Moved by Councillor G Mohr and seconded by Councillor A Jones

MOTION

That Council approval be granted for the implementation of the proposed traffic management for the Gipps Street and Mitchell Highway intersection in Wellington in accordance with Council's updated Plan TM 7268 (Appendix 1).

CARRIED

ICRC19/18 NO PARKING ZONE - MIAN SCHOOL BULTJE STREET DUBBO (ID19/374)

The Committee had before it the report dated 28 March 2019 from the Senior Traffic Engineer regarding No Parking Zone - Mian School Bultje Street Dubbo.

Moved by Councillor J Diffey and seconded by Councillor D Grant

MOTION

That the existing 'No Parking Zone' time restriction posted as 2.30 pm to 3.30 pm adjacent the Mian School in Bultje Street be changed to include the 8.00 am to 9.30 am school peak time.

CARRIED

ICRC19/19 2019 CENTRAL WEST CHARITY TRACTOR TREK (ID19/375)

The Committee had before it the report dated 28 March 2019 from the Senior Traffic Engineer regarding 2019 Central West Charity Tractor Trek.

Moved by Councillor G Mohr and seconded by Councillor J Ryan

MOTION

- 1. That Council approval be granted to conduct the 2019 Central West Charity Tractor Trek along local roads within the Dubbo Local Government Area from the 27 to 29 September 2019 in accordance with the submitted Event and Traffic Management Plan and any additional conditions imposed by Council, NSW Police and the Roads and Maritime Services.**
- 2. That further discussions be held with the applicant in regards to potential traffic management and awareness on local roads.**

CARRIED

ICRC19/20 2019 BLACK WATTLE FAIR (ID19/376)

The Committee had before it the report dated 28 March 2019 from the Senior Traffic Engineer regarding 2019 Black Wattle Fair.

Moved by Councillor A Jones and seconded by Councillor J Diffey

MOTION

That Council approval be granted for a partial road closure of Burrendong Way between Cudgegong Street and Mackerel Street on Saturday 19 October 2019 for the 2019 Black Wattle Fair between 6.00 am and 5.00 pm, subject to:

- 1. Consent is required from the Roads and Maritime Services for the event to close part of Burrendong Way, with evidence provided to Council of the conditions of approval. In the event that approval is not granted, then the applicant is to advise Council if the event will proceed with a re-design that excludes the crossing of Burrendong Way.**
- 2. The submissions of an Event and Traffic Management Plan and Traffic Control Plans to Council for approval in accordance with Australian Standard 1742.3 and the Roads and Maritime Services Guide to Traffic Control at Worksites Manual, prepared by an accredited person.**
- 3. Traffic controllers and trained course marshals are to be provided at all road closure points and other locations as identified in the Event and Traffic Management Plan with restricted access only to emergency and authorised vehicles. All traffic controllers are to be specially authorised for the event with current Roads and Maritime Services certification.**
- 4. Council's Executive Manager of Governance and Internal Control must sight a copy the current Public Liability Insurance Policy for a minimum amount of \$20 million on which Dubbo Regional Council, Roads and Maritime Services and NSW Police is specifically noted to be indemnified against any action resulting from the event.**
- 5. The applicant is responsible for the provision of all traffic management required for the event in accordance with the Traffic Management Plan.**
- 6. The applicant is responsible for all costs associated with the placement of a public notification a minimum of two weeks prior to the event, and advice to the residents within the closed roads advising of 2019 Black Wattle Fair and road closure at Mumbil.**
- 7. All traffic advisory signs shall be placed in accordance with the approved updated Traffic Control Plan TM7135 and the Traffic and Event Management Plan.**
- 8. The NSW Police consent and conditions for the running of the event as considered necessary.**
- 9. The applicant is to submit to Council all the appropriate documentation required accepting the above terms and conditions before final approval will be granted.**
- 10. All costs associated with implementing these event conditions are to be met by the event organiser.**
- 11. Pre-event advice signage is to be located on the Burrendong Way Mumbil in advance of the proposed road closure area a minimum of two weeks prior to the event.**

CARRIED

ICRC19/21 LEAVE OF ABSENCE

Requests for leave of absence were received from Councillors V Etheridge and S Lawrence who were absent from the meeting due to personal reasons.

Moved by Councillor A Jones and seconded by Councillor G Mohr

MOTION

That such requests for leave of absence be accepted and Councillor V Etheridge and S Lawrence be granted leave of absence from this meeting.

CARRIED

The meeting closed at 5.31pm.

.....
CHAIRMAN



DUBBO REGIONAL
COUNCIL

REPORT: Construction of Amenities Block in Church Street, Dubbo

AUTHOR: Senior Projects Engineer
REPORT DATE: 23 April 2019
TRIM REFERENCE: ID19/479

EXECUTIVE SUMMARY

Council has a strategy included in the 2017-2020 Disability Inclusion Action Plan to ensure that *“Dubbo Regional Council is a more liveable community for people with a disability.”* To assist in facilitating this strategy, Council will be constructing an accessible amenities block in the CBD.

The chosen location is in Church Street, on the eastern side of the Rotunda. Consultation has taken place with businesses in Macquarie and Church Streets, in the vicinity of the proposed location, with 100% of respondents supportive of the concept. While there was unanimous support for the amenities, 50% of those who provided feedback questioned the location and its proximity to cafes and restaurants.

It has been determined that Church Street is the ideal placement due to its proximity to the CBD and the fact that it is centralised. There are, however, some alternatives that do need to be considered prior to the location and orientation of the amenities block being finalised.

This report seeks to have the location and orientation determined which will allow the design to be finalised, and preliminary works to commence.

FINANCIAL IMPLICATIONS

Dubbo Regional Council is in receipt of \$245,000 under the Drought Communities Programme (DCP) Extension. Council has also allocated \$200,000 towards the project.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

That Location 1 (Orientation 1) be accepted as the preferred option for the accessible amenities that are to be constructed in Church Street.

Kerrie Murphy
Senior Projects Engineer

REPORT

At its Ordinary Meeting held on 28 August 2017, Council adopted the 2017-2020 Dubbo Regional Council Disability Inclusion Action Plan.

The 2017-2020 Dubbo Regional Council Disability Inclusion Action Plan has a strategy that *“Dubbo Regional Council is a more liveable community for people with a disability.”* Dubbo Regional Council has since determined that an integral component of achieving this strategy is to construct an accessible amenities block in a centralised area for the utilisation by people with a disability. People with a disability, who possess a MLAK key, will be able to access the toilet 24 hours a day, whilst all other users can be gain access during normal public toilet operating hours (7am-6pm, or 7am–7pm during daylight savings).

The chosen location for the amenities is on the eastern side of the Rotunda in Church Street. It is envisaged that the existing paved area will be extended to allow for access to the amenities, without the need for users having to negotiate vehicular traffic. This location was chosen due to its proximity to the CBD and the current lack of such facilities in this area.

The addition of this facility, in the CBD, was unanimously endorsed by the Disability Inclusion Technical Panel at its meeting held on 12 February 2019.

The project is being funded by a \$245,000 grant from the Australian Governments Drought Communities Programme Extension, with the remaining \$200,000 required for the project being provided from Council’s Disability Access Infrastructure Replacement funds.

It was envisaged that this project would be finalised prior to 30 June 2019, however, there have been some delays with the manufacture of the building. As such, the completion date is expected to be sometime in July 2019. In the meantime, the manufacturer has provided renderings of the building which allows for a visual representation of what it will look like when installed.

Locations

There have been a number of concepts considered in relation to the location and orientation of the building. The concepts, thought to be most conducive to the environment, have been included with this report to assist with the determination of which concept is preferred.

Once the location/orientation of the building has been determined, designs can be finalised with regards to sewer alignment and paving/kerbs extensions.

Location 1 (Orientation 1 - Preferred Option)

- This location has been identified based on its proximity to pedestrian traffic, avoidance of existing underground services and off-street location which provides a safer access for all users.

- The drawbacks of this location are the distance to sewer and the requirement for modifications to the pavers at the Rotunda. These works will cause significant disruption to Church Street, with substantial impacts to parking during the 4 – 6 week construction period. There may also be concerns about the visual impact of the unit when looking from the Rotunda towards the Cenotaph. Selecting this location will also result in the loss of one car space in Church Street.

Location 1 (Orientation 2)

- This involves rotating the preferred location by ninety degrees. Underground services are avoided and user safety is maintained, but the visual impact on the Cenotaph is reduced.
- However, additional car parks will be lost as more road works will be required, and traffic impacts will still exist.

Alternate Location 2 (original concept locations)

- This location was initially selected, but ruled out based on user safety. Users would have to cross an active travel lane to access the facility, which may deter disabled users from accessing the facility.
- Additional works such as raised pavements or shared zone line marking could have been undertaken to improve safety marginally, but this would not be a cost effective solution.

Alternative Location 3 (other side of Church Street)

- This was the location of an underground public toilet in the CBD many years ago.
- It has better access to water, sewer and power, whilst being located sufficiently clear of Outdoor Dining areas.
- This location was not selected due to the safety and accessibility issues posed to users (similar to Alternative Location 2), plus the loss of a turning lane in Church Street.
- To make the facility safe would likely require the construction of a raised intersection on Macquarie Street, causing significant disruption to businesses, extending the construction timeframes and significantly increasing the construction costs.

Approvals

Development Application is not required as ISEPP 2007, Part 3 Division 10A Clauses 58D, 58E and Division 12, Clause 65(3)(a)(vii) allows for this development without consent.

Consent will be required from the Local Traffic Committee in relation to the approval of the changes to the traffic environment. Approval for the removal of a tree will also need to be sought from the Streets Tree Advisory Technical Panel. These consents will be sought in due course.

Community Feedback

Letters were sent to businesses in Church Street and Macquarie Street on 18 March 2019, advising that an accessible toilet amenity would be installed in Dubbo CBD with funding

provided by the Federal Government and Council. A second letter was sent on 3 April 2019 advising that three (3) Public Drop in Information sessions would be held at the Rotunda, with staff on hand to provide information and answer any questions. The sessions were held for two (2) hours each, on 9, 11 and 12 April, 2019.

A total of 23 people were engaged across the three sessions. Feedback was provided verbally by each person, with seven (7) people also completing a written submission. Feedback was generally positive, with everyone supportive of the idea of a public toilet in the CBD. However, approximately 50% of the respondents questioned the location presented, given its proximity to several outdoor dining venues. Additional features such as baby change tables were requested, along with concerns about the facility encouraging anti-social behaviour.

SUMMARY

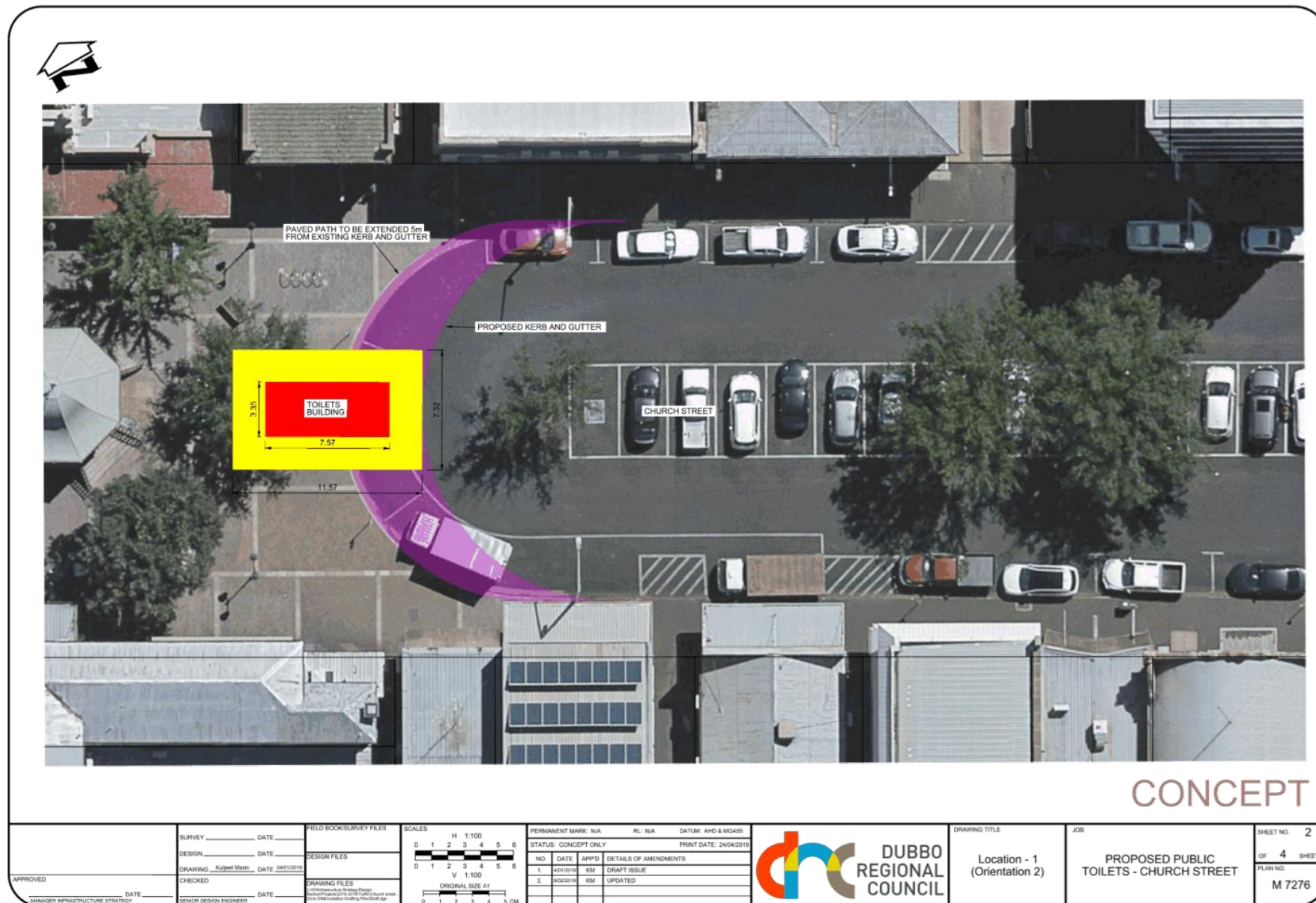
Council will be constructing an accessible amenities block in Church Street, to the East of the Rotunda. Consultation has taken place with business owners in Macquarie and Church Streets, with opportunities for feedback being provided.

There have been a number of concepts considered in relation to the location and orientation of the building. The concepts, thought to be most conducive to the environment, have been included with this report to assist with the determination of which concept is preferred.

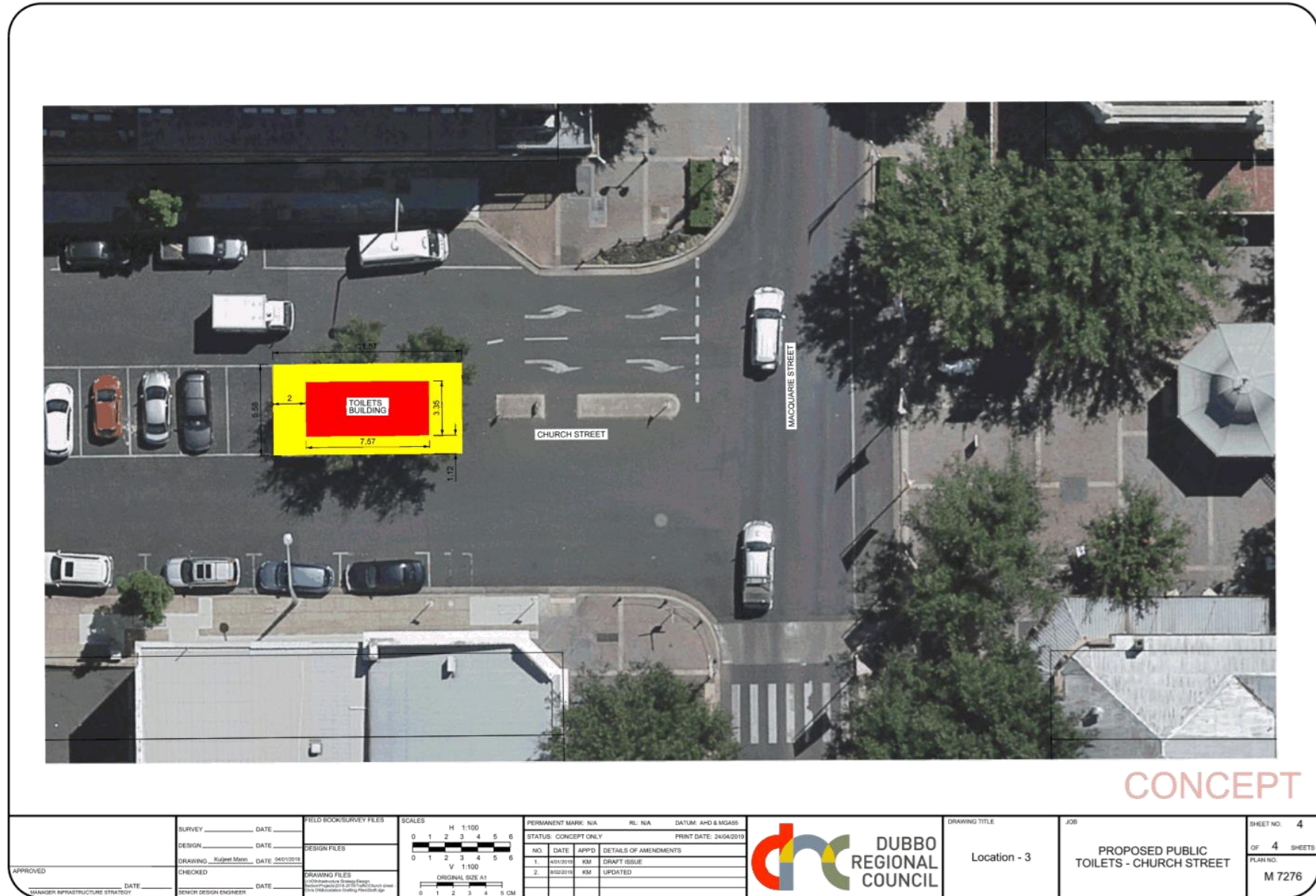
Appendices:

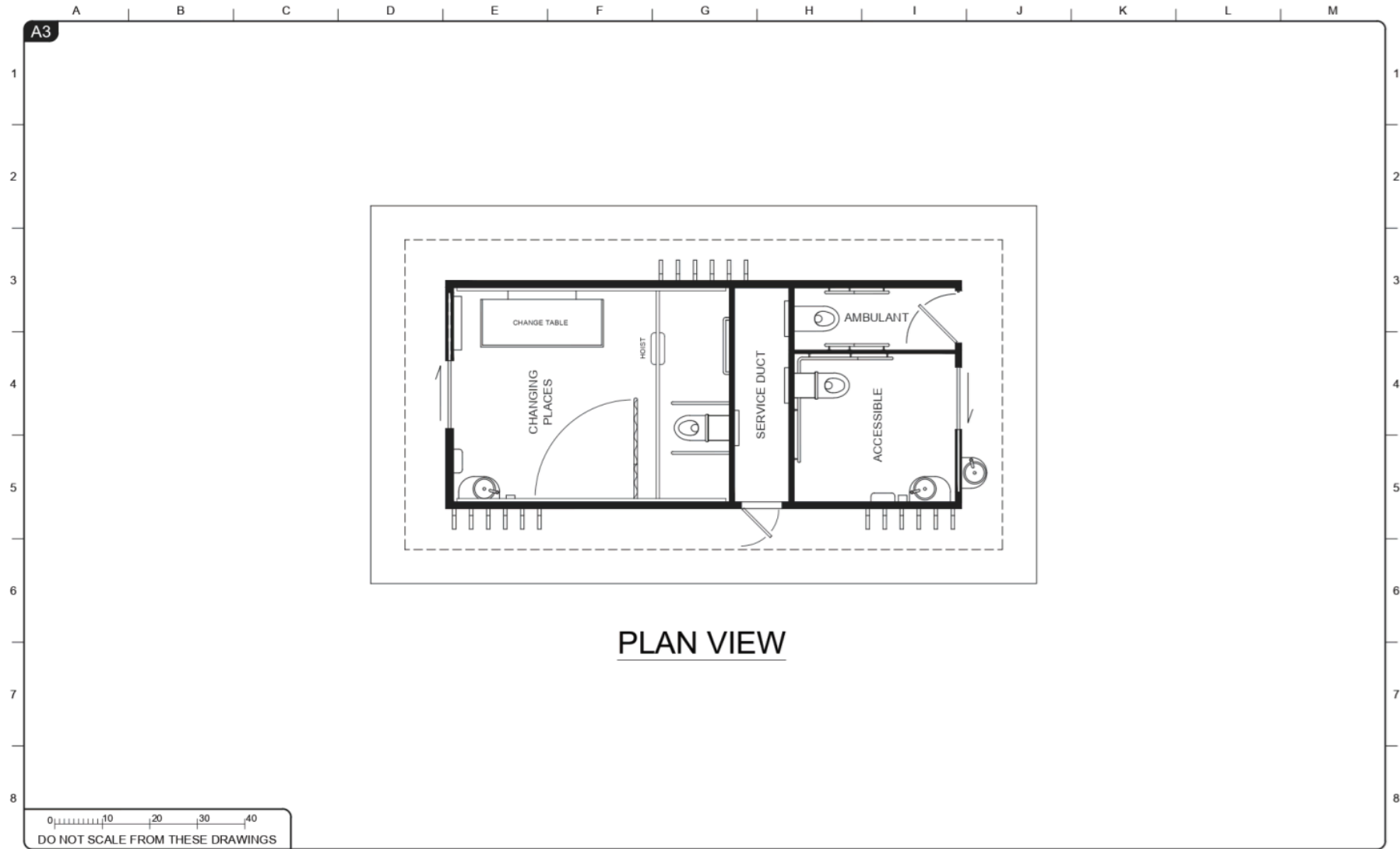
- 1↓ Proposed Public Toilets - Church Street - Location 1 - Orientation 1
- 2↓ Proposed Public Toilets - Church Street - Location 1 - Orientation 2
- 3↓ Proposed Public Toilets - Church Street - Location 2
- 4↓ Proposed Public Toilets - Church Street - Location 3
- 5↓ Proposed Public Toilets - Church Street - Concept Designs - Pureablue












01	ARCHITECTURAL	23.04.19
No.	Revision	Date
CAD - DO NOT AMEND MANUALLY		


pureablu
 complete ablation solutions

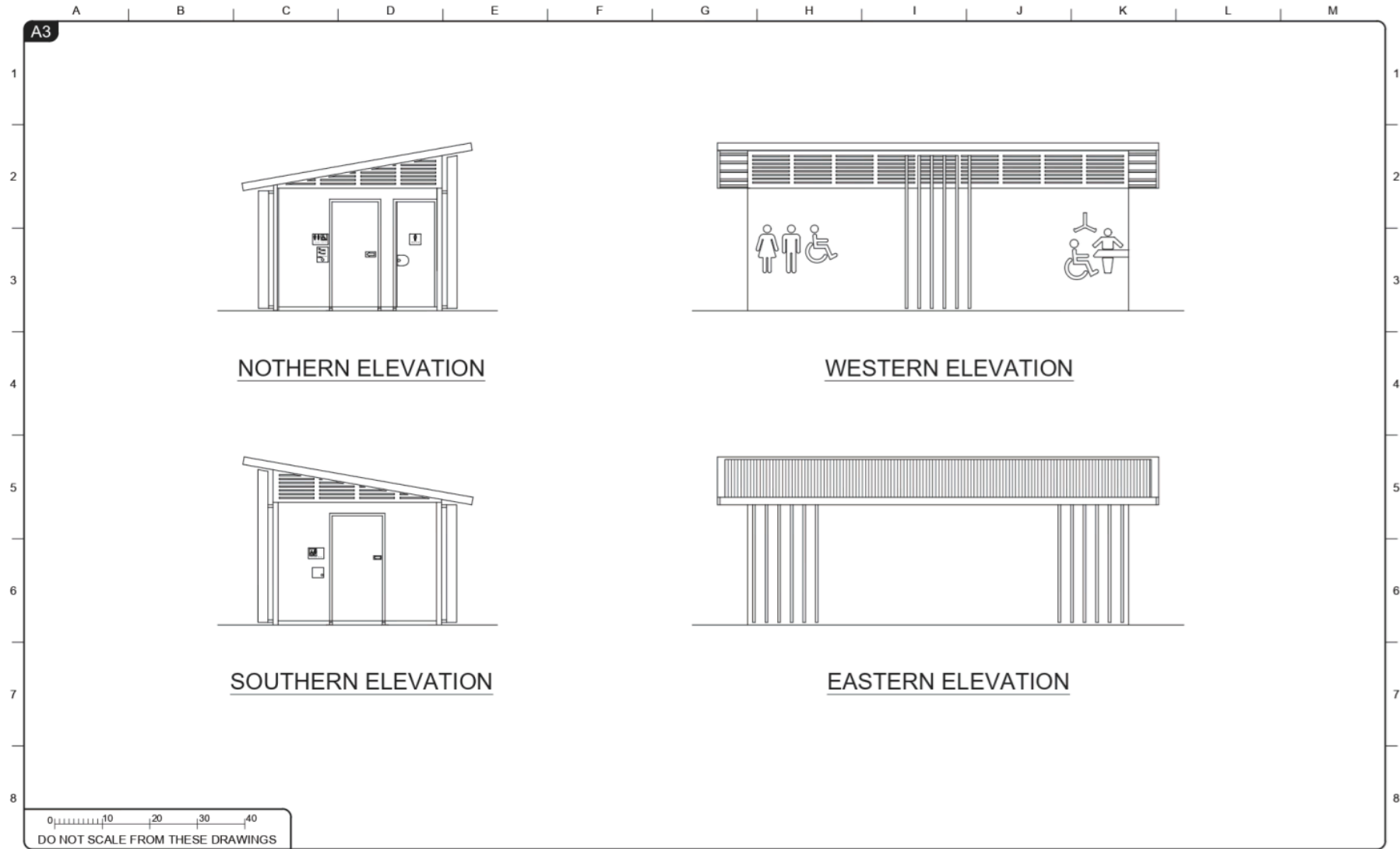
T: (02) 6772 3810
 F: (02) 6772 5723
 PO Box 5002
 Armidale NSW 2350

Copyright Reserved: This drawing is the property of Fabranomics and is subject to return upon demand. It is submitted for use only in connection with proposals or contracts of this organisation. Upon the express condition that it is not to be used directly or indirectly in any way detrimental to the interests of Fabranomics.


Project	CHURCH ST DUBBO DUBBO REGIONAL COUNCIL
---------	---

Drawing Title	ARCHITECTURAL DETAILS
---------------	-----------------------

Designed	Drawn	Date
-	JW	23.04.19
Scale	CAD File	
N.T.S.	N/A	
Project No.	Drawing No.	Revision
0000	01	01



01	ARCHITECTURAL	23.04.19
No.	Revision	Date
CAD - DO NOT AMEND MANUALLY		


 complete abluion solutions
 T: (02) 6772 3810
 F: (02) 6772 5723
 PO Box 5002
 Amidale NSW 2350
Copyright Reserved: This drawing is the property of Fabranamics and is subject to return upon demand. It is submitted for use only in connection with proposals or contracts of this organisation. Upon the express condition that it is not to be used directly or indirectly in any way detrimental to the interests of Fabranamics.

Project	CHURCH ST DUBBO DUBBO REGIONAL COUNCIL
---------	---

Drawing Title	ARCHITECTURAL DETAILS
---------------	-----------------------

Designed	Drawn	Date
-	JW	23.04.19
Scale	CAD File	
N.T.S.	N/A	
Project No.	Drawing No.	Revision
0000	02	01



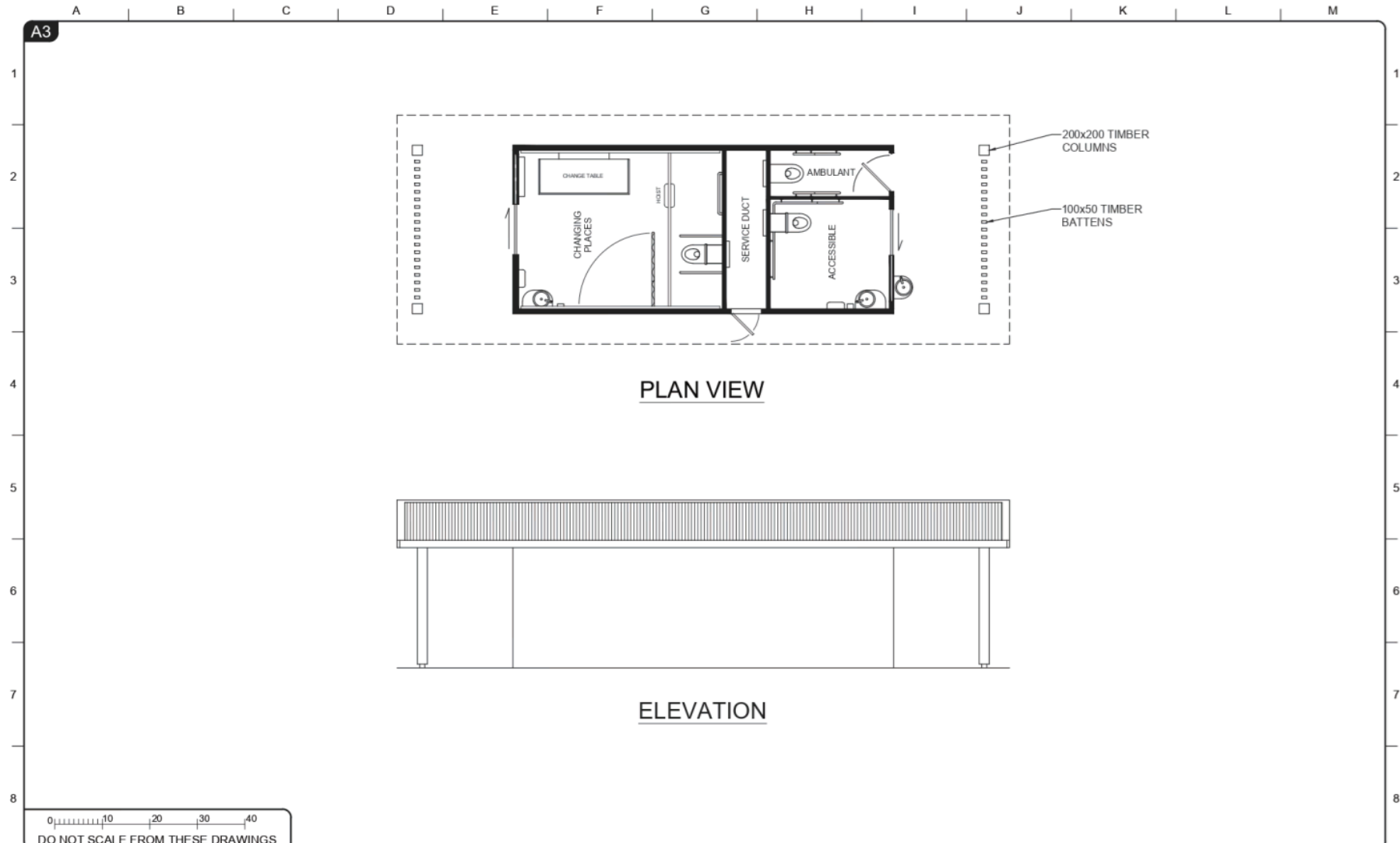
Project
 Church St, Dubbo Regional Council

Description
 Concept Designs



Project
Church St, Dubbo Regional Council

Description
Concept Designs



0 10 20 30 40
DO NOT SCALE FROM THESE DRAWINGS

01	ARCHITECTURAL	23.04.19
No.	Revision	Date
CAD - DO NOT AMEND MANUALLY		

pureablu
complete ablation solutions

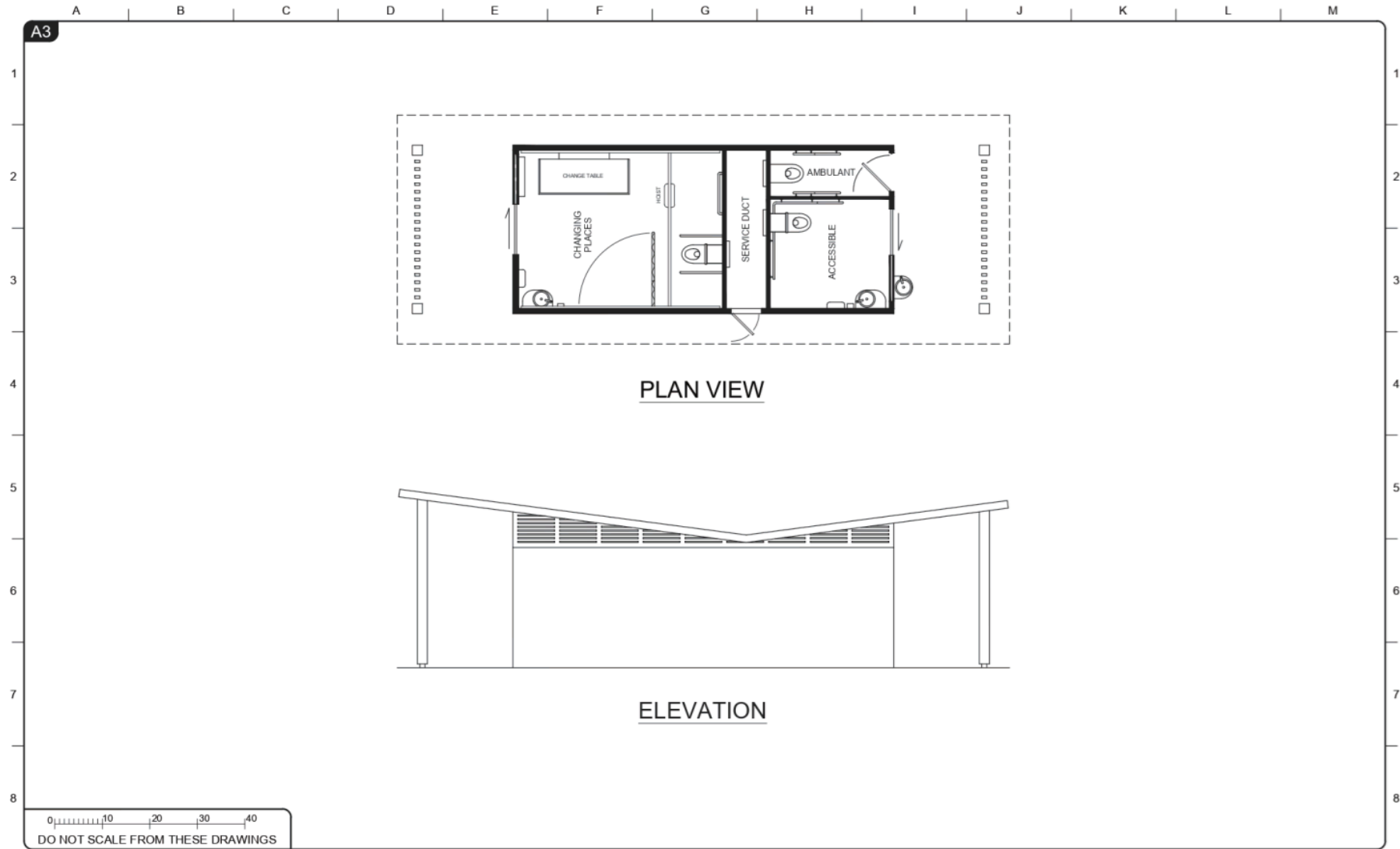
T: (02) 6772 3810
F: (02) 6772 5723
PO Box 5002
Armidale NSW 2350

Copyright Reserved: This drawing is the property of Fabranamics and is subject to return upon demand. It is submitted for use only in connection with proposals or contracts of this organisation. Upon the express condition that it is not to be used directly or indirectly in any way detrimental to the interests of Fabranamics.


Project	CHURCH ST DUBBO DUBBO REGIONAL COUNCIL
---------	---

Drawing Title	ARCHITECTURAL DETAILS
---------------	-----------------------

Designed	Drawn	Date
-	JW	23.04.19
Scale	CAD File	
N.T.S.	N/A	
Project No.	Drawing No.	Revision
0000	03	01



01	ARCHITECTURAL	23.04.19
No.	Revision	Date
CAD - DO NOT AMEND MANUALLY		



 complete ablation solutions

T: (02) 6772 3810
 F: (02) 6772 5723
 PO Box 5002
 Armidale NSW 2350

Copyright Reserved: This drawing is the property of Fabranomics and is subject to return upon demand. It is submitted for use only in connection with proposals or contracts of this organisation. Upon the express condition that it is not to be used directly or indirectly in any way detrimental to the interests of Fabranomics.

Project	CHURCH ST DUBBO DUBBO REGIONAL COUNCIL
---------	---

Drawing Title	ARCHITECTURAL DETAILS
---------------	-----------------------

Designed	Drawn	Date
-	JW	23.04.19
Scale	CAD File	
N.T.S.	N/A	
Project No.	Drawing No.	Revision
0000	04	01



DUBBO REGIONAL
COUNCIL

REPORT: Parking Restriction - Hampden Street, Dubbo

AUTHOR: Senior Traffic Engineer
REPORT DATE: 30 April 2019
TRIM REFERENCE: ID19/529

EXECUTIVE SUMMARY

This report deals with a review of the on street parking environment in Hampden Street, between Bultje Street and Cobra Street, in response to concerns raised by Roads and Maritime Services (RMS) that on street parking availability is becoming more difficult for service and mail delivery vehicles.

The on-street parking environment adjacent the RMS office is unrestricted with typical residential development to the north of the RMS and on the opposite side of Hampden Street. Historically there have been no parking issues raised in this section of Hampden Street. More recently service delivery vehicles are finding it more difficult to access the parking spaces, resulting in the incidence of double parking. There are eight line marked angle parking spaces immediately in front of the office. Several inspections have been undertaken of the area that has revealed long-term parking occupancy that supports the current difficulty in accessing close and convenient service delivery parking to the office.

The RMS have requested council consideration to the provision of timed parking restrictions for 2 car parking spaces, in front of the office entry, to allow service vehicles and other customers the opportunity for short term parking.

It is considered that a 15 minute parking zone would provide a balanced outcome and provides the flexibility for increased accessibility to the parking environment that should satisfactorily cater for the access needs.

It is recommended that a 15 minute time restricted parking zone be implemented over two carpark spaces, immediately adjacent the RMS office in Hampden Street as detailed on Council's plan TM 7287.

FINANCIAL IMPLICATIONS

The allocation of funds will be made available from the Minor Traffic Improvements Vote – Urban Signs within the Traffic Management Function.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

That a 15 minute time restricted parking zone be implemented in Hampden Street, encompassing two car parking spaces, in front of the Road and Maritime Services office entry, as detailed on Council's plan TM 7287.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Monday, 29 April 2019. The Committee had unanimous support in the adoption of the recommendation.

RECOMMENDATION

That a 15 minute time restricted parking zone be implemented in Hampden Street, encompassing two car parking spaces, in front of the Road and Maritime Services office entry, as detailed on Council's plan TM 7287.

Dennis Valentine
Senior Traffic Engineer

Appendices:

1 [↓](#) Council's plan TM 7287



PARKING RESTRICTION - HAMPDEN STREET



DRAFT

SURVEY _____ DATE _____ DESIGN _____ DATE: 04/20/20 DRAWING _____ DATE: 04/20/20 CHECKED _____ DATE: _____ SENIOR INFRASTRUCTURE STRATEGIST	FIELD BOOK/SURVEY FILES DESIGN FILES DRAWING FILES SENIOR DESIGN ENGINEER	SCALES NOT TO SCALE ORIGINAL SIZE A1 	PERMANENT MARK: N/A RL: N/A DATUM: AHD & USASS STATUS: DRAFT ISSUE PRINT DATE: 04/20/20 DETAILS OF AMENDMENTS NO. DATE APPD. DRAFT ISSUE	 DUBBO REGIONAL COUNCIL	DRAWING TITLE: PLAN VIEW JOB: PARKING RESTRICTION - HAMPDEN STREET	SHEET NO: 1 OF: 1 SHEETS PLAN NO: TM 7287
---	--	--	--	---	---	---



DUBBO REGIONAL
COUNCIL

REPORT: Parking Restriction - Whylandra Street, Dubbo

AUTHOR: Senior Traffic Engineer
REPORT DATE: 30 April 2019
TRIM REFERENCE: ID19/530

EXECUTIVE SUMMARY

This report deals with the provision of No Stopping zones within the vicinity of the two existing pedestrian refuge islands on Whylandra Street (Newell highway) in West Dubbo to improve the pedestrian road safety environment and adjustments to the existing night time no parking restrictions for vehicles over 6 metres.

The Roads and Maritime Services (RMS) in undertaking the investigation and design of the proposed pavement rehabilitation works for Whylandra Street had identified that No Stopping zones were missing from the two existing refuges located between the Minore road and Gowrie street intersections. There is the requirement to install the no stopping zones in accordance with RMS Technical Direction TDT 2011/01a. Details are provided on the attached RMS Plan DS2018/001538- RF-0002.

The refuge islands have been operational for some 6 years being a consequence of the new traffic management incorporating a two way turning lane and travel lane reconfiguration along Whylandra Street, and more recent pedestrian safety concerns adjacent Club Dubbo Bowling Club and Gowrie Street. The existing night time no parking restrictions for vehicles over 6 metres was implemented to address the long term parking of heavy vehicles in this locality. These signs will require adjustments to facilitate the new refuge No Stopping zone signs.

The proposed new No Stopping zones will only effect adjacent on street parking to property Number 125 and Club Dubbo. Consultation has been undertaken with both property owners, whom have raised no objection on the proposed No Stopping zones.

It is recommended that the proposed new No Stopping zones adjacent to the two existing refuge islands and adjustments to the existing night time no parking restrictions at the southern end of Whylandra Street between Minore Road and Gowrie Street be implemented in accordance with Road and Maritime Services Plan DS2018/001538 - RF-0002.

FINANCIAL IMPLICATIONS

The allocation of funds will be made available from the Minor Traffic Improvements Vote within the Traffic Management Function.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

That the proposed new No Stopping zones adjacent to the two existing refuge islands and adjustments to the existing night time no parking restrictions at the southern end of Whylandra Street between Minore Road and Gowrie street be implemented in accordance with Road and Maritime Services Plan DS2018/001538 - RF-0002.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Monday, 29 April 2019. The Committee had unanimous support in the adoption of the recommendation.

RECOMMENDATION

That the proposed new No Stopping zones adjacent to the two existing refuge islands and adjustments to the existing night time no parking restrictions at the southern end of Whylandra Street between Minore Road and Gowrie street be implemented in accordance with Road and Maritime Services Plan DS2018/001538 - RF-0002.

Dennis Valentine
Senior Traffic Engineer

Appendices:

- [1](#) Parking Restriction - Whylandra Street, Dubbo - Roads and Maritime Services Services Plan - DS2018/001538 - RF-0002 - updated plan



DUBBO REGIONAL
COUNCIL

REPORT: 2019 Dubbo Stampede Running Festival - Temporary Road Closure

AUTHOR: Senior Traffic Engineer
REPORT DATE: 30 April 2019
TRIM REFERENCE: ID19/531

EXECUTIVE SUMMARY

The 2019 Dubbo Stampede Running Festival will incorporate the new Regand Park Track, between Macquarie Street and Tamworth Street, via the Park's southern access, adjacent to Council's Water Treatment Plant.

The Dubbo Stampede proposes temporary road closures of Obley Road, between the Newell Highway and Camp Road intersections, and Tamworth Street, on the western side of South Street, for the purposes of facilitating the 2019 Dubbo Stampede Running Festival. The event incorporates a 5.5 km, 10 km, 21.1 km (half marathon) and 42.2 km (full marathon) run, including the use of the Tracker Riley Cycleway and the new Regand Park Track. This is the eighth such event and is to be held on Sunday 25 August 2019, with the running events undertaken from 6.15 am to 1.00 pm.

It is proposed that Obley Road will be closed from 6.15 am to 10.15 am, between the Newell Highway and Camp Road intersections, with 'local traffic only' permitted to the Taronga Western Plains Zoo and return to the Newell Highway. An Obley Road detour will be required further south via Camp Road. The temporary road closure of Obley Road is subject to the implementation of a Traffic Management Plan and temporary B-double access along Camp Road.

Additionally, there will be temporary road closures of Tamworth Street (6.15 am to 12 noon) west of South Street, with changed traffic conditions upon the implementation of the Flood Contingency Plan for the use of Huckel Street and Macquarie Street, between Margaret Crescent and the new Regand Park Track (6.15 am to 10.15 am).

It is considered that there will be minimal impact on the road and traffic network, with a temporary closure of Obley Road and the detour via Newell Highway and Camp Road. Macquarie Street between Margaret Crescent and the Regand Park Track is to be utilised as part of the 21.1 km (half marathon) and 42.2 (full marathon) events that also includes lower Tamworth Street (west of South Street).

It should be noted that following the re-opening of Obley Road, runners still competing in the half and full marathons will negotiate the Obley Road, crossing at the existing pedestrian refuge adjacent the zoo, under the direction of the marshals.

All intersections and road closure points will be undertaken by manned traffic control, involving accredited traffic controllers and marshals. The requirement for local residential access, from Macquarie Street to Huckel Street, Regand Park Track and Tamworth Street will be under traffic control conditions. In the event of the Tamworth Street footbridge being closed due to flooding, a contingency plan will be implemented that reverts back to the original course, along Macquarie Street including Huckel, Tamworth and South Streets (Council's Traffic Control Plan TM 7052, as attached as Appendix 2).

Event organisers have undertaken to ensure that all risks have been addressed to provide the optimum road safety environment for competitors and the general public. The provision of Newell Highway traffic management will require the concurrence of Transport for NSW, Special Events and Operational Planning - Transport Management Centre.

It is recommended that Council approval be granted for the 2019 Dubbo Stampede to be undertaken in accordance with the Traffic and Event Management Plan (Appendix 1), incorporating the temporary road closure and detour of Obley Road, between Newell Highway and Camp Road, with local traffic access only to the Zoo entrance, the utilisation of Macquarie Street on the western side of the carriageway between Margaret Crescent and the new Regand Park Track, including the temporary closure of Tamworth Street (west of South Street) and the Flood Contingency Plan, as conditioned by the NSW Police Force, Roads and Maritime Services and Council and in accordance with Council's Traffic Control Plan TM 7052.

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION TO THE LOCAL TRAFFIC COMMITTEE

1. That the application of the Dubbo Running Festival Committee Incorporated be approved for the undertaking of the Dubbo Stampede Running Event on Sunday 25 August 2019, between 6.15 am and 1.00 pm, on condition of the NSW Police Service, Roads and Maritime Services and subject to the following conditions of Dubbo Regional Council:
 - a. A temporary road closure will be implemented between 6.15 am and 10.15 am in Obley Road, commencing on the southern side of Taronga Western Plains Zoo access south to the intersection of Camp Road, including the implementation of a Traffic Control Plan and detour via the Newell Highway and Camp Road Intersection. 'Zoo local traffic' access only will be available at the intersection of the Newell Highway and Obley Road.
 - b. That temporary road closures be implemented between 6.15 am and 12.00 noon in Tamworth Street, west from the intersection of South Street, to its conclusion.

- c. The submissions of a Traffic Management and Traffic Control Plan to Council for approval in accordance with Australian Standard 1742.3 and the Roads and Maritime Services Guide to Traffic Control at Worksites, prepared by an accredited person. Council's Traffic Control Plan TM 7052 is to be implemented for the event.
- d. The concurrence of Transport for NSW, Special Events and Operational Planning - Transport Management Centre for the implementation of event and detour of Obley Road signage on the Newell Highway.
- e. Traffic controllers and trained course marshals are to be provided at all road closure points and other locations as identified in the Event Management Plan with restricted access only to emergency and authorised vehicles. All traffic controllers are to be specifically authorised for the event with current Roads and Maritime Services certification.
- f. Council's Executive Manager Governance and Internal Control must sight a copy of the current Public Liability Insurance Policy, for a minimum amount of \$20 million, on which Dubbo Regional Council, Roads and Maritime Services and NSW Police Force are specifically noted to be indemnified against any action resulting from the event.
- g. The applicant is responsible for the provision of all traffic control required for the event in accordance with the Traffic Control Plan.
- h. The applicant is responsible for all costs associated with the placement of a public notification and advice to the residents within the closed and affected roads, prior to the event advising of the 2019 Dubbo Stampede Running Festival.
- i. All traffic advisory signs shall be placed in accordance with the approved Traffic Control Plan and the Traffic and Event Management Plan.
- j. The NSW Police Service consent and conditions for the running of the event as considered necessary.
- k. The applicant is to provide Council with a signed and dated copy of the Traffic and Event Management Plan.
- l. The applicant is to submit to Council all the appropriate documentation required, accepting the above terms and conditions, before final approval will be granted.
- m. All costs associated with implementing these event conditions are to be met by the Event Organiser.
- n. That in the event of the Tamworth Street footbridge being closed to flooding, the 'Contingency Plan' as detailed in the Event and Traffic Management Plan, shall be invoked requiring the closure of Tamworth and South Streets, and the use of Huckel Street in accordance with Appendix 7, 8 and 9 of the Traffic Management Plan and the Traffic Control Plan TM 7052, Sheet 3.

LOCAL TRAFFIC COMMITTEE CONSIDERATION

This matter was considered by the Local Traffic Committee at its meeting held on Monday, 29 April 2019. The Committee had unanimous support in the adoption of the recommendation. Roads and Maritime Services requested that it be noted that with regard to both the half and full marathon course, in regard to the section from the Macquarie Street and Margaret Crescent intersection to Huckel Street, RMS recommends that the speed zone should be reduced to 40 km/h if traffic marshals, volunteers and runners are within 1.2

metres of moving traffic. Along this length runners will be within 1 metre of traffic. This is a requirement in the RMS Traffic Control at Worksites Manual.

RECOMMENDATION

1. That the application of the Dubbo Running Festival Committee Incorporated be approved for the undertaking of the Dubbo Stampede Running Event on Sunday 25 August 2019, between 6.15 am and 1.00 pm, on condition of the NSW Police Service, Roads and Maritime Services and subject to the following conditions of Dubbo Regional Council:
 - a. A temporary road closure will be implemented between 6.15 am and 10.15 am in Obley Road, commencing on the southern side of Taronga Western Plains Zoo access south to the intersection of Camp Road, including the implementation of a Traffic Control Plan and detour via the Newell Highway and Camp Road Intersection. 'Zoo local traffic' access only will be available at the intersection of the Newell Highway and Obley Road.
 - b. That temporary road closures be implemented between 6.15 am and 12.00 noon in Tamworth Street, west from the intersection of South Street, to its conclusion.
 - c. The submissions of a Traffic Management and Traffic Control Plan to Council for approval in accordance with Australian Standard 1742.3 and the Roads and Maritime Services Guide to Traffic Control at Worksites, prepared by an accredited person. Council's Traffic Control Plan TM 7052 is to be implemented for the event.
 - d. The concurrence of Transport for NSW, Special Events and Operational Planning - Transport Management Centre for the implementation of event and detour of Obley Road signage on the Newell Highway.
 - e. Traffic controllers and trained course marshals are to be provided at all road closure points and other locations as identified in the Event Management Plan with restricted access only to emergency and authorised vehicles. All traffic controllers are to be specifically authorised for the event with current Roads and Maritime Services certification.
 - f. Council's Executive Manager Governance and Internal Control must sight a copy of the current Public Liability Insurance Policy, for a minimum amount of \$20 million, on which Dubbo Regional Council, Roads and Maritime Services and NSW Police Force are specifically noted to be indemnified against any action resulting from the event.
 - g. The applicant is responsible for the provision of all traffic control required for the event in accordance with the Traffic Control Plan.
 - h. The applicant is responsible for all costs associated with the placement of a public notification and advice to the residents within the closed and affected roads, prior to the event advising of the 2019 Dubbo Stampede Running Festival.
 - i. All traffic advisory signs shall be placed in accordance with the approved Traffic Control Plan and the Traffic and Event Management Plan.
 - j. The NSW Police Service consent and conditions for the running of the event as considered necessary.

- k. The applicant is to provide Council with a signed and dated copy of the Traffic and Event Management Plan.
- l. The applicant is to submit to Council a marked up plan with details of on road warning signage in Macquarie Street.
- m. The applicant is to submit to Council all the appropriate documentation required, accepting the above terms and conditions, before final approval will be granted.
- n. All costs associated with implementing these event conditions are to be met by the Event Organiser.
- o. That in the event of the Tamworth Street footbridge being closed to flooding, the 'Contingency Plan' as detailed in the Event and Traffic Management Plan, shall be invoked requiring the closure of Tamworth and South Streets, and the use of Huckel Street in accordance with Appendix 7, 8 and 9 of the Traffic Management Plan and the Traffic Control Plan TM 7052, Sheet 3.

Dennis Valantine
Senior Traffic Engineer

REPORT

Council has received an application from the Dubbo Running Festival Committee Incorporated seeking Council approval to conduct the eighth Dubbo Stampede Running Festival 2019 that incorporates temporary road closures on several urban and rural roads. The previous events have been an overwhelming success with improvements made to the 10 km and 21.1 km course route that initially reduced the time period that the Obley Road closure will be in place. This was achieved by placing the 5.5 km internal loop of the Zoo at the conclusion of those events instead of at the start. Even with the introduction of a 42.2 km (full marathon) Obley Road closure will only increase by 30 minutes. The 2019 Dubbo Stampede will include the new Regand Park Track. As a consequence, Macquarie Street will only be partially used and Tamworth and South streets will not need to be fully closed. However, in the event that the Tamworth Street Footbridge is closed due to flooding a 'Contingency Plan' has been developed that will revert back to the original course along Macquarie Street including Huckel, Tamworth and South streets.

Event Description (see attached Traffic Management Plan and Traffic Control Plan - Appendix 1)

The Dubbo Stampede Running Festival 2019 is proposed for Sunday 25 August 2019, between the hours of 6.15 am to 1.00 pm that involves four running events:

- 5.5 km run
- 10 km run
- Half marathon - 21.1 kms
- Full marathon - 42.2 kms

The start and finish of the four separate races will be within the Taronga Western Plains Zoo. The Zoo will accommodate the event parking onsite and in zoo land on the northern side of Obley Road east of the Newell Highway intersection. Maps of each run route can be seen in **Appendix 1**.

5.5 km Run

This run is undertaken wholly within Taronga Western Plains Zoo incorporating a single lap of the internal loop road, in a clockwise direction around the Zoo.

10 km Run

This event commences in the Zoo, continues northbound within the Zoo to Obley Road, then south to the 10 km turnaround point towards Camp Road and return to the Taronga Western Plains Zoo entrance and follows the internal 5.5 km route to the start/finish point within the Zoo.

21.1 km Half Marathon

The half marathon follows the same route as the 10 km run, however on the return leg northbound from Camp Road runners proceed east into the Dundullimal turnoff and the Tracker Riley Cycleway to Macquarie Street. Runners will then join Macquarie Street north past Huckel Street and the Water Treatment Plant, and then left into the new Regand Park Track to Tamworth Street, continue across Tamworth Street to connect with the off-road Tracker Riley Cycleway along the eastern side of the river corridor, west over the Serisier Bridge and then south continuing on the Tracker Riley Cycleway along the river corridor to Obley Road and the main entrance to the Zoo, then follows the internal 5.5 km route concluding at the start/finish point within the Zoo.

42.2 km Full Marathon

The full marathon follows the initial route as the 10 km and half marathon. However, in the Obley Road section runners will return northbound past the Dundullimal turnoff to the Council Weir Road turnoff, then return southbound on the cycleway to Dundullimal turnoff, and follow the cycleway across Shibbles Bridge to Macquarie Street. Runners will then continue north on the course and complete the first loop of the River circuit to Serisier Bridge and return to the Zoo, then continue on the shortened second loop. This time the runners will turn left at the bottom of Tamworth Street and cross the footbridge (Yabang Gee Footbridge) and then turn left at the 'Y' junction and follow the running track southbound along the western side of the river back to the Zoo for the last time, to then complete an internal shortened Zoo loop back to the finish line.

Race Start Times

Marathon	7.00 am, cut off time 1.00 pm
Half Marathon	7.45 am, cut off time 11.45 am
10 km	8.15 am, cut off time 10.15 am
5.5 km	7.30 am, cut off time 9.00 am

Road Closures

Temporary road closures and appropriate traffic control will be required to provide optimum safety for competitors, spectators, officials and general public throughout the course. **Appendix 2**, provides details for each closure.

Temporary road closures:

1. It is proposed to temporarily close Obley Road between 6.15 am and 10.15 am, commencing on the northern side of the pedestrian refuge (centre of the Zoo entrance) in Obley Road, south to the intersection of Camp Road. Obley Road will be opened to traffic at 10.15 am. The half marathon cut off time is 11.45 am and 1.00 pm for the full marathon. It is expected that there will be a minimal number of runners who may still

be on the course who are required to cross Obley Road at the existing pedestrian refuge and give way to traffic. Marshals will be in assistance to reinforce the requirements.

Obley Road from the Newell Highway south to the Zoo entrance will be designated for 'Zoo local traffic only' to facilitate traffic to the Zoo for the event and subsequent visitors to the Zoo following the 9.00 am opening time. Closure of Obley Road will require a detour via the Newell Highway and Camp Road. There are two private access points along the Obley Road closure, being to a separate Taronga Western Plains Zoo property, and at Dundullimal. The organisers will again consult with Dundullimal Homestead regarding the event. Enquiries have also been made with the Roads and Maritime Services and NSW Police Service with respect to the closure of Obley Road and detour via Camp Road. No concerns have been raised subject to the implementation of an approved Traffic Control Plan. Obley Road is a B-double route to the intersection of Benolong Road. The Roads and Maritime Services have raised no concerns with a temporary B-double route along Camp Road between the Newell Highway and Obley Road. Accredited traffic controllers and trained course marshals will be stationed at all road closure points and along the course.

2. Macquarie Street, the 21.1 km half and 42.2 km full marathon course will utilise the western side of Macquarie Street between Margaret Crescent and the new Regand Park Track access. Runners will compete in an anti-clockwise direction along the 2 metre wide on road cycleway, and adjacent parking lane that will be delineated by traffic cones along the traffic lane edge line. Temporary warning signs will be strategically placed at intervals along Macquarie Street advising motorists of 'Running Race in Progress'.

The flood contingency course for the Tamworth Street Footbridge closure will utilise Macquarie Street between Margaret Crescent and Tamworth Street.

3. Huckel Street will only be used in the event that the 'Flood Contingency Plan' is implemented with runners proceeding to its conclusion and return to Macquarie Street as part of the half and full marathon. Local resident access would be permitted under traffic control conditions. Huckel Street is a "No Through" road accessing several properties. Runners will utilise the left-hand side of the carriageway with a turn-around at its southern end.
4. Tamworth Street, west of South Street, is to be temporarily closed between 7.00 am and 12.00 pm to allow runners to exit the new Regand Park Track and continue northbound across Tamworth Street and join the existing Tracker Riley.

In the event of implementing the 'Flood Contingency Course' Tamworth Street (western end) will be temporarily closed between 7.00 am and 12.00 pm west from the intersection of Macquarie Street to its conclusion and South Street (south of Bligh Street) to the intersection of Tamworth Street to permit the uninhibited movement of runners to transition from the public road system to the off road Tracker Riley Cycle Way in a northerly direction along the eastern side of the Macquarie River corridor. There are two property access points in Tamworth Street. Resident access will be

available under traffic control conditions if required. There is no considered traffic impact on the competitors.

The event organiser will undertake a letterbox drop along Macquarie Street, some two weeks in advance of the event date, to advise of the course and runners utilising the western side of the Macquarie Street carriageway and associated traffic management within Macquarie Street, Huckel Street, Regand Park Boulevard and Tamworth Street.

5. An additional off-road parking area is being established in Zoo property on the northern side of Obley Road east of the Newell Highway that can accommodate approximately 400 vehicles. Vehicles will be directed to the area at the start of the half marathon 7.45 am and the 10 km event, 8.15 am, and controlled by traffic controllers.

SUMMARY

The Dubbo Stampede Running Festival incorporates four course events that will be run on private property, public reserve and on public roads.

The Traffic and Event Management Plan has provided details of the need for temporary road closures on Obley Road and Tamworth Street, west of South Street. Detours will be required around Obley Road via the Newell Highway and Camp Road. Appropriate traffic management and traffic control is to be implemented to provide a safe road environment for competitors in the 10 km and 21.1 km half and 42.2 full marathon events. The 5.5 km course is wholly within the Zoo. The Roads and Maritime Services and NSW Police Service have indicated their support for the event and have identified matters that need to be addressed with the Traffic Control Plan. Council's Traffic Control Plan TM 7052 is to be implemented. The provision of the Newell Highway traffic management incorporating event and detour of Obley Road signage will require the concurrence of Transport NSW, Special Events and Operational Planning - Transport Management Centre.

The impact on the road network and road safety environment for the general public and competitors in the event is considered minimal and can be managed in accordance with the proposed traffic management. The duration is some seven hours, between 6.15 am and 1.00 pm and should not impact on the local road and urban amenities. A 'Flood Contingency Plan' has been developed in the event that the Tamworth Street footbridge is closed that will require a revision to the original Stampede course utilising the full length of Macquarie, Huckel, Tamworth and South streets.

It is recommended that approval be granted for the temporary road closures required in Obley Road, between Newell Highway and Camp Road and associated detour via Camp Road and Tamworth Street (west of South Street) to facilitate the running of the 2019 Dubbo Stampede Running Festival on Sunday 25 August 2019, subject to Council, Roads and Maritime Services and the NSW Police Force standard conditions of consent that apply to road closures and events of this nature.

Appendices:

- 1 [↓](#) The Dubbo Stampede Running Festival 2019 Traffic and Event Management Plan.
- 2 [↓](#) Council Plan TM 7052

**The Dubbo Stampede Running Festival 2019
Traffic and Event Management Plan**

DUBBO REGIONAL COUNCIL	
ACTIONED TO <u>STE</u>	
- 9 APR 2019	
<u>12/985</u>	

Event Location:	Taronga Western Plains Zoo Dubbo
Event date and time:	Sunday 25 August 2019 from 6.15 am – 1.00 pm
Event Organiser:	Dubbo Running Festival Committee Incorporated

Approval

This Traffic Management Plan is approved by:

Name	Signature	Date of signing	Title
Matt O’Dea	/...../20....	Chairman Dubbo Running Festival
	/...../20....	
	/...../20....	
Dennis Valantine	/...../20....	Dubbo Regional Council Traffic Engineer

Authority of the Event / Traffic Management Plan

This Traffic Management Plan (TMP) when approved by the relevant authorities becomes the prime document detailing the traffic and transport arrangements under which an event is to proceed.

Changes to the TMP require the approval of the Police, and Council. All functional or single agency supporting plans are to recognise the primacy of the TMP and nothing contained on those plans may contravene any aspect of the TMP.

Signatories to this TMP should normally be the agency’s senior officer appointed to the operational command team for the event on the day.

In case of emergencies, or for the management of incidents, the Police are not subject to the conditions of the TMP but will make every effort to inform the other agencies of the nature of the incident and the Police response.

Contents

[The Dubbo Stampede Running Festival 2018 Traffic and Event Management Plan](#)

[Approval](#)

[Authority of the Event / Traffic Management Plan](#)

[Contents](#)

[Purpose Of This Traffic Management Plan](#)

[Contact Names Of Those Responsible For Organising And Approving The Event.](#)

[Description Of The Event](#)

[Description of Courses](#)

[5.3km \(including the Wallaby Wheel Circuit\)](#)

[10km](#)

[21.1km Half Marathon](#)

[Marathon \(42.2 km\)](#)

[Race Start Times](#)

[Road Closures / Changed Traffic Conditions](#)

[Finish and Opening of Roads](#)

[Traffic Management Details](#)

[The Route](#)

[Volunteers and Event Marshals](#)

[Public Safety](#)

Purpose Of This Traffic Management Plan

The purpose of this TMP is to ensure that the traffic management aspects of the Dubbo Stampede Running Festival:

1. Provide maximum safety for event participants, spectators and volunteers.
2. Reduce as far as possible the traffic impact on the rest of the community.

Contact Names Of Those Responsible For Organising And Approving The Event.

Event Organiser	Matt O'Dea Chairman - Dubbo Running Festival Incorporated mob. 0448 088 804 Email: odea_ma@hotmail.com
Police LAC	Dubbo
Council	Dennis Valantine Traffic Engineer (w) 02 6801 4000

Description Of The Event

The Dubbo Stampede Running Festival 2019 will consist of the following events:

- Marathon (42.2 km)
- Half marathon (21.1km);
- 10km run; and
- 5.3km run and Wallaby Wheel.

Description of Courses

The start and finish of the four separate races will be inside the Taronga Western Plains Zoo (zoo) on the roadway near the finish of the zoo loop; directly adjacent to the Cobb & Co Shed, West of the flying fox and public play area of the zoo.

The Obley Rd section from the Zoo entrance down to the Camp Rd intersection will be closed to traffic from 6:15am until 10:15am.

5.3km

- From the start point at the Cobb & Co Shed, entrants run in a clockwise direction through the ticket booths, around the zoo to the finish line opposite the public play area.
- Runners will follow the road in a clockwise direction to finish at the start/finish arch.
- Wheelchair participants follow the same course.

10km

- From the start point near the Cobb & Co Shed, entrants run towards the Zoo entrance passing through the left hand side of the roundabout, move into the eastern most lane (RHS) of the zoo internal road and continue North to the main zoo entrance gates. No Traffic will be using the lane at this stage.
- From the main entrance gates, runners continue in the Eastern most lane (RHS) and turn right onto Obley Road.
- Runners continue running down Obley Road on the right hand side of the road, past Dundullimal turn-off, around the bend toward Camp Road intersection before getting to the turn-around point for the 10km event.
- Runners will keep right at the turn around point and head back toward the zoo entrance, keeping in the right hand lane of Obley Road.
- Runners turn into the zoo entrance, through the main gates in the easternmost lane which will be closed to traffic. Then 55 metres past the main entrance gates runners will take a sharp left at the flag poles and follow the path toward the bike hire shed.
- Runners continue past the bike shed and circumvent the zoo carpark before turning right at the end of the car park and then left to continue running through the toll booths at the start of the fee paying section of the zoo.
- Runners run a loop of the zoo circuit in a clockwise direction to finish at the start/finish arch.

21.1km Half Marathon

- Runners start at the Cobb & Co Shed and then follow the initial route as the 10km, past Dundullimal turn-off for approx 500m where they will turn around, keeping to their right, and return along Obley Road to the Dundullimal turn-off.

- Runners will then turn right off Obley Rd (towards Dundullimal) and follow the sealed running track across Shibble Bridge to Macquarie Street.
- At Macquarie Street runners will turn left and run along the left side of the road which will have red Witches Hats placed along it for separation with vehicles.
- Immediately past the Water Treatment Works, runners will turn left through the entrance to the new river running track.
- At the bottom of Tamworth St, runners will cross over the bitumen car park onto the crushed granite running track and will continue on this track in a Northern direction, keeping the river on their left.
- Runners will continue on the river track down to Serisier Bridge, turn left onto the bridge pedestrian lane and cross the Macquarie River.
- Once on the Western side of the river, runners will turn left and head in a Southern direction along the crushed granite track, keeping the river on their left.
- Participants will run under the LH Ford Bridge and continue running on the concrete river track past Sir Roden Cutler Park, across Tracker Riley Bridge and then turn right at the "y" junction on the concrete path and head in a Southern direction up towards the zoo.
- Runners will stay on the concrete path veering left at the intersection of the Newell Highway and Obley Road, and continue to the zoo entrance.
- **Prior to 10:15am while Obley Rd is closed to traffic**, Runners will leave the concrete path directly opposite the zoo entrance at Zoo Gate 11 turning towards the zoo entrance and running through the main gates in the Left hand lane. Then 55 metres past the main entrance gates runners will take a sharp left (near the flagpoles) and follow the path toward the bike hire shed.
- **{After 10:15 when Obley Road reopens**, runners will go approx 20m further down Obley Rd and cross at the Pedestrian Crossing and normal traffic rules will apply.)
- From the bike shed, runners will cross the zoo carpark before turning right at the end of the car park, then left through the toll booths at the start of the fee paying section of the zoo.
- Runners run a loop of the zoo circuit in a clockwise direction to finish at the start/finish arch.

Marathon (42.2 km)

- Runners start at the Cobb & Co Shed and then follow the initial route as the 10km and 21.1km runners, out the main Zoo gates, down Obley Rd. past Dundullimal turn-off for approx 500m where they will turn around.
- Keeping to the RHS, return back up along Obley Road past the Dundullimal turnoff to the Council Weir Rd turnoff where they will turn right onto the sealed running track and then right again. (Approx half way between the Dundullimal turn-off and the Zoo entrance.)
- Once on the running track, continue back to and turn left at the Dundullimal turnoff and follow the sealed running track across Shibble Bridge to Macquarie Street.
- At Macquarie Street runners will turn left and run along the left side of the road which will have red Witches Hats placed along it for separation with vehicles.
- Immediately past the Water Treatment Works, runners will turn left through the entrance to the new river running track.

- At the bottom of Tamworth St, runners will cross over the bitumen car park onto the crushed granite running track and will continue on this track in a Northern direction, keeping the river on their left.
- Runners will continue on the river track down to Serisier Bridge, turn left onto the bridge pedestrian lane and cross the Macquarie River.
- Once on the Western side of the river, runners will turn left and head in a Southern direction along the crushed granite track, keeping the river on their left.
- Participants will run under the LH Ford Bridge and continue running on the concrete river track past Sir Roden Cutler Park, across Tracker Riley Bridge and then turn right at the "Y" junction on the concrete path and head in a Southern direction up towards the zoo.
- From outside the Zoo entrance, runners will continue back around the river for another full loop back to the Zoo.
- Runners will then start another loop albeit a shorter one this time.
- This time the Marathon runners will turn left at the bottom of Tamworth Street and cross the footbridge (Gobang Gee Footbridge)
- They will then turn left at the "Y" junction and follow the running track back to the Zoo for the last time.
- This time they will enter the Zoo.
- **Prior to 10:15am while Obley Rd is closed to traffic**, Runners will leave the concrete path directly opposite the zoo entrance at Zoo Gate 11 turning towards the zoo entrance and running through the main gates in the Left hand lane. Then 55 metres past the main entrance gates runners will take a sharp left (near the flagpoles) and follow the path toward the bike hire shed.
- **(After 10:15 when Obley Road reopens**, runners will go approx 20m further down Obley Rd and cross at the Pedestrian Crossing and normal traffic rules will apply.)
- Approx 55m in from the main Zoo Gates, turn left and go in through the bike shed area and on down through the car park, turning right then left through the toll booths at the start of the fee paying section of the zoo.
- The Marathon runners will then turn Right at the Wild Dog exhibit, running around the back of the lake to the boom gate and then finish at the start/finish arch.

Race Start and Cut-off Times

Event	Start time	Cut-off time
Marathon	7.00 am	1.00 pm
Half marathon	7.45am	11.45am
10km	8.15am	10.15am
5.3km	7.30am	9.00am

Road Closures / Changed Traffic Conditions

Road Section:	Obley Road – South of zoo entrance to just prior to Camp Road Intersection.
Estimated closure time:	6.15am – 10.15am
Comments:	<p>After the last runner has reached the turnaround point on Obley Road, and has run back toward the zoo, past Dundullimal turn-off, signage at the Intersection of Obley Road and Camp Road will be changed to include 'Local Traffic Only' to permit vehicles to enter Dundullimal. This is expected to occur at 8.45am.</p> <p>Newell Highway traffic heading north from Tomingley intending to turn onto Obley Road will be directed by VMS to turn right onto Camp Road and head east onto Obley Road.</p> <p>Newell Highway traffic heading south from Dubbo toward Obley Rd will be directed to continue past the zoo and turn left down Camp Rd to meet up with Obley Rd.</p> <p>Obley Rd traffic travelling into Dubbo will be directed to divert left onto Camp Road to meet up with the Newell Highway where they will turn right towards Dubbo.</p>
Road Section:	Macquarie Street between Margaret Crescent & Water Treatment Works
Estimated time of changed traffic conditions:	6.15am – 10.15am
Comments:	<p>Witches hats will be positioned along the left hand road edge on Macquarie Street to delineate the separation of vehicles from runners.</p> <p>Road signs will be located on Old Dubbo Rd notifying traffic coming into Dubbo of the running event.</p>
Road Section:	Huckel Street
Estimated time of changed traffic conditions:	7.00am – 11.45am
Comments:	<p>In 2018 runners won't be entering Huckle St but will instead cross straight over to the other side.</p> <p>Signage to slow vehicles will be installed either side of the intersection of Macquarie St and Huckel St to notify vehicles of runners crossing Huckel Street.</p> <p>Residents of Huckel Street will be notified by letter drop of the running event in the weeks prior to the event day.</p>
Road Section:	Tamworth Street Carpark at the river end.
Estimated closure time:	6.15am – 12.00pm
Comments:	<p>Car Park will be closed off at the South St intersection in line with the Drink Bubbler</p> <p>Road closure signs will be removed after the last runner has reached this point.</p>

Finish and Opening of Roads

Obley Road will close at 6:15am and be re-opened to traffic at 10.15am. After 10.15am and until 12.30pm, any marathon and half marathon entrants that are still running will be able to cross Obley Road from the running path on the northern side of the road, across to the zoo entrance, using the normal pedestrian and pushbike crossing area highlighted in red in the image below which will be marshalled to ensure safe pedestrian passage over this crossing.



Traffic Management Details

The Route

Marshalling is to be undertaken by a combination of Accredited Traffic Controllers (ATC) and Trained Course Marshals (CM). The CM will simply direct runners and alert traffic of the presence of runners. They will not be directing vehicles. ATC will be responsible for positioning of signage as per RMS and Council requirements.

Appropriate warning signage will be placed to notify vehicles of changed traffic conditions and runners on the roadways. This will include the driveway of 21 Obley Road (Lot 9 DP 753233) located on the northern side of Obley Road between the zoo entrance and Dundullimal entrance. This property with residence is owned by the zoo.

The Running Festival Committee will be responsible to notify residents that may be affected by the event of the planned traffic changes. This will include residents on the western side of Macquarie Street from Margaret Crescent to the river track entrance just past the Water Treatment Works. A letterbox drop will be done for all affected residents two weeks prior to the event date.

Route Mapping

Each year the use of a motor-bike/scooter will be used around the Tracker Riley runway to help map out the course with the use of GPS systems. A motor-bike may also be used on race day to help monitor and offer assistance to runners and volunteers if necessary.

Volunteers and Event Marshals

- Volunteers who will be donating their time and skills to assist in the smooth running of the Dubbo Stampede Running Festival include:
- Various Dubbo Rotary Clubs
- Various sporting clubs
- Various Church committees
- State Emergency Service (using accredited traffic controllers)
- Taronga Western Plains Zoo staff and volunteers

The festival committee will produce locations and lists of traffic control duties for event marshals, including where cones and barriers are to be installed. There will be allocated personnel and trucks to install these items on the morning of the event, and retrieve them at the close of each particular running leg.

- A motor vehicle will be used at approx 4am race day along the pathway on the Eastern side of Macquarie river to put out and then later collect all of the red Witches Hats and various signage.
- Motor vehicle will also be used on the Western side.

Public Safety

Waterways:	No waterways are used in this event.
Food:	<ul style="list-style-type: none"> ● The zoo café will be open to cater for the participants and observers. ● Outlets will be scattered around the public staging area on the zoo grounds. <p>All necessary approvals will be obtained through Council's Environmental Health Services for the provision of food.</p>
Crowds	<p>2019 is the 8th year of the Dubbo Stampede event and last year saw 2,800 entrants register for the event. There was also a solid increase in crowd numbers over the past two years, and it is envisaged a crowd of up to 800 will be gathered around the finish chute, on the grassed areas within the zoo, and along the footpath grassed area at the entrance to the zoo, and all cheering on the participants.</p> <p>Spectators will also position themselves around the river circuit, which is along the route of the full and half marathon. This is a public area that provides safe vantage points for spectators with no interaction with motor vehicles.</p> <p>Small numbers of spectators are expected along the running track paralleling Obley Road between the zoo entrance and Dundullimal entrance, as the runners will be using Obley Road itself and the sealed track as well.</p> <p>Of the runners expected to participate in the four events, the majority of those will enter the 5.3km event which involves a loop of the zoo road and is contained within the zoo boundaries.</p>
First Aid	NSW Ambulance Paramedics will be present for the event at the start finish area. There will also be six to eight St John's Ambulance first aid personnel employed during the event, some located half-way around the Zoo road, and the other personnel to be located at the drink station at the bottom of Tamworth St car park.
Space and Resource Requirements	The existing 'Cobb & Co' stables in the zoo recreation area will be used to store equipment and baggage. Between 3 & 5 marquees will be erected on the grassed area of the zoo grounds, near the café. These will be provided by sponsors. Council will also be asked to supply traffic cones, road barriers, and slow/changed traffic signage for roadways. If Council is not forthcoming these items will be hired. Dubbo Traffic Control will be supplying the Witches Hats.
Waste	Impacts on the environment are expected to be minimal. Sufficient garbage bins will be provided and located at each drink station along the route. Volunteers manning the drink stations will collect discarded cups and any other rubbish within their vicinity progressively during the race. A sweep vehicle will collect any cups and waste after the race.

Insurance	Public Liability Insurance to the amount of \$20M has been sourced and Dubbo Regional Council will be listed as an interested party on the certificate of currency. Council will be provided with a copy.
Noise	The PA system is being provided and installed by Audio Plus. This will be set up on the road verge adjoining the 'Cobb & Co stables' in the public playground area. This is in excess of 500m from the nearest dwelling and the volume of the system will have minimal impact on surrounding land owners. The zoo is familiar with hosting events including bands and jazz festivals.
Parking	<p>Participant and spectator vehicles will be primarily parked within the zoo grounds in the visitor car parking areas. Entrants will also be parked within the paid section of the zoo, approximately 250m past the ticket booths. This overflow parking area is used by the zoo for all their large events including Easter weekend and the Jazz Festival.</p> <p>Zoo Parking officers will be located within the zoo grounds to guide vehicles and buses. Vehicles will be directed to enter from Obley Road onto the 2nd road lane from the west, to enable cars leaving the zoo to exit along the western most lane. This will ensure vehicles are separated from runners. A map of traffic control within the zoo is included as Appendix 1.</p> <p>If required, cars may also be parked in the zoo owned farm land on the North side of Obley Road, just prior to the zoo entrance, as highlighted in the image below. (Appendix 2) This paddock is estimated to be able to accommodate 400 vehicles and vehicles will only be directed into this area at times when deemed required so as to ensure runner and vehicle interaction is minimised. The directing of vehicles into and out of the paddock area will be controlled by Zoo Staff and/or other accredited traffic controllers.</p> <p>Vehicles leaving the overflow parking section in the zoo grounds prior to 9.30 am (runners that have finished their event and are leaving the zoo) will follow the zoo circuit until the Bison Exhibit where they will then be directed left onto the service road. These vehicles will exit into the main western car parking area, thereby not having to pass through the start / finish precinct.</p> <p>Designated Drop off zone: Taxis and vehicles dropping off runners will be able to drop off runners at a designated drop off area just inside the main Zoo Gates. They will be controlled and directed by Zoo staff.</p>
Barriers	<p>Road closure barriers will be erected on Obley Road just after the zoo entrance and just prior to the Camp Road intersection, and any other locations as directed by Dubbo City Council.</p> <p>Further barriers will be used to designate the finish area and specific parts of the run courses to ensure the safe and continuous flow of competitors throughout the races. Changed Traffic Conditions and</p>

	other traffic signage will be prominently displayed in accordance with the approved Traffic Control Plan.
Control of Entry Points	All road entry points along the running route will have ATC and/or CM and signage, to alert vehicles of the event. This includes the following: <ul style="list-style-type: none">● Obley Rd / Zoo entrance,● Obley Rd / Dundullimal Entrance,● Obley Rd / Camp Rd intersection,● Huckle St● Tamworth St / South St carpark intersection.

Pedestrian Management	Spectators will be mainly situated within the zoo grounds and some along the river circuit route. The river circuit will remain open to the general public during the half and full marathon events. Competitors will be advised during the pre-race briefing to be aware of other track users and provide them the relevant courtesy.
Security	The race compound, including marquee area, is located entirely within the secure perimeter fence of the zoo. Committee members will be on site Saturday afternoon until zoo closing time. The zoo is closed to the public outside of normal operating hours.
Toilets	Ten (10) portaloos will be positioned near the race marshalling area to supplement the existing zoo toilet facilities. There are toilets available to participants and spectators at the 2km, 3km and 4km marks within the zoo grounds, as well as public and mobile toilets for the half and full marathon competitors at Dundullimal entrance, Water Works turnoff (Portaloo), Tamworth St car park (Portaloo), Sandy Beach, Ollie Robbins and the Lions Club Park in West Dubbo.
Emergency Management Procedures	Key CM and ATC will have Mobile Phone contact and possibly two way radio communication with the race precinct supervisors and the Race Director. All emergencies will be reported to the RD and appropriate emergency services will be deployed. CM will be advised not to render medical assistance outside of their training. In the event of an emergency, vehicles will be able to access the course, (mindful of the safety of other competitors) to collect injured competitors where their injury permits and transport them back to the zoo First Aid room for further treatment / assessment. Where an ambulance is required, the trained First Aid Officer will render initial assistance at the site and stabilise the patient until the arrival of the ambulance.

Appendices

1. Map of parking arrangements within the zoo
2. Map of parking area in paddock opposite Obley Road
3. Map of 5.3km 'Dingo Dash and Wallaby Wheel' circuit
4. Map of 10km 'Cheetah Chase' circuit
5. Map of 21.1km 'Zebra Zoom' circuit
6. Map of 42.2km 'Rhino Ramble' circuit
7. Contingency Road Closures/Changed Traffic conditions in the event of a flood.
8. Contingency 21.1km circuit in the event of a flood.
9. Contingency 42.2km circuit in the event of a flood.

Appendix 1. Map of parking arrangements within the zoo



Appendix 2. Map of parking area in paddock opposite Obley Road

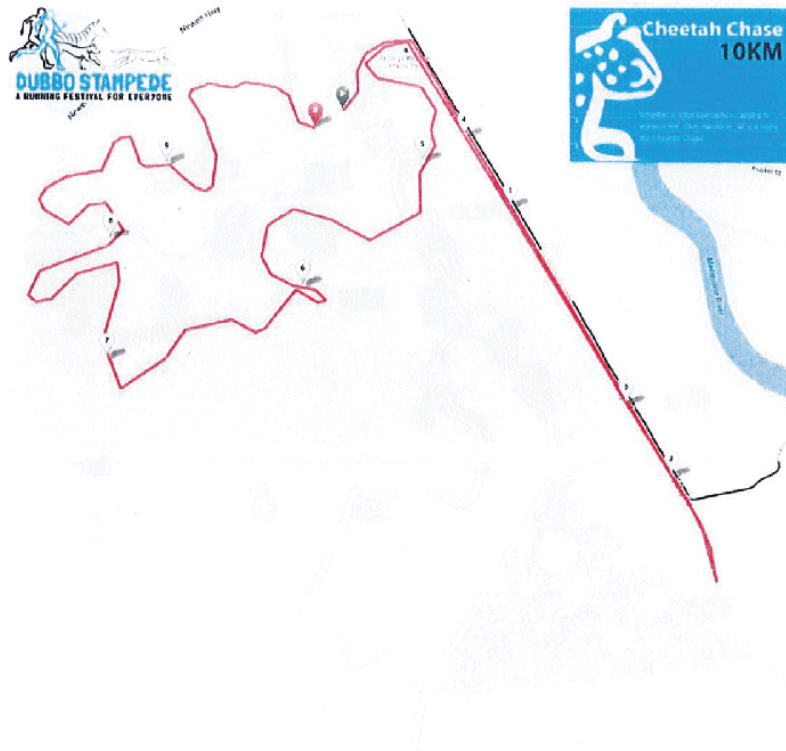


Appendix 3. Map of 5.3km 'Dingo Dash and Wallaby Wheel' Circuit



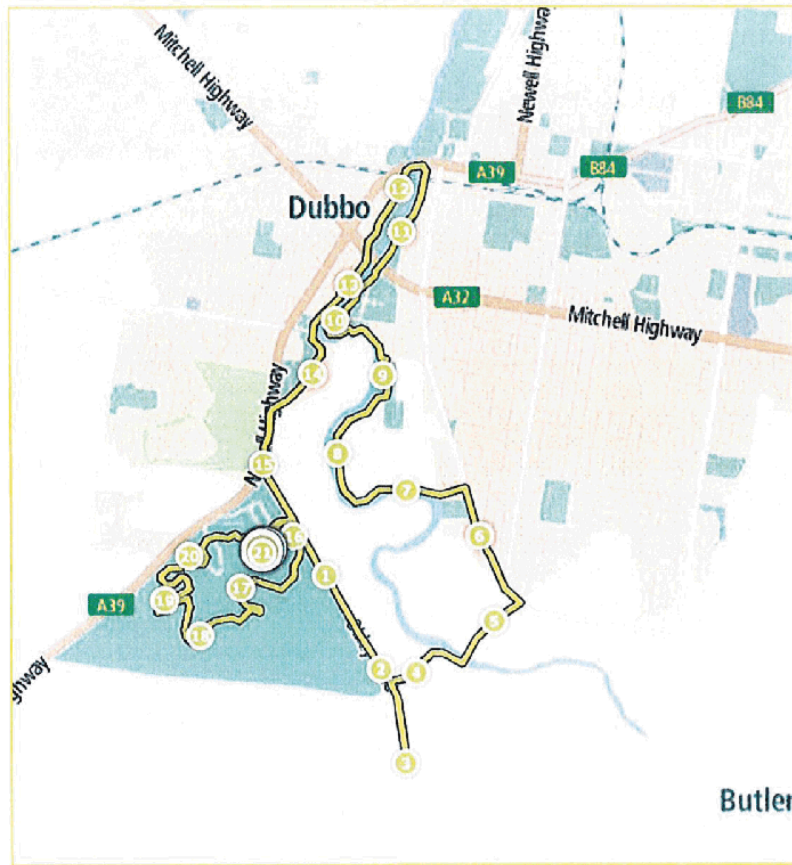
Appendix 4. Map of 10km 'Cheetah Chase' Circuit

Video: <https://www.youtube.com/watch?v=CDwKlfb1Gpl>



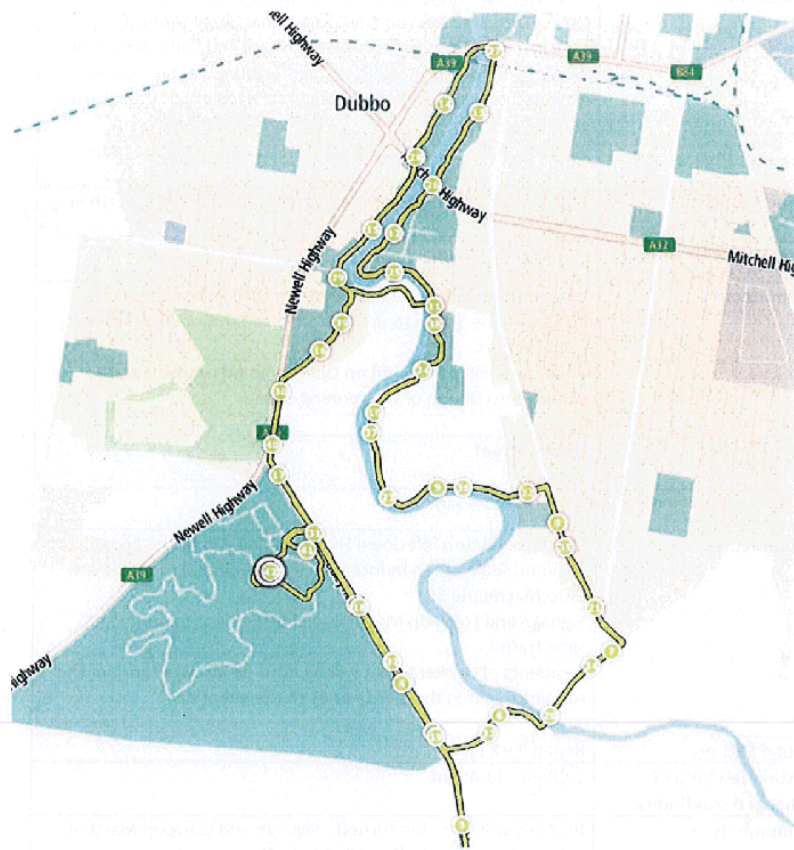
Appendix 5. Map of 21.1km 'Zebra Zoom' Circuit

Video: <https://www.youtube.com/watch?v=WmgBrvPDqVI>



Appendix 6. Map of 42.2km 'Rhino Ramble' Circuit

Video: <https://www.youtube.com/watch?v=nYrotXmQWN0>



Appendix 7. Contingency Road Closures/Changed traffic conditions in the event of a flood closing the Tamworth St footbridge.

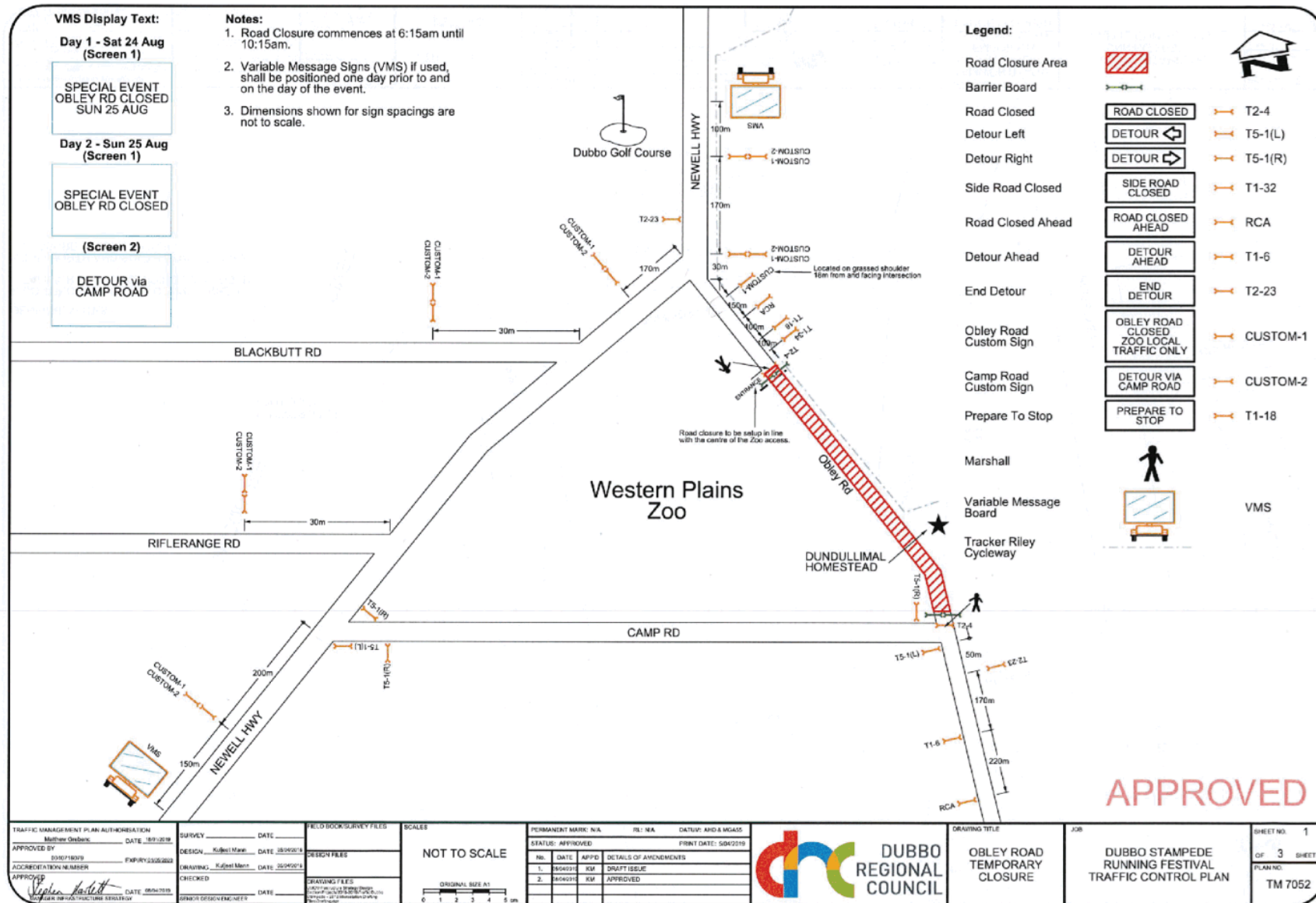
Road Section:	Obley Road – south of zoo entrance to just prior to Camp Road intersection.
Estimated closure time	6.15am – 10.15am
Comments:	After the last runner has reached the turnaround point on Obley Road, and has run back past Dundullimal turn-off, signage at the intersection of Obley Road and Camp Road will be changed to permit vehicles to enter Dundullimal. This is expected to occur at 8.45am. Am in contact with National Trust with regard to building work being carried out on the site. SES personnel will direct and control the traffic on the road.
Road Section:	Macquarie Street between Margaret Crescent & Tamworth St
Estimated time of changed traffic conditions:	7.00am – 11.30am
Comments:	Witches hats will be positioned along the left hand road edge on Macquarie Street to delineate the separation of vehicles from runners. Road signs will be located on Old Dubbo Rd notifying traffic coming into Dubbo of the running event.
Road Section:	Huckel Street
Estimated time of changed traffic conditions:	7.00am – 11.45am
Comments:	Runners will turn left down Huckel St and run to the end of bitumen sealed road before turning around and running back onto Macquarie St. Signage and Lollypop Marshals will be present to notify and slow traffic. Residents of Huckel Street will be notified by letter drop of the running event in the weeks prior to the event day.
Road Section	Regan Park Blvd
Estimated time of changed conditions	7.00am - 11.45am
Comments	Runners will cross the turnoff. Signage and Lollypop Marshals will be present to notify and slow traffic.
Road Section:	Tamworth Street from Macquarie Street, West to Macquarie River . South Street between Bligh St (North) and Tamworth Street (South).
Estimated closure time	7.00am – 12.00pm
Comments:	Road closure signs on Macquarie Street and South Street will be removed after the last runner has reached the river running track, West of South Street / Tamworth St intersection.

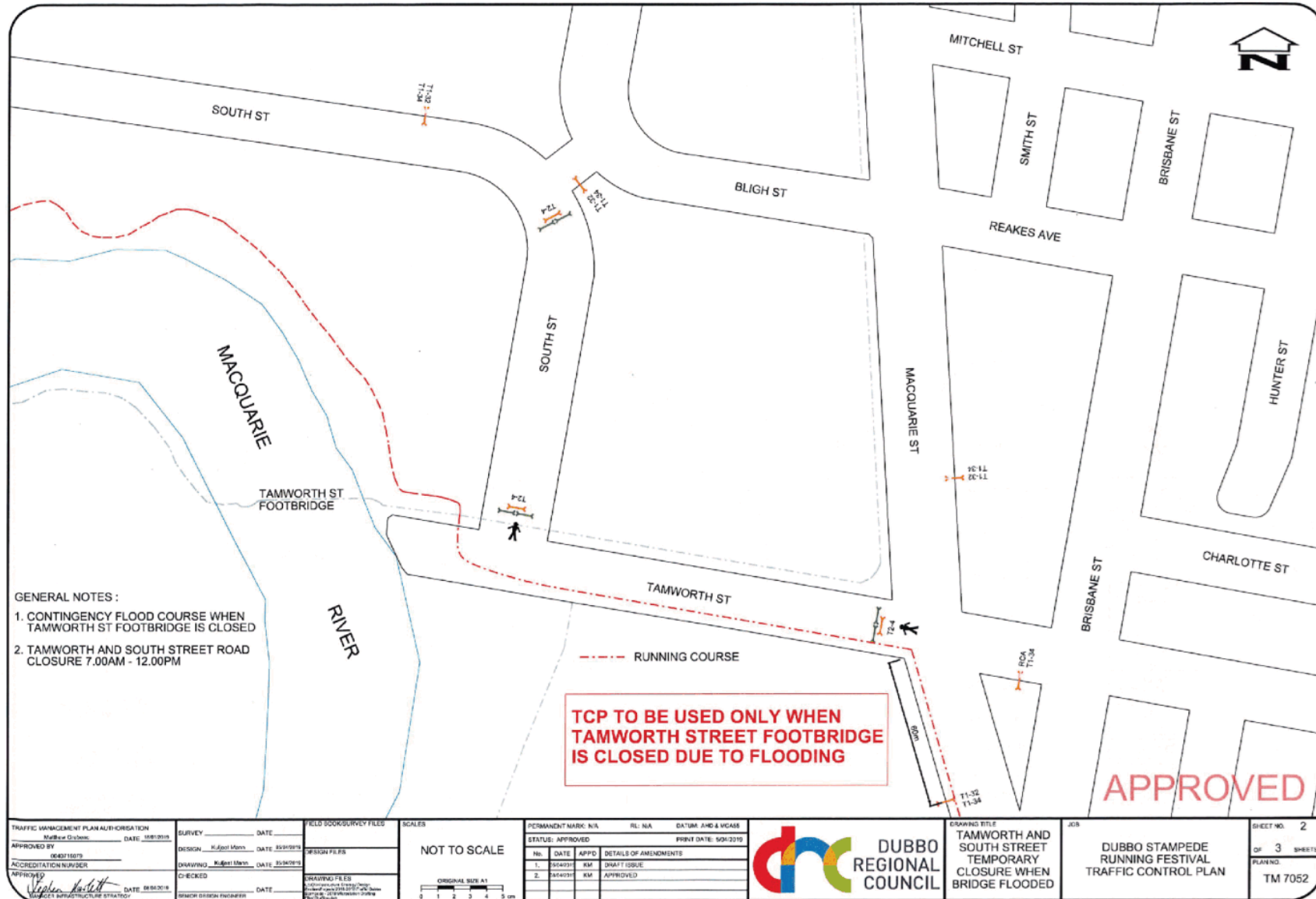
Appendix 8. Contingency Map of 21.1km Circuit

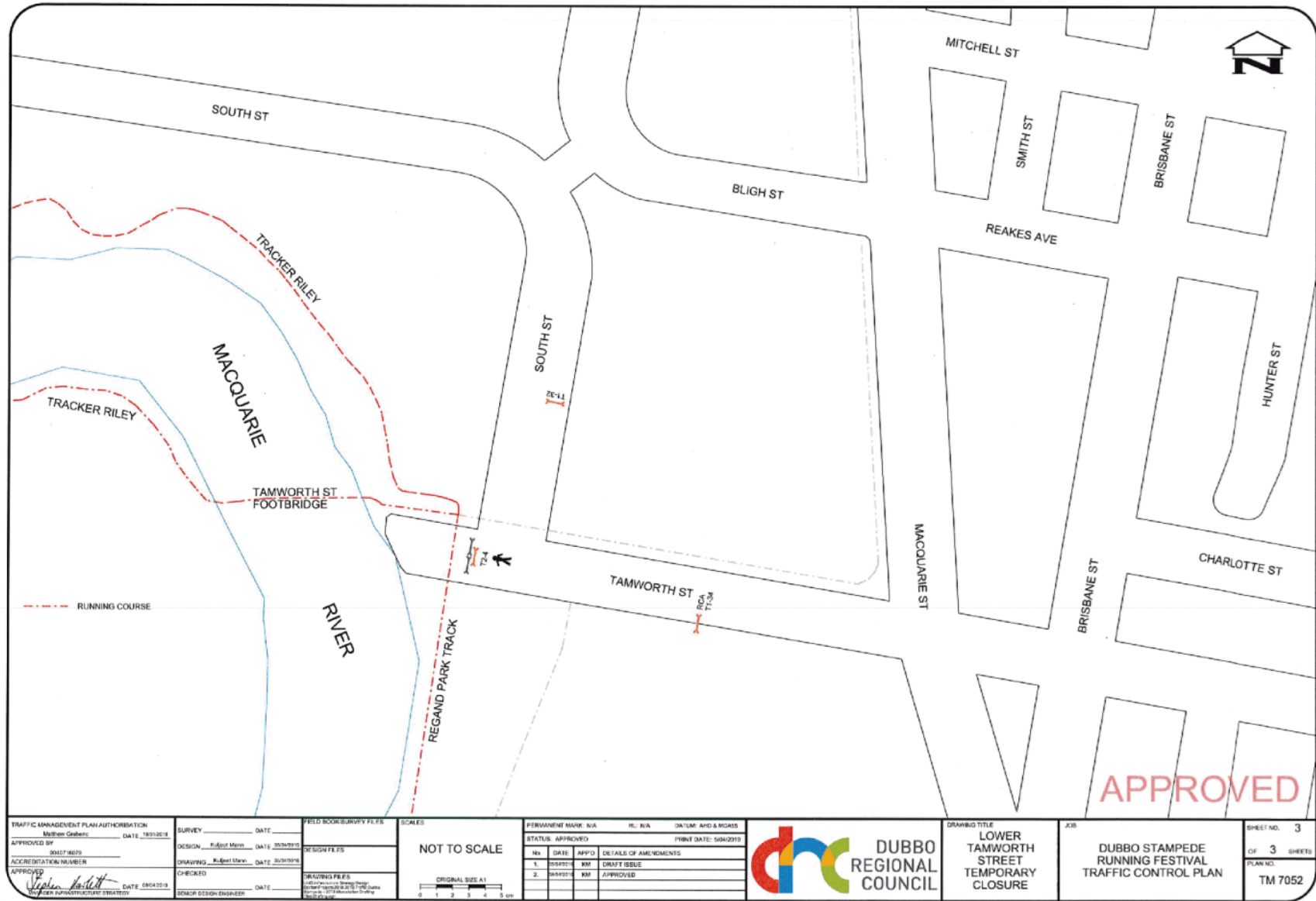


Appendix 9. Contingency Map of 42.2km Circuit









TRAFFIC MANAGEMENT PLAN AUTHORIZATION Matthew Gardner DATE: 18/01/2019		SURVEY DATE: _____ DESIGN: <i>Melissa Mann</i> DATE: 20/04/19		FIELD BOOK/SURVEY FILES DESIGN FILES		PERMANENT MARK: N/A RL: N/A DATUM: AHD & MGA55 STATUS: APPROVED PRINT DATE: 04/02/19		DUBBO REGIONAL COUNCIL	DRAWING TITLE LOWER TAMWORTH STREET TEMPORARY CLOSURE	JOB DUBBO STAMPEDE RUNNING FESTIVAL TRAFFIC CONTROL PLAN	SHEET NO. 3 OF 3 SHEETS PLAN NO. TM 7052
APPROVED BY: _____ ACCREDITATION NUMBER: _____ APPROVED: <i>Stephen Bartlett</i> DATE: 08/01/19 SENIOR INFRASTRUCTURE STRATEGIST		CHECKED: _____ DATE: _____ SENIOR DESIGN ENGINEER		DRAWING FILES J:\Infrastructure\Strategic Design\		SCALES NOT TO SCALE ORIGINAL SIZE A1 0 1 2 3 4 5 km					



DUBBO REGIONAL
COUNCIL

REPORT: Directional Signage - Rhino Lodge - Camp Road Dubbo

AUTHOR: Senior Traffic Engineer
REPORT DATE: 1 May 2019
TRIM REFERENCE: ID19/543

EXECUTIVE SUMMARY

This report deals with directional signage for the Rhino Lodge located in the rural environment of Camp Road via the Obley Road. The Dubbo RSL has recently acquired the Lodge and has requested Council's consideration to the provision of directional signage from the Newell Highway to the facility.

Rhino Lodge provides a 'glamping' accommodation experience, function centre and restaurant, facilitating the needs of the tourist industry. Council's Community Directional Signs Policy does not recognise accommodation type facilities, however motels in side roads off a major road are eligible. In more recent times the Roads and Maritime Services - Service's Signposting guidelines has recognised the substantial changes to the accommodation sector in New South Wales with the emergence of additional facilities where signage opportunities are available to a variety of accommodation facilities such as resorts, hotels, motels, farm stays and guesthouses.

The Rhino Lodge is proposing to expand the visitor experience to complement the popular 'glamping' accommodation. The function centre and restaurant provides the auxiliary services necessary to accommodate the experience. The Rhino Lodge, whilst not recognised within the Services guide by its name, does fall into a special accommodation category by providing all the necessary attributes recognised within the current variety of accommodation facilities such as the 'glamping' experience, restaurant and function centre and as such is considered eligible for directional sign posting within the Western Plains Tourist Circuit.

It is recommended that Council approve the inclusion of the Rhino Lodge as a Service accommodation facility and it be included in Council's existing Directional Signs Policy and that directional signs be installed in Obley Road on the existing Western Plains Tourist Circuit attraction reassurance directional sign south of the Newell Highway intersection and at the intersection of Obley and Camp Roads.

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report. Rhino Lodge will be responsible for the costs associated with the supply and installation of the signs.

POLICY IMPLICATIONS

Council's Directional Signs Policy will need to be updated to include the Rhino Lodge as eligible for directional signage.

RECOMMENDATION

That Council approve the inclusion of the Rhino Lodge, as a Service accommodation facility, and it be included in Councils existing Directional Signs Policy and that directional signs be installed in Obley Road on the existing Western Plains Tourist Circuit attraction reassurance directional sign south of the Newell Highway intersection and at the intersection of Obley and Camp Roads.

Dennis Valentine
Senior Traffic Engineer

REPORT

The Western Plains Tourist Circuit has been in existence for some 18 years encompassing the tourist precinct along Obley Road and Camp Road and was developed to provide appropriate direction to the then five tourist attractions along the route. Council has received a request from the Dubbo RSL, seeking consideration to the provision of directional signage to the Rhino Lodge located in Camp Road along the Western Plains Tourist Circuit.

The RSL has recently acquired the Lodge and has plans to expand the service provisions of the development. The Rhino Lodge is located in Camp Road and provides the popular 'glamping' accommodation experience with a function/conference centre and restaurant. The RSL has indicated that the development will eventually support additional facilities to offer an enhanced visitor experience within the tourist precinct. Arrangements have also been made with Taronga Western Plains Zoo to support Zoo accommodation services. There is the expectation that the Lodge will attract visitors from afar.

Directional signage is implemented in accordance with the Australian Standards, Roads and Maritime Services (RMS) guidelines and Councils Directional Signs Policy. Accommodation facilities have not been recognised as a priority for signposting, other than for motel type accommodation, if the facility is off the main route. Signposting to accommodation facilities is considered on the basis that they are available for road users who are seeking accommodation along the road corridor on which they are travelling and not provided on the basis that they promote any particular accommodation provider. Accommodation facilities are not recognised within Council's Directional Signs Policy. The Policy was adopted in 1996, in accordance with the standards and guidelines reflecting the typical Community facilities such as hospitals, parks, churches, universities airports and sporting venues, to name a few. These signs are white legend on blue background. The adoption of the Policy addresses the issue of signage proliferation along the road network.

In more recent times there has been a recognition of the growing diversity of accommodation facilities that provide enhanced services such as resorts, hotels, farm stays, country retreats and guesthouses. Specific criteria applies to these types of facilities including daily operational hours, minimum number of rooms or units for casual accommodation, located near State or regional roads, all weather access, licensed and industry accreditation. The Roads and Maritime Services - Service's Signposting guidelines has recognised the substantial changes to the accommodation sector in New South Wales, where signage opportunities are available to a variety of accommodation facilities. Some of these facilities may satisfy the criteria to be recognised as a tourist attraction, which is recognised by the white legend on brown background, such as theme parks. These facilities are considered by the Tourist Attraction Signposting Assessment Committee (TASAC). The Rhino Lodge has enquired with TASAC on potential tourist attraction status, and was advised that it does not meet the criteria.

The Rhino Lodge whilst not recognised within the Services guidelines by its 'Lodge' name, does fall into a special accommodation category, by providing the additional attributes of a 'glamping' accommodation experience with associated restaurant and function/conference centre. And with the future potential expansion of additional experiences the Lodge would be typically recognised within the current variety of accommodation facilities and is subsequently considered eligible for directional sign posting within the Western Plains Tourist Circuit.

It is recommended that Council approve the inclusion of the Rhino Lodge as a Service accommodation facility and it be included in Council's existing Directional Signs Policy and that directional signs be approved for installation in Obley Road on the existing Western Plains Tourist Circuit attraction reassurance directional sign south of the Newell Highway intersection and at the intersection of Obley and Camp Roads.



DUBBO REGIONAL
COUNCIL

REPORT: Windsor Parade Pocket Park - Community Consultation

AUTHOR: Manager Recreation and Open Space
REPORT DATE: 28 April 2019
TRIM REFERENCE: ID19/499

EXECUTIVE SUMMARY

Following the endorsement of the Windsor Parade Pocket Park/Mitchell Highway Street Trees master plan at the February 2019 meeting of the Street Tree Advisory Committee (STAC), it was requested that a report be prepared for consideration at the February 2019 Ordinary Council Meeting.

At the February Ordinary Council Meeting it was resolved that the *“Windsor Parade Pocket Park/Mitchell Highway Street Trees master plan be placed on public exhibition for 28 days and a report detailing the outcomes of the public submissions received, be submitted back to the April 2019 Ordinary Council Meeting for further consideration and potential adoption.”*

Following the close of the public exhibition period (21 April 2019) Council had received a total of ten (10) submissions, although one (1) was in reference to the Keswick Estate sound attenuation wall and has not been included in the discussion of this report.

Generally there was support for the beautification of this entrance into Dubbo. In the feedback received concern was raised about the species (London Plane trees and Canary Island Palms) chosen. A small number of submissions raised concerns about the use of the London Plane tree rather than an Australian native species that would enhance biodiversity values in the vicinity and would be better able to cope with the local climatic conditions.

FINANCIAL IMPLICATIONS

There are currently no funds identified within the four year budget to undertake the implementation of the Windsor Parade Pocket Park Masterplan.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

1. That the report by the Manager Recreation and Open Space dated 28 April 2019 be noted.
2. That the Windsor Parade Pocket Park Masterplan be adopted in principle.
3. That to increase the level of native plantings in the Windsor Parade Pocket Park, consideration by the Street Tree Advisory Committee be given to alternate plantings of *Angophora floribunda* (Rough-barked Apple) and the London Plane Tree (*Platanus x hybrid*) along the pathway.
4. That if the alternate planting proposal is adopted, the Windsor Parade Pocket Park Masterplan be amended without the need to come back through to Council.

Ian McAlister

Manager Recreation and Open Space

REPORT

Windsor Parade Park is located on the southern boundary of Dulhunty Estate in East Dubbo. It is bounded to the north by Windsor Parade and to the south by the Mitchell Highway. The park is classified as a Local Basic Park and is unirrigated. However as nearly 60% of the total park (i.e. kerb to kerb) is designated as road reserve, the park (street) tree planting proposal was required to go to the Street Tree Advisory Committee (STAC) for consideration.

Following the endorsement of the Windsor Parade Pocket Park/Mitchell Highway Street Trees master plan at the February 2019 meeting of the STAC, it was requested that a report be prepared for consideration at the February 2019 Ordinary Council Meeting.

At the February Ordinary Council Meeting it was resolved that the *“Windsor Parade Pocket Park/Mitchell Highway Street Trees master plan be placed on public exhibition for 28 days and a report detailing the outcomes of the public submissions received, be submitted back to the April 2019 Ordinary Council Meeting for further consideration and potential adoption.”*

Following the close of the public exhibition period (21 April 2019) Council had received a total of ten (10) submissions, although one (1) was in reference to the Keswick Estate sound attenuation wall and has not been included in this report. The remainder of the submissions have been included within this report.

Generally there was support for the beautification of this entrance into Dubbo.

The main concerns raised in the submissions are dealt with below:

1) Inclusion of Canary Island Palms (4)

Response:

Most of the concerns were centred on the misidentification by the public of the plants used in the Capstan Drive roundabout that didn't perform as well as their cultural notes indicated.

These plants were an Australian native (*Macrozamia mooreii*) and not Canary Island Palms (*Phoenix canariensis*) that are a proven performer in Dubbo and Wellington.

The Canary Island Palm (*Phoenix canariensis*) was identified as an “iconic” species to be used in major nodal points within this landscape, including the entrance into Windsor Parade of the Mitchell Highway. This species is a proven performer in the local area, including Victoria Park, and on many historic homesteads within the region.

It was also commented that Canary Island Palms are an outdated landscape species and that they do not perform well in our climate. However their use in this landscape provides a strong historical link to Dubbo's past, and as a Mediterranean species should continue to perform well into the foreseeable future.

2) Inclusion of London Plane trees (4)

A number of issues were raised in the feedback received around the use of London Plane trees. These concerns included:

- inability to cope well with Dubbo's current and future climate
- The need for continued watering of this tree species
- lack of native biodiversity that they provide to native birds and fauna
- health / allergies concerns

Response:

Plane trees (*Platanus x hybrid*) are adaptable to a wide environmental envelope, although in extreme temperatures (>40°C) trees may shed their leaves to reduce water loss. It is proposed to plant these trees utilising the Stockholm Method and linking this to water sensitive urban design. In addition an irrigation system will also be installed to further supplement water to the trees to reduce water stress. It is considered that these precautions should help ensure their survival and performance within this landscape.

Managing the urban forest is a balancing act in attempting to meet the needs and wants of the community. This design has tried to achieve this through the inclusion of both native species (*Eucalyptus sideroxylon* – Mugga Ironbark) and exotic species (*Platanus x hybrida* – London Plane Tree and *Phoenix canariensis* Canary Island Palms). Further plantings of smaller native species may be able to be included in future plantings to enhance foraging opportunities for native species.

A compromise that could be considered is the alternate planting of *Angophora floribunda* (Rough-barked Apple) with the London Plane Tree (*Platanus x hybrid*) along the pathway to still maintain solar access but increase the level of native plantings in the area.

The other issue that was raised in regards to the use of exotic trees is that alternative native species could be used. The problem here is that there is a limited number of large deciduous long lives (i.e. >50 years) native trees that are available, especially in a commercial sense.

The choice of the exotic species *Platanus x hybrid*, London Plane Tree, was made in response to its proven performance in the Dubbo area as well as the deciduous nature of the tree. The deciduousness nature is important in this situation to ensure that the proposed pathway is well shaded in the hotter months, but allow solar access during late autumn through to early spring.

Platanus x hybrid, London Plane Tree has been allegedly linked to asthma, hay fever and other respiratory diseases, however there is no definitive proof that this is the case. In a study (Tovey 2012), <http://theconversation.com/plane-trees-getting-on-your-nose-the-truth-about-hay-fever-9223>, based in Sydney, it was shown that approximately 25% of the test subjects displayed an allergic reaction to Plane Tree pollen, however all of these subjects also displayed an allergic reaction to grass pollen that is also present at the same time.

Due to relatively low numbers of Plane Trees proposed in the area, and the openness of the Windsor Parade Pocket Park any impact is likely to be negligible.

To manage the issue of the seed balls that was raised, it was intended that the plantings of the trees would be set back far enough from the path to largely mitigate this problem.

3) Council's ability to maintain this area.

It is intended that the ground cover of this area would remain largely as it is, i.e. unirrigated and not turfed and therefore will have a minimal impact on the resources required to maintain it.

The decision not to irrigate and turf this area was made on the basis of restricting increases on the City's irrigation demands as well as recognising our ability to maintain these areas to a reasonable standard.

4) Council's ability to maintain further footpaths (1)

Council has made a commitment to increasing the level of accessibility throughout the local government area. As the resident identified, there is an increased in aged care facilities in the area, as well as the ongoing development of Keswick Estate. The provision of suitable safe off road pedestrian and cycleway network will help activate the area and encourage a more active lifestyle for all residents in the area.

While the original footpath, towards the western end, is cracked it is proposed that a higher construction standard of any further footpaths would be employed. This will reduce the impacts of cracking through soil movement. Alternatively, and in the first instance due to budgetary constraints, this footpath extension could be constructed using decomposed granite that will largely eliminate this problem altogether.

SUMMARY

Council only received a small number of submissions in regards to the public exhibition of the Windsor Parade Pocket Park.

The few concerns that were raised regarding the Canary Island Palms were largely based on misunderstanding and differences between the Cycads that were planted at the Capstan Drive roundabout and the Canary Island Palms.

The remaining issues are essentially centred on personal preferences between native and exotic trees and their respective biodiversity values. This could be somewhat addressed if the recommendation to alternatively plant Rough-barked Apples and London Plane Trees along the pathway is accepted.

Appendices:

1 [↓](#) Public Submissions

Ian McAlister

From: comms@dubbo.nsw.gov.au
Sent: Thursday, 4 April 2019 8:29 PM
To: Ian McAlister
Subject: Master Plan Feedback submitted

The following information has been submitted from the Dubbo Regional Council:

Name:	Nancy Pearce
Email Address:	nancy.pearce@gmail.com
Comments/Feedback:	Plan looks like it will fulfill the purpose description. It might be nicer if it was natives being planted. They would beore hardy to dubbos hard weather (:

Ian McAlister

From: comms@dubbo.nsw.gov.au
Sent: Thursday, 4 April 2019 8:55 PM
To: Ian McAlister
Subject: Master Plan Feedback submitted

The following information has been submitted from the Dubbo Regional Council:

Name: Matthew Anderson
Email Address: matt.anderson1989@gmail.com
Comments/Feedback: Canary island palms are a terrible idea. It's proven that they can't survive there (roundabout at the Masonic care centre). That is a matter of meters away. The new grass trees on that sight look awesome. Please reconsider the palms and maybe continue the theme down the road

Ian McAlister

From: comms@dubbo.nsw.gov.au
Sent: Friday, 5 April 2019 8:57 AM
To: Ian McAlister
Subject: Master Plan Feedback submitted

The following information has been submitted from the Dubbo Regional Council:

Name: Sharon Toom

Email Address: [redacted]

Comments/Feedback: I believe this master plan is another inappropriate way of landscaping in Dubbo.

Firstly, once again the majority of trees to be planted is not native. Native trees provide homes to our Australian birds and insects and can handle prolonged episodes of drought. London Plane trees loose their big leaves which then create a slip hazard on dewy mornings and rainy days.

Another issue that I can see here, as I do in other parts of town is the maintenance of this park. Many Council owned parks and green areas look beautiful and nice for the first 2 years and when it's not dry. This park as so many others seems to stage extensive lawn areas. What I have observed is that much of Council owned land degrades after an initial period and is not cared for. Parks feature more catheads and bindies than grass, or sometimes they just turn to dirt. Not very nice for residents seeking recreation or walking their dogs in those areas! Maybe those massive lawn areas are just not a suitable feature for a town in a dry climate zone? The same goes for many median strips, they are full of weeds or simply dirt! Maybe you should start re-thinking the concept of how many parks and lawn areas you can actually maintain before planting more and more. Climate change is only going to bring more extreme conditions, and I would hate to see our water wasted to keep bindies and foreign trees alive.

Kind regards,

[redacted]

Ian McAlister

From: comms@dubbo.nsw.gov.au
Sent: Friday, 5 April 2019 12:31 PM
To: Ian McAlister
Subject: Master Plan Feedback submitted

The following information has been submitted from the Dubbo Regional Council:

Name: John Gibbons
Email Address: john.gibbons@gmail.com
Comments/Feedback: The overall beautification plan looks very sound, would it be possible to add an area that people could park to take a break and DRC could install an interactive map to view or a pathway similar to the commemoration walk in Victoria Park with interactive plinths on the Mitchell Hwy side showing directions to the Information Centre and other various places that the visitors could be interested in seeing.

Ian McAlister

From: comms@dubbo.nsw.gov.au
Sent: Monday, 8 April 2019 10:36 PM
To: Ian McAlister
Subject: Master Plan Feedback submitted

The following information has been submitted from the Dubbo Regional Council:

Name: Giovanni Puliano
Email Address: g.puliano@dubbo.nsw.gov.au
Comments/Feedback: Overall I agree wholeheartedly with the plan. However, I do not agree with Canary Island Palms being planted as, if these are the same variety that were planted unsuccessfully at the Masonic home roundabout. It was tragic to see those mature trees dying and ultimately removed including the only flourishing palm. They also cost a considerable amount and I feel an alternative should be considered.

Ian McAlister

From: comms@dubbo.nsw.gov.au
Sent: Tuesday, 26 March 2019 1:03 PM
To: Ian McAlister
Subject: Master Plan Feedback submitted

Follow Up Flag: Follow up
Flag Status: Flagged

Categories: Tree issues

The following information has been submitted from the Dubbo Regional Council:

Name : Ian Mc Hosking

Email Address : ian@blackcocky.com.au

Comments/Feedback : Plane Trees will need watering forever and Canary island Palms!!! Come on, palms were an eighties thing and will die with the first heavy frost.

How about some good old Currajong trees that require NO watering after the first summer and some wattles, Acacia Cardiophylla is a tree, not too big and might live for 20 years. Some larger bottlebrushes would be nice and attract birds.

Ian McAlister

From: comms@dubbo.nsw.gov.au
Sent: Thursday, 4 April 2019 5:09 PM
To: Ian McAlister
Subject: Master Plan Feedback submitted

The following information has been submitted from the Dubbo Regional Council:

Name: [REDACTED]
Email Address: [REDACTED]
Comments/Feedback: Hi,

I support a boost in resources towards street trees and landscaping at this site.

I do not support the choice of tree species as stated, noting that the exact layout for where the trees will go is difficult to determine from the plans, and no information is provided on understorey or groundcover landscape treatments.

While the Mugga Ironbark is a great species choice in terms of being representative of the local area, possessing biodiversity value and as an attractive and tough tree species, I cannot say the same for the Plane trees and palm trees. While I understand they can be tough once established, they are neither locally representative nor hold any biodiversity value - in fact deciduous trees represent negative biodiversity value due to the impact of leaf fall into local waterways, and an ongoing maintenance issue.

There are a variety of native bird species present in that area, such as Grey-crowned Babblers, of which some are about to be displaced by development of the RAAF base. For these species, and general urban biodiversity outcomes, it would be ideal to use local native shrub species with local native overstorey species, and also ideally local or at least Australian native tree species. Happy to suggest some species if you need.

Cheers [REDACTED]

Ian McAlister

From: comms@dubbo.nsw.gov.au
Sent: Thursday, 11 April 2019 4:17 PM
To: Ian McAlister
Subject: Master Plan Feedback submitted

The following information has been submitted from the Dubbo Regional Council:

Name: DAVID HORAN

Email Address: dhoran@bigpond.com

Comments/Feedback: Please get rid of that ugly Yellow/Grey Panel Fence on the southern side of the Highway. It makes the area look like a slum.

Extend the lovely stepped fence with the trees from in front of the rebuilt units opposite Orana Mall Exit.

Make the Highway dual lane from the winsor parade connection to the new roundabout. That 50m section of single lane is ridiculous.

Ian McAlister

From: comms@dubbo.nsw.gov.au
Sent: Saturday, 6 April 2019 4:33 PM
To: Ian McAlister
Subject: Master Plan Feedback submitted

The following information has been submitted from the Dubbo Regional Council:

Name: [Redacted]
Email Address: [Redacted]
Comments/Feedback: I have emailed in a submission to council@dubbo.nsw.gov.au
I would like to ensure it was received as feedback for this.
Thank you.

Ian McAlister

From: [REDACTED]
Sent: Saturday, 6 April 2019 4:33 PM
To: DRC Mailbox
Subject: WINDSOR PARADE POCKET PARK MASTER PLAN submission

I am a resident of Yarrawonga Estate. I regularly walk through this area to and from Orana Mall. I have also in the past cycled this area many times. I would like to offer the following feedback.

Firstly, I find the artists impression to be out of place, uncharacteristic of a country area. This indicates a lack of understanding of the climate of Dubbo. The picture looks more in-place as a plan for the esplanade at Cairns or Manly rather than an inland city.

The design is flawed in that it lacks sufficient consideration for the following:

1. Health and safety of residents
2. Climate change, Biodiversity and wildlife
3. Preservation of local identity

Health and Safety of Residents

London Plane trees are a very poor choice for planting next to any area where people are exercising, for 3 main reasons:

- (1) Being a European wind pollinated plant they are considered a high-risk Asthma tree (e.g. <https://www.ncbi.nlm.nih.gov/pubmed/22123378>)

Note this study was produced in Sydney. Dubbo's climate, being hotter and drier exacerbates pollen issues (i.e. the problem is worse). Climate change predictions of even hotter drier conditions will make this even more of an issue.

- (2) London Plane trees also produce copious quantities of trichomes - fine hairs which are breathed into the airways during spring – a peak time for people starting to exercise again after Winter.

Head of respiratory medicine at the Royal Melbourne Hospital Louis Irving says "*although there was no research on plane trees and lung diseases, it was **highly plausible** that their fibres were adding to air pollution that could exacerbate conditions such as asthma, chronic bronchitis and emphysema.*"
<https://www.theage.com.au/national/victoria/plane-trees-a-serious-health-risk-during-spring-doctors-say-20151030-gkmxzd.html>

- (3) The leaves they drop on footpaths are big and don't readily break down. During periods of wet weather these leaves become very slippery, very quickly, becoming a serious trip hazard. They also drop balls – another trip hazard, something that needs to be seriously contemplated with the recent talk of Dubbo wanting to become the most accessible town in the Central West. I have a mobility disorder and to me this is a big issue already. There are now also a lot of retirement villages in this area and this would pose a further risk hazard to our older members of society. Falls by older citizens can be life threatening.

I would question additional pathways being constructed in the area, considering the existing pathway is already seriously cracked and not adequately maintained. Are there resources to maintain even more? Furthermore, Windsor Parade, from where the existing pathway ends to Orana-mall is a very wide road and already has more than adequate room for the small amount of pedestrian and cycle traffic.

Climate change, Biodiversity and wildlife

Trees that need irrigating are not worth planting, this is a land of drought. We do not have the water to irrigate water-thirsty English trees.

There are already a number of mature, very drought tolerant Australian (and other) trees in the area. These trees should be valued, retained, and more of the same planted as they are indicative of what works. Prior selections of Australian trees in the area have generally been coastal varieties, usually species associated with poor genetic diversity of seeds and have been planted without any initial watering. This simply sets the trees up for failure.

On the other hand, Council has tried numerous London Plane trees in this area before, all of which were regularly irrigated. They died. Council replaced them and again they died. They look unsightly in Summer when they drop the leaves from the heat, they look unsightly in Winter when they lose all their leaves. Additionally, as trees store carbon in their leaves, deciduous trees such as the London Plane tree release all their carbon back into the atmosphere every year. Australian trees are predominately not deciduous and accordingly are excellent sources of carbon capture. This is what is needed to help combat climate change in a meaningful way.

I find the example in the plan of only 3 tree varieties to be lacking in diversity and to be frank, quite boring. The current trees provide homes and shelter for numerous birds and insects and diversity of vegetation is directly linked to diversity of wildlife. If only one type of Australian tree is to be utilised, this will provide food for our wildlife for only one short period in the year when they all flower at the same time. The animals will disappear. The foreign trees are unlikely to provide any food or shelter for our wildlife.

If an attractive look is desired, then a mix of ghost gums with their spectacular white trunks contrasting with the deep black of mugga ironbarks would be a far better choice. However, I would prefer to see a variety of local tree species and those from further out west that are known to be drought hardy – e.g. Ghost gum, Wattles, Leopardwood.

I also question the sanity of turfing “appropriate areas”. I guarantee with-in a few months of being laid, the turf will be replaced by khaki weed, cat heads and other weeds. Dubbo also does not have the water to waste on such materialistic gratifications. The reality is, Dubbo is on the edge of the desert – broadly speaking. We cannot change the climate to be a southern hemisphere version of Europe. We can either accept the climate we have, or we can continue down the road of climate change and ruination.

Rather than engaging the services of landscapers to design this plan, I would prefer to see the engagement of botanists and ecologists to ensure a sustainable outcome is put in place, taking into account climate change, Dubbo’s locality and climate, water scarcity, ground salinity and wildlife. I believe a new plan drawn up by experts in these fields should be considered so some sound alternatives are available for comment.

Preservation of Local Identity

The reason I moved to Dubbo in the first place was the attraction of areas of Australian trees through-out the city, especially this area of town. By removing these trees and saturating it with European trees, our sense of identity as an Australian city becomes lost. Furthermore, as every other town is doing the same thing, Dubbo just becomes another yawn yawn same old same old. This is an opportunity to get it right, take some pride in Australia and showcase what makes Dubbo great.

If Council wishes to improve the eastern entrance to town, I would suggest a better approach would be to address the long concrete wall along Keswick Estate, which aside from being an absolute eye-sore, makes the area look like a ghetto of inner-Sydney. I would suggest showcasing local Aboriginal artwork and utilising the skills where possible of local Aboriginal artists.

I would furthermore suggest, widening the road from Sheraton Road to Wheelers lane to 4 lanes would be a much better use of any funding available to improve the entrance to the city.

Thank you

Maryann Lew

From: Dingo Craig
Sent: Saturday, 6 April 2019 4:33 PM
To: DRC Mailbox
Subject: WINDSOR PARADE POCKET PARK MASTER PLAN submission

I am a resident of Yarrawonga Estate. I regularly walk through this area to and from Orana Mall. I have also in the past cycled this area many times. I would like to offer the following feedback.

Firstly, I find the artists impression to be out of place, uncharacteristic of a country area. This indicates a lack of understanding of the climate of Dubbo. The picture looks more in-place as a plan for the esplanade at Cairns or Manly rather than an inland city.

The design is flawed in that it lacks sufficient consideration for the following:

1. Health and safety of residents
2. Climate change, Biodiversity and wildlife
3. Preservation of local identity

Health and Safety of Residents

London Plane trees are a very poor choice for planting next to any area where people are exercising, for 3 main reasons:

- (1) Being a European wind pollinated plant they are considered a high-risk Asthma tree (e.g. <https://www.ncbi.nlm.nih.gov/pubmed/22123378>)

Note this study was produced in Sydney. Dubbo's climate, being hotter and drier exacerbates pollen issues (i.e. the problem is worse). Climate change predictions of even hotter drier conditions will make this even more of an issue.

- (2) London Plane trees also produce copious quantities of trichomes - fine hairs which are breathed into the airways during spring – a peak time for people starting to exercise again after Winter.

Head of respiratory medicine at the Royal Melbourne Hospital Louis Irving says *"although there was no research on plane trees and lung diseases, it was **highly plausible** that their fibres were adding to air pollution that could exacerbate conditions such as asthma, chronic bronchitis and emphysema."*
<https://www.theage.com.au/national/victoria/plane-trees-a-serious-health-risk-during-spring-doctors-say-20151030-gkmxzd.html>

- (3) The leaves they drop on footpaths are big and don't readily break down. During periods of wet weather these leaves become very slippery, very quickly, becoming a serious trip hazard. They also drop balls – another trip hazard, something that needs to be seriously contemplated with the recent talk of Dubbo wanting to become the most accessible town in the Central West. I have a mobility disorder and to me this is a big issue already. There are now also a lot of retirement villages in this area and this would pose a further risk hazard to our older members of society. Falls by older citizens can be life threatening.

I would question additional pathways being constructed in the area, considering the existing pathway is already seriously cracked and not adequately maintained. Are there resources to maintain even more? Furthermore, Windsor Parade, from where the existing pathway ends to Orana-mall is a very wide road and already has more than adequate room for the small amount of pedestrian and cycle traffic.

Climate change, Biodiversity and wildlife

Trees that need irrigating are not worth planting, this is a land of drought. We do not have the water to irrigate water-thirsty English trees.

There are already a number of mature, very drought tolerant Australian (and other) trees in the area. These trees should be valued, retained, and more of the same planted as they are indicative of what works. Prior selections of Australian trees in the area have generally been coastal varieties, usually species associated with poor genetic diversity of seeds and have been planted without any initial watering. This simply sets the trees up for failure.

On the other hand, Council has tried numerous London Plane trees in this area before, all of which were regularly irrigated. They died. Council replaced them and again they died. They look unsightly in Summer when they drop the leaves from the heat, they look unsightly in Winter when they lose all their leaves. Additionally, as trees store carbon in their leaves, deciduous trees such as the London Plane tree release all their carbon back into the atmosphere every year. Australian trees are predominately not deciduous and accordingly are excellent sources of carbon capture. This is what is needed to help combat climate change in a meaningful way.

I find the example in the plan of only 3 tree varieties to be lacking in diversity and to be frank, quite boring. The current trees provide homes and shelter for numerous birds and insects and diversity of vegetation is directly linked to diversity of wildlife. If only one type of Australian tree is to be utilised, this will provide food for our wildlife for only one short period in the year when they all flower at the same time. The animals will disappear. The foreign trees are unlikely to provide any food or shelter for our wildlife.

If an attractive look is desired, then a mix of ghost gums with their spectacular white trunks contrasting with the deep black of mugga ironbarks would be a far better choice. However, I would prefer to see a variety of local tree species and those from further out west that are known to be drought hardy – e.g. Ghost gum, Wattles, Leopardwood.

I also question the sanity of turfing “appropriate areas”. I guarantee with-in a few months of being laid, the turf will be replaced by khaki weed, cat heads and other weeds. Dubbo also does not have the water to waste on such materialistic gratifications. The reality is, Dubbo is on the edge of the desert – broadly speaking. We cannot change the climate to be a southern hemisphere version of Europe. We can either accept the climate we have, or we can continue down the road of climate change and ruination.

Rather than engaging the services of landscapers to design this plan, I would prefer to see the engagement of botanists and ecologists to ensure a sustainable outcome is put in place, taking into account climate change, Dubbo’s locality and climate, water scarcity, ground salinity and wildlife. I believe a new plan drawn up by experts in these fields should be considered so some sound alternatives are available for comment.

Preservation of Local Identity

The reason I moved to Dubbo in the first place was the attraction of areas of Australian trees through-out the city, especially this area of town. By removing these trees and saturating it with European trees, our sense of identity as an Australian city becomes lost. Furthermore, as every other town is doing the same thing, Dubbo just becomes another yawn yawn same old same old. This is an opportunity to get it right, take some pride in Australia and showcase what makes Dubbo great.

If Council wishes to improve the eastern entrance to town, I would suggest a better approach would be to address the long concrete wall along Keswick Estate, which aside from being an absolute eye-sore, makes the area look like a ghetto of inner-Sydney. I would suggest showcasing local Aboriginal artwork and utilising the skills where possible of local Aboriginal artists.

I would furthermore suggest, widening the road from Sheraton Road to Wheelers lane to 4 lanes would be a much better use of any funding available to improve the entrance to the city.

Thank you

DUBBO FIELD NATURALIST & CONSERVATION SOCIETY INC.

Fostering interest, knowledge and enjoyment in natural history and conservation
since 1977

RECEIVED
18 APR 2019
BY:



General Manager
Dubbo Regional Council
PO Box 81, DUBBO NSW, 2830 dcc@dubbo.nsw.gov.au

18th March 2019

DUBBO REGIONAL COUNCIL	
ACTIONED TO	HROS
29 APR 2019	
CONTAINER #	D12215

SUBMISSION: WINDSOR PARADE POCKET PARK MASTER PLAN

Our submission is based around community environmental values for which we advocate. The Dubbo Field Naturalist and Conservation Society Inc. (Dubbo Field Nats) have over the years since 1977, made efforts to raise the level of awareness and consideration for our local environment with development and planning decisions being a key ongoing issue.

We remain concerned about the incremental loss of tree canopy across the city landscape and the cumulative impact, with 3 main points; Lack of consultation with the community; Lack of transparency in decision making; Lack of strategic direction for our streetscapes

In relation to the proposed "Masterplan" we have a number of concerns;

1. Exclusion of key attributes of *Masterplanning or sustainability*

The "masterplan" proposed is at best a concept plan. Specifically, we see no evidence of any considerations for environmental or interdependence of urban systems in process. It is alarming to note that the conservation of biodiversity and ecology as a consideration are absent from the proposal to the eastern gateway to the city.

2. Not achieving effective community participation in the process

Relatively low level effort to effectively engage around the planning

3. Lack of Strategic Planning principles

We'd prefer the actual objectives for the Liveability future of Dubbo (as relates to Councils planning instruments e.g 2040) to be articulated much more clearly and transparently. More work in strategic identification and consideration of environmental assets, community values and requirements is needed.

**In the latest Community Strategic Plan through the 5 Strategic Themes of 2040 Plan
As a community WE told YOU that we value
Dubbo as the 'big city in the bush'; Our rivers and unique natural environment**

Further Dubbo Field Nats feels that as residents of a dry Central Western plains city in Australia, we should take every opportunity to portray ourselves proudly for what and who we are, and not as a poor imitation of another city or country nor a horticultural hotch-potch of other places. Tourists come to experience what is quintessential to a location...

Dubbo Field Naturalist & Conservation Society is a volunteer community organisation.
All correspondence to: The Secretary, PO Box 1171 Dubbo NSW 2830.
Or Email: contact@dubbofieldnats.org.au www.dubbofieldnats.org.au

As such, we strongly advocate for the use of local, climatically adapted native trees, entirely unique and suitable for the purposes. Proven species can be located with consideration of seasonal sun position to best capture shade and sunshine as required.

We particularly request that consideration be given to returning locally endemic vegetation species to the benefit of both the environment and the aesthetic of the city. We recommend the beautiful and environmentally beneficial endemic or near-endemic trees for the ornamental plantings in the park – species such as *Eucalyptus melanophloia*, *E. melliodora*, *E. crebra*, *E. populnea*, *E. albens*, *Acacia pendula*, *Angophora floribunda*, *Casuarina*, Leopardwood *Flindersia maculosa* and *Wilga Geijera parviflora*

Exotic street trees can encourage and harbour exotic birds and pests e.g Starlings in our Macquarie Street CBD. Both the tree & bird species have also been observed to infiltrate the river corridor, significantly impacting biodiversity and habitat for local species.

We also suggest Dubbo Council offer themselves as a 2020 case study.
<http://climatechange.environment.nsw.gov.au/Adapting-to-climate-change/Local-government> See compelling Thermal imaging Urban Green Cover resources
<http://2020vision.com.au/the-vision/>

Finally some questions for Council which we request a reply

Q1. *What is Dubbo Regional Councils tree species selection criteria?*

We are happy to provide further information on any points raised above.

Yours faithfully,

Anne McAlpine

President, Dubbo Field Naturalist and Conservation Society Inc
contact@dubbofieldnats.org.au

Dubbo Field Naturalist & Conservation Society is a volunteer community organisation.
All correspondence to: The Secretary, PO Box 1171 Dubbo NSW 2830.
Or Email: contact@dubbofieldnats.org.au www.dubbofieldnats.org.au



REPORT: Dubbo Public Open Space Masterplan 2018 - Community Consultation

AUTHOR: Manager Recreation and Open Space
REPORT DATE: 28 April 2019
TRIM REFERENCE: ID19/500

EXECUTIVE SUMMARY

At the November 2018 Ordinary Council Meeting the draft Dubbo Open Space Masterplan 2018 was tabled with the recommendations:

- “2. That the Dubbo Open Space Master Plan 2018 be placed on public exhibition for a minimum of 28 days commencing late January 2019 and the community invited to make submissions on its content.
3. That following the end of the public exhibition period a further report to Council be submitted identifying any amendments to the draft document resulting from community feedback.”

Public exhibition commenced in late January 2019 through the Dubbo Regional Council website, which was then followed up with a media release on 5 February 2019, and a radio interview on ABC Radio by the author. The 28 days minimum public exhibition was extended through to 6 March 2019 to provide the community with additional time to make comment.

FINANCIAL IMPLICATIONS

Within the report is recommends that Dubbo Regional Council continues its practice of acquiring flood prone land within Dubbo along the Macquarie River to enable the extension of the riverside walkway from Regand Park down to the pedestrian river cross below Miriam Pump Station, and north to Devil’s Hole and the old Bunglegumbie Sewage Pump Station. To assist in the financing of this acquisition and embellishment, these items have been identified as potential inclusions in the revised Section 94 Contributions Plan currently under development.

A similar recommendation to include flood prone land acquisition and embellishment through Section 94 will be considered for Wellington.

POLICY IMPLICATIONS

Within the report, page 24, it recommends that Dubbo Regional Council continues to investigate its practice of acquiring flood prone land along the river corridor, as it becomes available to further extend the recreational opportunities.

It is also recommends that this practice is also extended to Wellington to enable a riverside walk to be established over time.

RECOMMENDATION

- 1. That the report by the Manager Recreation and Open Space dated 28 April 2019 be noted.**
- 2. That the amended Dubbo Open Space Masterplan 2018 be adopted.**

Ian McAlister

Manager Recreation and Open Space

REPORT

The draft Dubbo Open Space Masterplan 2018 was placed on public exhibition from 28 January through to 6 March 2019 to provide the community the opportunity to review and provide feedback on its content. The masterplan is set within the framework of three (3) overarching themes:

1. Dubbo the Destination

Dubbo Regional Council has a large and diverse range of recreational opportunities and destinations that can be united through pedestrian, cycle and trail networks. Dubbo and Wellington, as the major urban centres, would be the central hubs for these networks, with the villages acting in a supporting role.

Uniting destinations with the open space network will continue to support existing user groups and can stimulate tourism through the attraction of different demographics through diversification of use.

Strategic Direction:

- Highlight Dubbo Regional Destination Park Areas by continuing to deliver the open space for parks and recreation to support Dubbo Region.
- Strengthen and widen the open space network to support connections to non-Council recreation facilities including key destinations e.g. Taronga Western Plains Zoo, Wellington Caves, and riverside activities.
- Investigate broadening categories of open space to include multiple uses to avoid large areas of open space used only for specific purposes e.g. only sport fields.
- Improve linkages between tourist attractions.
- Undertake detail design of Church Street with the connection to the river from Macquarie Street and its cross-road connection, and connection to the tourist information centre.
- Prioritise capital works based on key regional parks.
- Capitalise on sports and cultural tourism.

2. Dubbo the Green Web

The “Green Web,” with its “Green Spine” along the river corridor, and the “City in the Park” concept were initiated in the 2008 Dubbo open Space Master Plan. These concepts have been retained.

Strategic Directions:

1. Expand the Green Web by:
 - Design network loops to incorporate schools and education facilities.

- Emphasise connectivity through a strengthening of the 'Park Streets' concept to create an active transport network that is a comprehensive network of pedestrian/cycle connections between residential areas, town centres and recreation facilities.
 - Review unallocated or surplus council land useful to support destinations and open space linkages.
 - Develop a master plan for all new district and regional parks and sport parks before any development take place.
 - Prioritise missing links and future urban release.
2. Build Safer Communities by:
- Design all user friendly open space networks.
 - Create socially inclusive places that promote, social cultural and recreational opportunities. Develop park and sports field design guidelines taking guidance from this report. Apply the manual to new upgraded parks to achieve a consistency in style over time.
 - Deliver accessible and adaptable recreation and open space.
 - Ensure principles of Crime Prevention Through Environmental Design (CPTED) are applied in the planning and design of the footpath and trails networks.
3. Define Future Supply and Demand Needs
- Council updates its footpaths and cycleway plan with the recommendations from the report and adjusts forward capital works accordingly.
 - This includes the identification and purchasing of land to improve connectivity and accessibility to the existing network.
 - Audit of all open space to determine compliance with the Plan of Management for Community Land and Public Open Space concerning levels of embellishment.
 - Review recreation demand via community consultation to determine future trend information for the area.
 - Council review opportunities to secure additional recreation facilities where an existing and/or future deficiency been identified.

3. Dubbo resilient to climate change.

The document recognises that our climate is evolving and that the region can expect increased summer temperatures, increased duration of heat waves, and changes to our rainfall (both in pattern and amount). To reduce the impact of climate change it is imperative that integration of the environment into the public open space realm is achieved through a considered and programmed based approach.

As part of this considered approach this master plan connects with critical Office of Environment and Heritage vegetation mapping to identify existing vegetation buffers and opportunities to expand and improve the connectivity between them. Included in this area of

the document, and connecting with the Dubbo Street Tree Master Plan, is the recognition of the role that the public urban forest (especially street trees) has in offsetting the impacts of a warming climate.

Strategic Direction:

Expand open space planning to consider environmental improvements to corridors and open space by:

- Master planning of Urban Release areas in advance of development proposals to create guidance.
- Identify drainage corridors and detention basins with potential to complement and enhance existing open space as well as create biodiversity links.
- Review hazard areas and plan for life and asset protection during heatwaves.
- Consider options for fauna refuges along water ways and high elevation sites.
- Plant drought and fire resistant species as buffers.
- Plan for greater shade and canopy cover to reduce heat in urban areas.

Design open space improvement using guidance on critical ecological protections.

Following the end of the public exhibition Council had received three (3) submissions. These are attached as Appendix 1.

In response to the feedback received the Dubbo Open Space Masterplan 2018 was amended to include:

- An updated image of Dubbo City and Wellington on page 6.
- Inclusion of Mudgee on pages 8 & 9.
- Inclusion of a future cycleway / pedestrian link along the Macquarie River linking Regand Park through to the pedestrian bridge below the Miriam Pump Station on pages 27 & 32.
- Addition of a number of paragraphs on page 24 providing background on former Dubbo council's policy of land acquisition along the Macquarie River to extend and link the recreational opportunities that has enabled the development of the riverside / Tracker Riley Walkway. It is recommended that this practice continues in Dubbo (both to the north and south) and commences in Wellington to achieve a riverside path network over time.

A number of other modifications were also made to correct omissions or recent changes including:

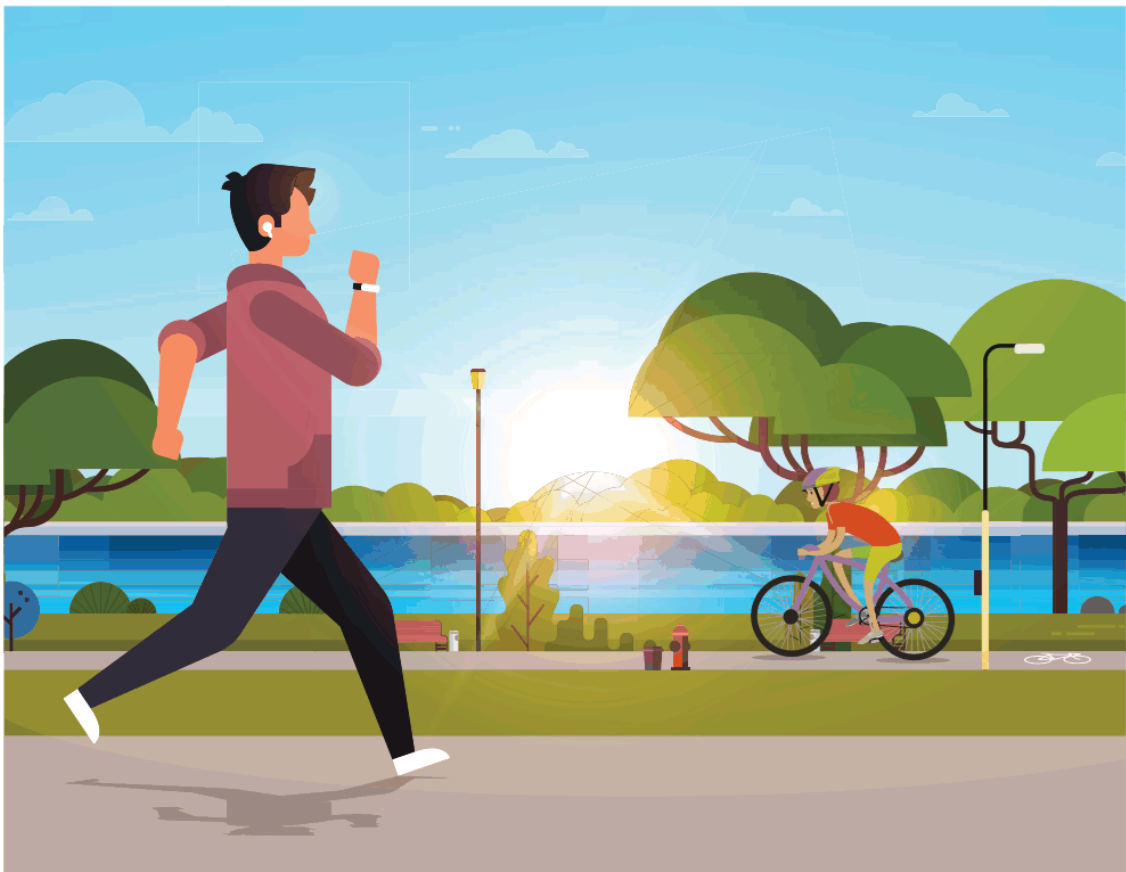
- Extension of the Dubbo Destination Links on page 18 – extending the shaded zone through to West Dubbo and out to Dundullimal Homestead.
- Extension of the Wellington Destinations and Major Parks on page 19 - to include Rygate Park and Mount Arthur.

- The proposed cycleway / pedestrian link through Windsor Parade Pocket Park on page pages 27 & 32
- Future cycleways / pedestrian links between Seriser Bridge on the western side (through to the old Bunglegumbie Sewage Treat Plant land) and eastern side (through to Devil’s Hole) of the Macquarie River – pages 27 & 32
- Future cycleways / pedestrian links through Troy Gully – pages 27 & 32
- Future cycleways / pedestrian links through Kintyre / Grangewood and Delroy estates – pages 27 & 32
- Future cycleways / pedestrian links from the centre of Wellington to the Wellington Caves (via the old highway) – page 33.
- Paragraph on page 40 providing a link to land acquisitions and embellishments, such as those listed above, to the review of the Section 94 Contributions Plan.
- Identification of Regand Park as an area for restoration works – page 52.

Following public exhibition and feedback resulting in the amendment of the original document, the revised Dubbo Open Space Masterplan 2018 is submitted back to Council for consideration, and adoption (**Appendix 1**).

Appendices:

- 1 [↓](#) Revised Dubbo Open Space Masterplan 2018
- 2 [↓](#) Public Submissions



OPEN SPACE MASTERPLAN 2018



Moir Landscape Architecture Pty Ltd
ABN 48 097 558 908
Studio 1, 88 Fern Street
PO Box 111
Islington NSW 2296
+642 4965 3555
admin@moirla.com.au
www.moirlandscapearchitecture.com.au



Table of Contents

Executive Summary	4
The Strategic Masterplan	7
Dubbo Region as a Destination	16
1. Strategic Direction: Destination Park.....	21
Dubbo Region Green Web	22
2. Strategic Direction: The Green Web.....	45
Dubbo Region Natural Hazard Resilience	47
3. Strategic Direction: Build Resilience.....	55
Design Principles	57
Destination Parks	65
Framework for Delivery	66

Executive Summary

Dubbo Regional Council (DRC) local government area is an essential area of growth in regional NSW. Dubbo is a destination for great experiences and an exceptional place to live and work.

The local government area is one of only few regional areas that is predicted to benefit from future growth in NSW. This is because of its central location and transport connections as well as the liveability of the city.

DRC is the focal point in the central west for employment, cultural and recreational opportunities.

The Open Space Masterplan 2018 sets a framework for incorporating anticipated growth into public networks.

The Masterplan is built from strategic best practice within Australia and the Globe. Best practice for open space planning as discussed in context of NSW and Local government priorities underpin the Masterplan. The resulting directions of the Masterplan as based on global best practice, Green Infrastructure principles and updates from the 2008 Dubbo Open Space strategy.

The Masterplan framework gives a set of strategic directions and actions for Council in delivery of current and future needs of the community. These are set within the overarching framework of:

- Dubbo the Destination.
- Dubbo the Green Web.
- Dubbo resilient to climate change.

Dubbo Region the Destination

Visiting Dubbo and Wellington offers a unique regional outback place to experience. The Masterplan builds a network of destinations that can be united through pedestrian, cycle and trail networks.

Dubbo and Wellington cities have key positions as the connection to interdependent villages within the LGA and across the central west. This provides a focus for internal growth as well as for tourism.

Uniting destinations with open space will build safer places and encourage diversification of use. Creating a regional recreation and open space network includes the connection to schools building liveability into the network. Actions to develop DRC regional open space destinations, safer communities and adaptable recreation.

A key achievement of the previous 2008 Open Space Strategy was providing standard design character guidance. The master plan considers the relationship and opportunities of open space assets associated with the merger between Dubbo and Wellington Councils. Some destination parks have been included with actions and opportunities.

The Masterplan provides design character guidance:

- Design principles for drainage corridors and easements and streets.
- Priority parks.
- Delivery objectives that will guide future development of open space assets within the LGA for the next 10-15 years.

Dubbo Region Green Web

The Green Web in Dubbo City and its River Spine were initiated in the 2008 plan.

This masterplan expands on the work that has commenced in planning and building open space.

The Green Web concept is derived from UK planning for London. It is a strategy that is considered best practice globally and highlights the critical importance of planning green infrastructure. Dubbo is a great place because of its wealth of open space opportunities.

The Green Web strategy unites supply of open space with local demand for recreation. It aims to determine where critical gaps are in open space and prioritise current and future needs. In the development of a cohesive and connected Green Web street trees play a critical role through the provision of shaded and aesthetically pleasing connections throughout the City.

Regional demographics and growth are overlaid with anticipated urban release

areas, open space demand and supply needs are discussed and the park streets profiles expanded.

Dubbo Region resilience to natural hazards

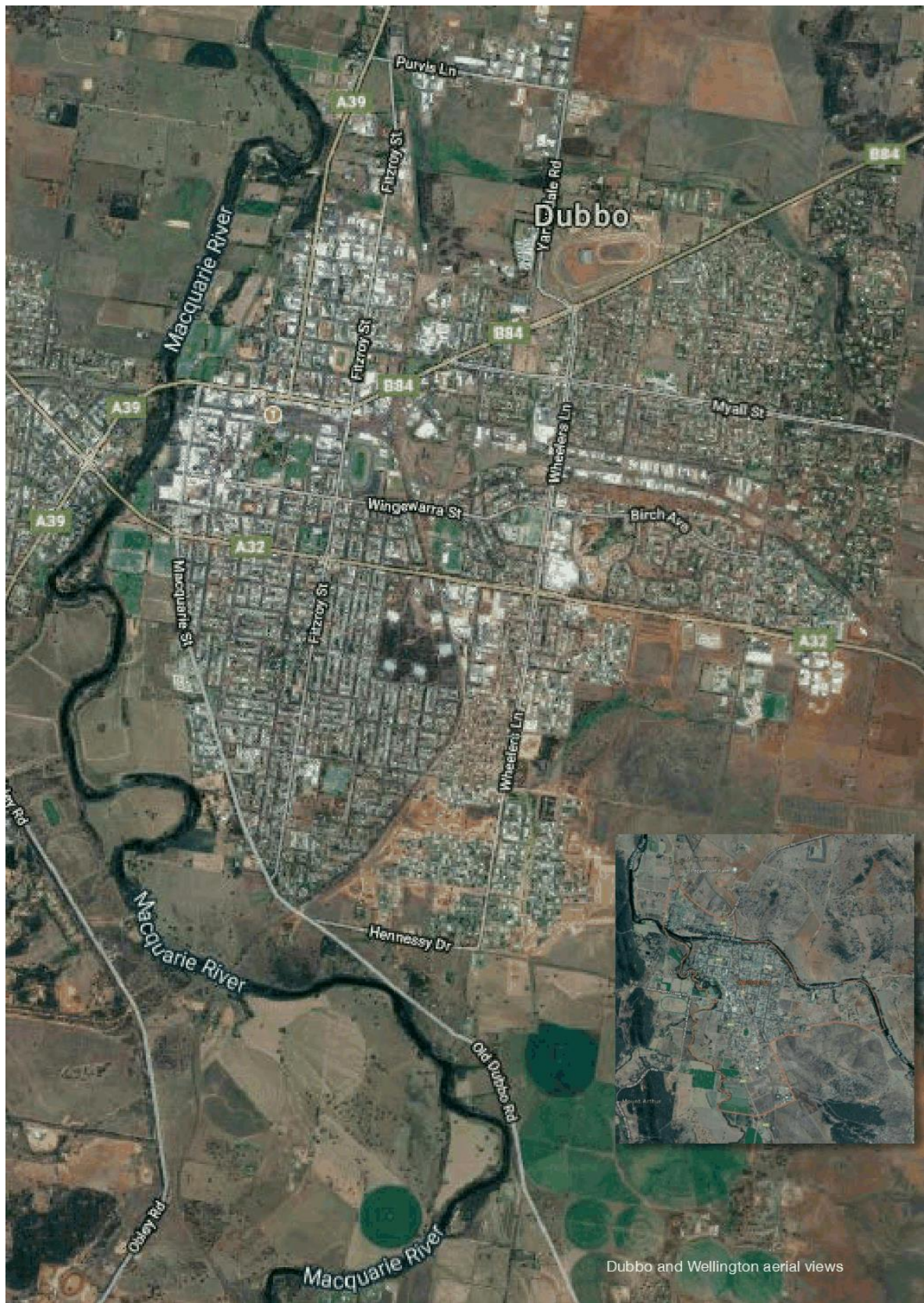
With anticipated hotter summers and unpredictable longer heatwaves being predicted the masterplan had included this strategic direction. The community will face tougher conditions and hotter weather will cause loss of animals and livestock. Predictions for continued degradation and extensive loss of local flora and fauna are expected.

Integration of environmental needs into an open space framework will set a program approach for resilience to change.

This masterplan connects critical OEH vegetation mapping. It maps buffers and connectivity within the current network.

The masterplan aims to build resilience to natural hazards, fire and flood management, achieving a healthy water environment and the protection and rehabilitation of biodiversity.





The Strategic Masterplan

Introduction

The region is pivotal as a source of employment in the region. It is anticipated that Dubbo will continue to grow. The current population of the Dubbo Local Government Area is around 51,398 and the forecast is for growth to around 64,487 by 2041. The median age is 35 which is slightly younger than the NSW average of 38. DRC will face the changes associated with an ageing population over the coming years.

Future outcomes of the Dubbo Regional area look to supporting economic activities in the area. Major transport and warehousing is planned along with upgrades to the Dubbo Base Hospital. This will support the local economy providing jobs.

The region also offers unique tourism with the Zoo and associated cycling network. DRC offers a great outback location in reach of Sydney for Australian (including Indigenous) and International tourism.



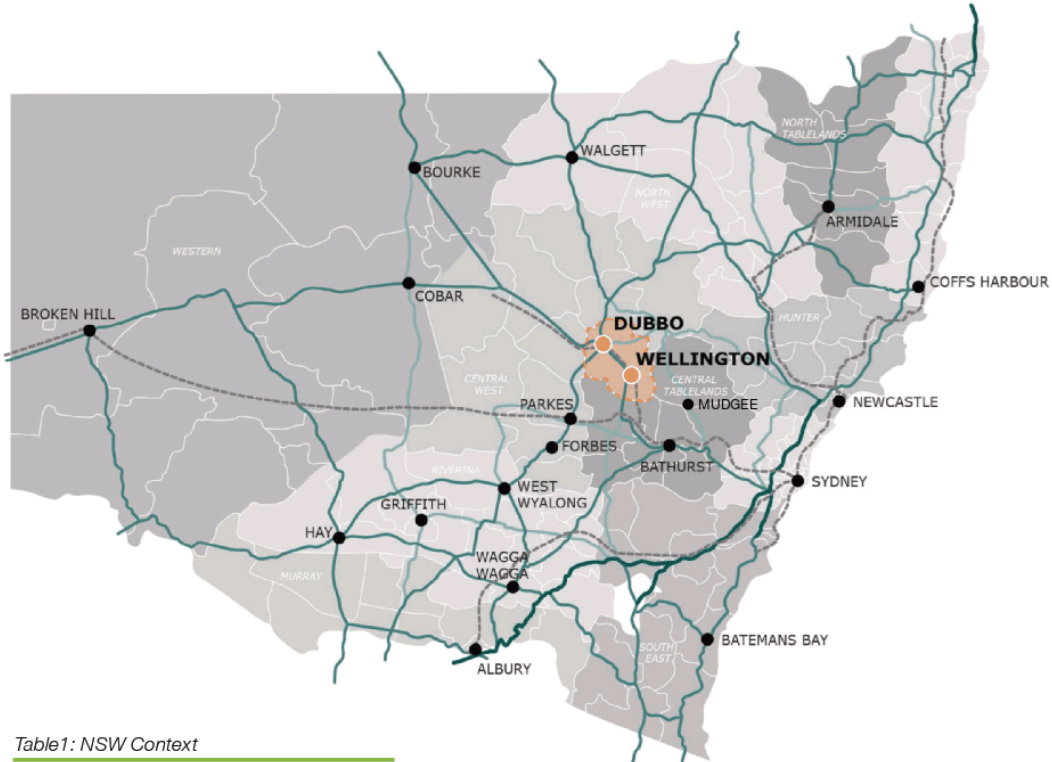


Table 1: NSW Context

The planning framework

The Open Space Masterplan 2018 has aligned with Council and State policies. State policy direction includes open space planning opportunities to ensure Dubbo is a healthy place to live and work:

- Direction 13: Protect and manage environmental assets.
- Direction 14: Manage and conserve water resources for the environment.
- Direction 15: Increase resilience to natural hazards and climate change.
- Direction 16: Respect and protect Aboriginal heritage assets.
- Direction 23: Build the resilience of towns and villages.
- Direction 29: Deliver healthy built environments and better urban design.

The region in context

DRC is located in the central west of NSW, see Table 1 above. DRC is strategically the focal point of the region providing cultural and recreational opportunities.

The current NSW Government Central West and Orana Regional Plan 2036 sites the critical importance of Dubbo within the Central West. Dubbo is placed to continue to grow due to its central location and addition of major infrastructure such as the Base Hospital:

The development of the Melbourne to Brisbane Inland Rail, alongside upgrades to the Newell and Golden Highways, has the potential to transform the Central West and Orana into one of the key freight and logistics destinations in Australia. In doing so, it will create more dynamic and resilient communities adapting to changing economic, social and environmental circumstances.

DPE Central West and Orana Regional Plan 2036

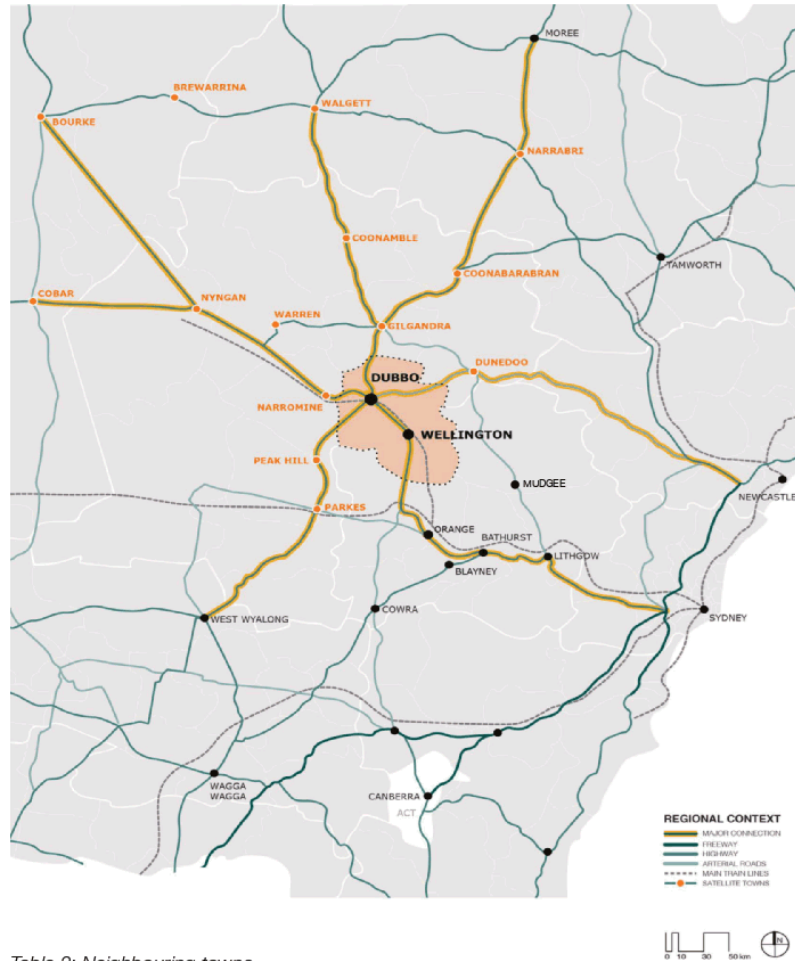


Table 2: Neighbouring towns

The Council area is strategically important to towns in neighbouring LGAs that are not forecast to have the same regional growth. Dubbo provides the economic growth centre and access to public government departments as well as goods and services for areas including Narromine, Gilgandra, Warren, Nyngan, Cobar, Bourke, Brewarrina, Coonamble and Walgett. These towns are shown at Table 2 and the central location of Dubbo highlighted by the road corridors that meet in Dubbo.

The Dubbo region consists of two urban areas, Dubbo and Wellington and the surrounding interdependent villages of Ballimore, Brocklehurst, Wongarbron, Eumungerie, Mogriguy, Elong Elong, Stuart Town, Mumbil, Geurie, Euchareena and North Yeoval. Table 3 illustrates Dubbo in context of its interdependent towns.

Dubbo supports both its interdependent villages and neighbouring towns. It is centrally located and is a hub for commercial activity in the region. LGA towns are shown at Table 3.



Table 3: Interdependent towns

Open Space Masterplan 2018 Purpose

The purpose of the Dubbo Regional Council Open Space Masterplan 2018 (DRCOSMP) is to refresh previous Council planning, build on its successes, incorporate a wider LGA area and to review and expand open space future planning.

Within the Dubbo Regional Council Community Strategic Plan "Dubbo 2040" lies the Dubbo Four Year Delivery Program and Operation Plan 2018 - 2021. The Dubbo Four Year Delivery Program and Operation Plan 2018 - 2021 priorities are set out in the framework at the back of this masterplan.

Current open space planning incorporates biodiversity outcomes into the green web. This open space masterplan will expand on additional gains that can be made through:

- Planning for climate change.
- Flood and natural hazard proofing.
- Destination building and active living or green infrastructure.
- Better urban design.
- Social inclusion and building the resilience of interdependent towns.

- Integrity of environment.
- Conservation of water resources.

Concepts within the Dubbo City Park and Open Space System 2008 such as the Green Web, River Spine and the City Park have been successful strategies in the LGA. The Open Space Masterplan 2018 expands these strategies.

The DRCOSM has been prepared to aid the direction of open space planning and delivery. Table 4 illustrates how state and local strategic directions guide the process of determining a best path for delivery. Priority works can be funded through either internal funding budgets, the application for funding under grants or as a result of section 94 contributions.

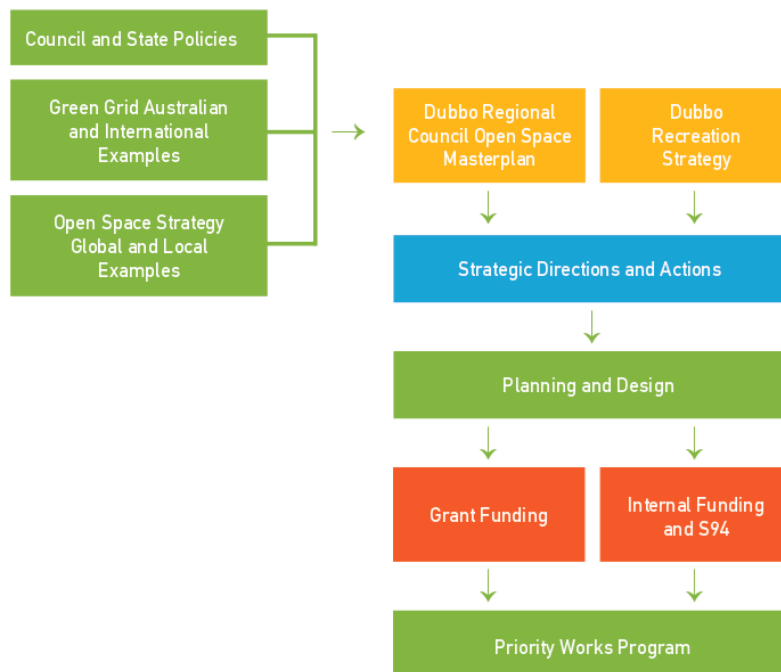


Table 4: Strategic Delivery and Open Space Planning Framework

Key Open Space Achievements

The Dubbo City Park and Open Space System 2008 (DCPOSS) has been a successfully implemented policy document.

The vision for Dubbo incorporated not only the traditional open space areas, but also the significant roadways, pedestrian thoroughfares and public domain areas of the City itself.

All areas within the City Park are linked and are part of a whole. The fragmented array of parks within the City are amalgamated into one and are linked along traditional open space corridors or with the unique 'Park Street' concept." (OSMP 2008 - Ross Planning)

Over the past 9 years Dubbo City Council has adopted the Dubbo City Park vision and have successfully implemented the canopy layer into key streetscapes within the City, most notably the work in Brisbane and Darling Streets. These are significant achievements within this period and are an investment by the City that will be pay dividends for generations to come.

The application of technology in the implementation of these streetscapes, such as the adoption and adaptation of the Stockholm Tree Planting methodology, is an investment that will result in the long term viability of the tree assets within the street environment, assist in reducing the long term management costs of street trees as well as lengthening the useful life of pavements and other civil infrastructure assets.

During this period other key achievements by Council include the preparation and adoption of the Dubbo Street Tree Master Plan (2016) and the Plan of Management for Community Land (2011) and the preparation of Master Plans for Regand Park, Wiradjuri Park and Theresa Maliphant Park. These are key documents that have continued to inform the ongoing development of the City Park.

The 2008 DCPOSS analysed the existing open space provision, trends in park and open space development, future population growth, required level of open space provision to meet the demands of the future population of Dubbo.





Table 5: Open Space Acquisition 2008-2018

Table 5 illustrates the success of the 2008 DCPOSS. An expansion of open space through strategic acquisition of land along Macquarie river has been successful. This supports both the Dubbo City park and River Spine concepts.

Since 2008 the addition of 133.8 ha open space has been delivered to improve the city. The 2008 total open space was 1585.4 ha. This represents an 8% increase in open space in Dubbo city.

Status of 2008 Recommendations

Open Space Provision Objectives and recommendations in relation to the Green Web and City Park.

2008 Recommendation	2017 Status
Council retain all recreation facilities and use of recreation facilities for recreational purpose in areas where an existing and/or projected deficiency of recreation facilities has been identified (including the area of Caroline Reserve shown as Future Urban under the draft LEP).	Achieved
Council review opportunities to secure additional recreation facilities where an existing and/or future deficit has been identified.	Achieved/ongoing
Council review all land classified as Unallocated and where it is not required for future open space projects or by other sections of Council, then consider its disposal.	Ongoing
Council updates its footpaths and Cycleway Plan with the recommendations from the report and adjusts forward capital works accordingly.	Achieved/Ongoing
Ensure principles of Crime Prevention Through Environmental Design (CPTED) are applied in the planning and design of the footpath and trails network.	Ongoing
Ensure any use of natural areas for the purpose of establishing recreation facilities be subject to survey and assessment of the level of impact on ecological values.	Ongoing
Continue with plans in relation to the Regional Recreation Precinct as it will add a new dimension to the play experience in the city.	Achieved
Develop a master plan for all new district and regional parks and sport parks before any development takes place.	Achieved/Ongoing
Adopt the open space classification definitions, Desired Standards of Service and assessment approach utilised in this report.	Anually
Ensure resources are applied to consolidate update and maintain essential GIS data sets for open space analysis and planning including: pathways and trails; parks layer; and, park classification layer.	Ongoing
Use the findings of this report in the structure planning of new growth areas.	Ongoing
Audit of all open space to determine compliance with the Plan of Management for Community Land and Public Open Space concerning levels of embellishment.	Anually

The 2008 DCPOSS made further recommendations in relation to the Green Web and City Park. These were as follows:

2008 Recommendation	2017 Status
Council adopt the Dubbo Green Web concept and include it in appropriate plans.	Achieved
Develop a Green Web Management Plan that sets out how the system will be managed. This may be as an extension of the Plan of Management for Community Land and Public Open Space.	TBC
Implement the re-orientation and broaden the function of the Tourist Information Centre.	TBC
Undertake detail design of Church Street with the connection to the river from Macquarie Street and its cross-road connection, and connection to the tourist information centre sign top priority.	Achieved, subject to review.
Undertake detail design of Wingewarra Street.	Achieved
Undertake detail design of various Park Street Profiles. Assign Park Street Styles to major streets of Dubbo.	Achieved
Undertake detail design of City Entry Statements.	TBC
Undertake detail design of City Park entry statements.	TBC
Prepare a landscape master plan for at least one Park Way and implement as a basis for others within the city.	Achieved and ongoing
Develop park and sports field design guidelines taking guidance from this report. Apply the manual to new and upgraded parks to achieve a consistency in style over time.	Partially completed

Gaps

As a departure from the DCPOSS 2008 strategy, this document does not aim to forecast future trends for play space. Information regarding recreation future demand is relevant and referenced as necessary.

Gaps have been identified for inclusion in the strategic directions.

1. The importance of provision of a unified open space strategy. Drawing on Wellington and Dubbo policies and planning. This includes the consideration of the open space framework as it relates to interdependent villages.
2. Incorporation of the Urban Release Areas into Dubbo City Park concept. Planning has identified areas for staged residential development and potential for S94 contributions funding. These are incorporated into the green web.
3. Expansion of use of easements and drainage corridors for recreation, environmental protection and conservation.
4. Prioritisation structure for capital works. This includes the options for both internally sourced funding and external options.

Dubbo Region the Destination

The Dubbo Region is a destination for great experiences and an exceptional place to live and work.

Visiting Dubbo and Wellington offers a unique regional outback place to experience. The masterplan builds a network of destinations that can be united through pedestrian, cycle and trail networks.

Dubbo and Wellington have key positions as the connection to interdependent villages within the LGA and across the central west. This provides a focus for internal growth as well as for tourism and supports the position of the cities, Dubbo and Wellington supporting neighbouring villages.

Uniting destinations with open space will build safer places and encourage diversification of use.

Creating a regional recreation and open space network includes the connection to schools building livability into the network.

Building a local network of destinations that can be united through pedestrian and cycle networks complements Dubbo as a regional destination. The advantage of the Western Plains is a fairly flat topography which lends itself to recreational networks of bikes, walking and trails.

Dubbo has a key position as the connection to interdependent villages. This provides a focus for internal growth as well as for tourism.

A complementary benefit of uniting destinations with open space is that it will build safer places and encourage diversification of use. The connection to schools has been introduced to build lifestyle into the network.

This chapter covers:

- Dubbo and Wellington local context and interdependent villages.
- Dubbo region key destinations. These are categorised as major and minor.
- Council open space connection. This section explores opportunities including local pedestrian, cycle and hiking networks.
- Safer Communities and Child Friendly cities – building a diverse use for open space connectors.
- The missing links as a prioritisation of most needed linkages.
- The strategic actions to build upon Dubbo's upon destination networks, safer communities and adaptable open space and recreation.

Table 6 and Table 7 illustrates destinations unique to the area.

These include Taronga Western Plains Zoo, Wellington Caves, Dubbo Regional Botanic Gardens, Old Dubbo Gaol, Regional Theatre and Convention Centre, Dubbo Observatory, Elston Park Water Park, Warrior Warbirds, Terramungamine Reserve, Mugga Hill, Dundullimal Reserve, Skate Park, Victoria Park, Wairoonga Park, Butlers Falls Reserve, Wongarbone Nature Reserve, Coolbaggie Creek, Bril Bral Reserve, Pilchers Reserve, Mr Arthur Reserve, Sappa Bulga National Park, Beni State Conservation Park, Goonoo Forest, Royal Flying Doctor Base Visitor Education Centre, Dubbo Heritage Walk, Terramungamine Rock Grooves, Cameron Park, Lake Burrendong and Mookerawa Waters.

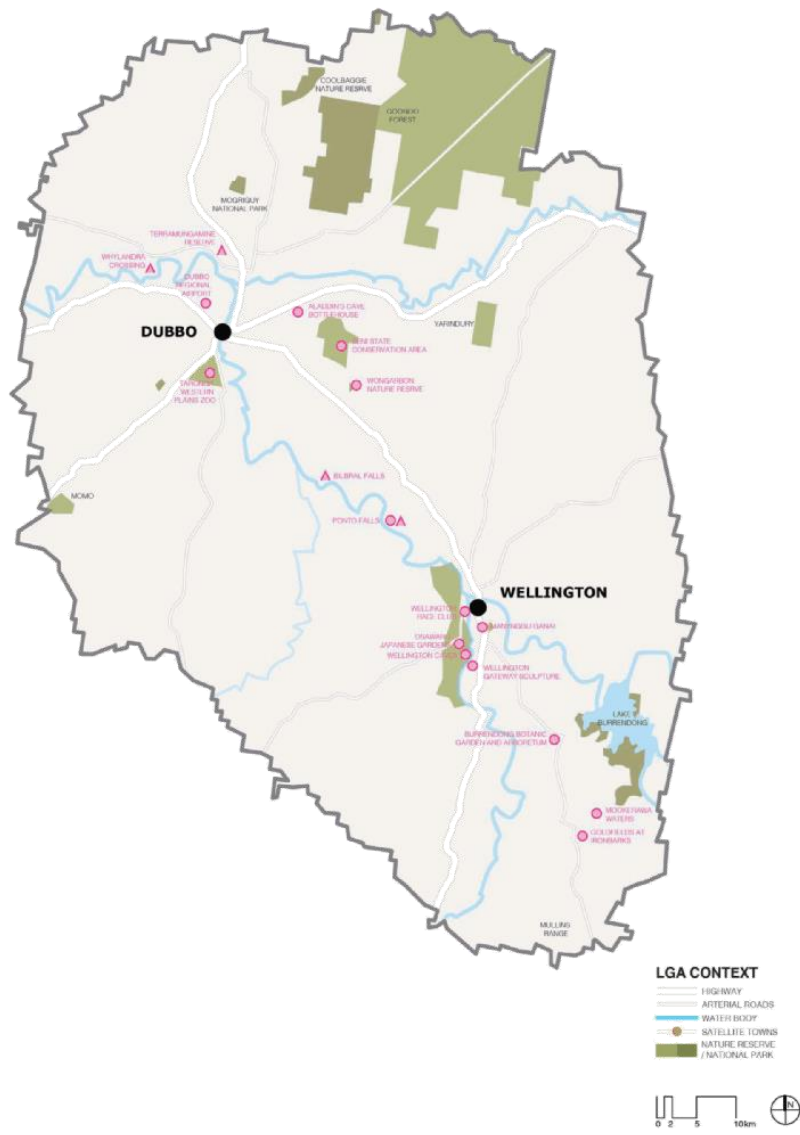


Table 6: Dubbo Region Destinations and Major Parks



Table 7: Dubbo Destination Links

Dubbo Key Destinations & Parks

The development of Dubbo’s ‘Park Streets’ since 2008 has resulted in a program of providing urban streets that are a vast improvement, creating an environment that is more liveable, attractive and pedestrian friendly. Often street beautification is viewed as an unnecessary expense. But as regional cities compete for investment, new

residents, and tourists, research suggests there can be a substantial return on design investment.

Table 7 shows Dubbo city area and the alignment of major destinations along the River Spine and City Park areas. The alignment of these destinations works well



Table 8: Wellington Destinations and Major Parks

giving the city an expanse feel of linkage to green space. Strategic park improvements and priority open space network connections enhance this as does the ease of use through cycling and pedestrian links.

As Dubbo grows it is anticipated that urban release areas will stage growth. This is a key area for future focus and it is strategically important to consider how these areas link prior to development.

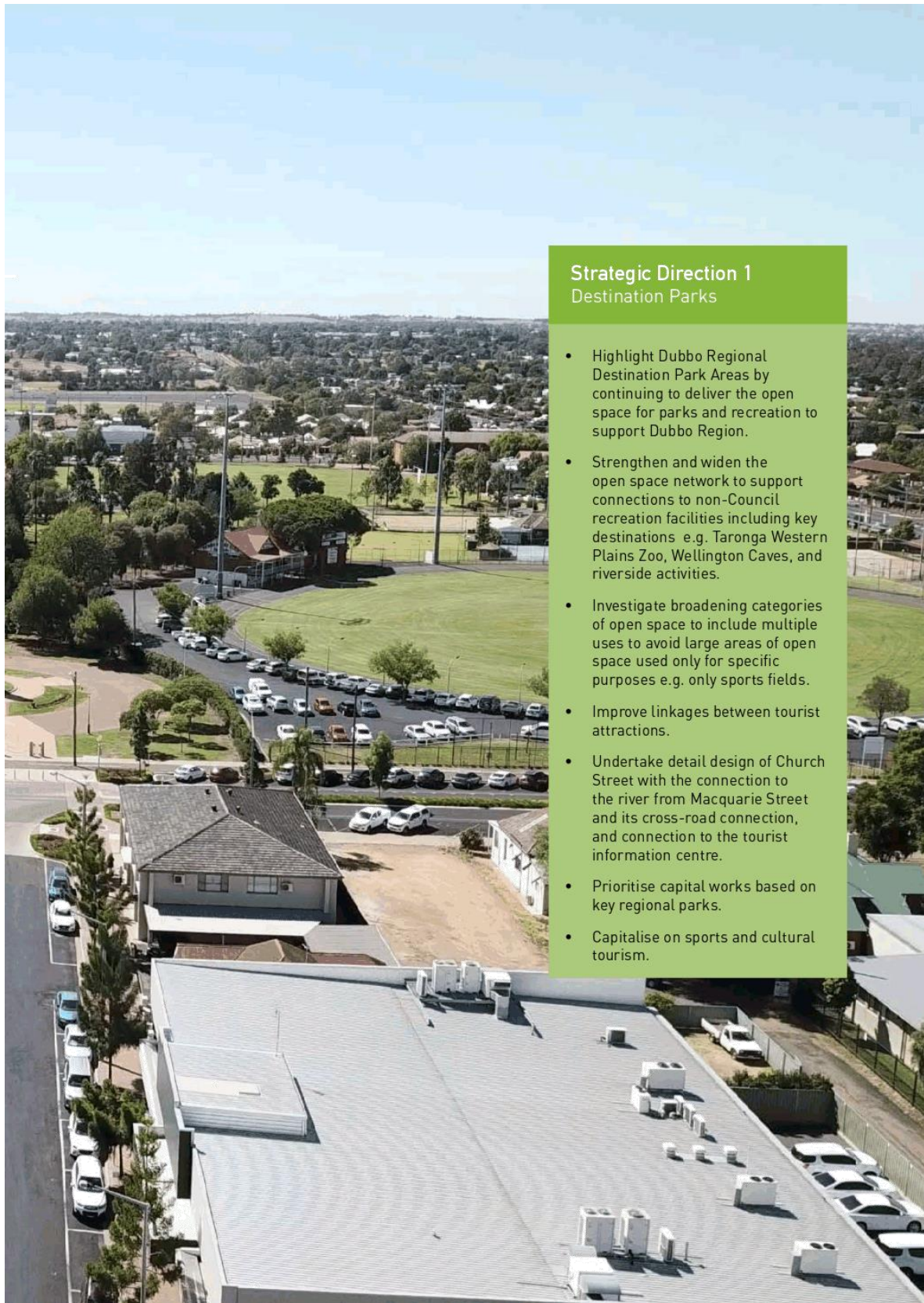
The DCPOSS 2008 Dubbo City Park concept of the supports the use of both city streetscape on inner city parks as key areas for major visitation for tourists and

recreational users. A key component of this plan was the use of city streets as linear park elements. This is to create a unique offering for Dubbo.

Inclusion of Wellington

Utilising the Desired Standards of Service framework from the 2008 DCPOSS as well as census data and NSW Department of Planning population projections, Wellington open space and expanded green infrastructure concepts have been applied to the city, refer to Table 8.





Dubbo Region Green Web

Green infrastructure is important for delivering socially inclusive places that promote recreation opportunities.

In this section DRC regional demographics and growth are overlaid with anticipated urban release areas, open space demand and supply needs. Data for Green Infrastructure in Dubbo city is illustrated including cycling, pedestrian and street trees. This has created a dense network within Dubbo city area and based on the current access guides on open space indicates where gaps are resulting. The resulting plan for Green Infrastructure in Dubbo show that the Green Web does not link to urban release areas.

Information for Wellington is reduced, however improvements for the Wellington Green Web are mapped.

Terms such as Green Infrastructure, Green Grid and Green Web are used interchangeably depending on the source information.

Green Infrastructure Overview

In 2008 Dubbo City Council adopted a progressive Open Space Master Plan with set a framework for the 2008 vision for open space in Dubbo is for the development of Dubbo as:

An attractive green city with a range of open space types providing places for diverse leisure experiences while connecting its residents and visitors with the Macquarie River, Taronga Western Plains Zoo and other tourist attractions, parks, community facilities and points of interest.

Continuing to improve the quality of Dubbo's open space and amenity is a key aspect in attracting tourism, employment and new residents to the area whilst improving the liveability of the City for its existing inhabitants.

DRC Investment to date has contributed significantly to the appeal of Dubbo as destination and as a place to live. It is important that the concept of the green web, now commonly referred to as green infrastructure in urban planning is afforded as much consideration as investment in the traditional infrastructure layers of roads, sewer, energy and water.

Green infrastructure or the Green Grid can ensure communities have a liveable environment, with clean air and water, for generations to come and is emerging as a viable way to help cities adapt to increased heat.

Green infrastructure can provide systems of corridors or greenways to enable movement through human settlements. These corridors often have multiple benefits beyond the immediate location and create places that are appealing for residents and visitors. For example, shading from strategically placed street trees can lower surrounding temperatures by up to 6°C, or up to 20°C over roads, better regulating ambient air temperatures.

Park systems, urban forests and constructed wetlands are also elements of green infrastructure and street trees are a critical piece in green infrastructural systems. Green infrastructure can provide habitat for wildlife, recreational opportunities for people, better management of storm water runoff and improved urban aesthetics.

Implementing green infrastructure initiatives can be difficult due to management issues.

Chief among these are government commitments to budget for green infrastructure delivery and management. Globally councils are often wary of public involvement, knowing that public sentiment can be influenced by perceptions of modifications to access, or changed use, or increased risk.

The urgency for providing urban green infrastructure is increasing as climate change makes our cities hotter. Research suggests the principal task for Councils is to overcome traditional practices and to accept green infrastructure as an emerging but permanent urban feature to help offset this warming trend through increased shading of the urban environment. Future climate scenarios project that the region will continue to warm during the near future (2020 – 2039) and far future (2060 – 2079) compared to recent years (1990 – 2009). The warming is projected to be on average about 0.7°C in the near future, and 2.1°C in the far future.

There is a strong argument, increasingly backed by research that argues that good urban design adds value by:

- producing higher returns on investment;
- producing local competitive advantages;
- raising prestige;
- responding to demand of local businesses;
- providing benefits to local workers (through productivity gains and the like); and,
- reducing management, maintenance, energy, and security costs.

As an example of cost benefits of implementing green infrastructure initiatives, some of the reported benefits include:

Seattle's Street Edge Alternatives Program found that 95% of storm water could be treated by green streets that cost 20% less to build than traditional ones;

A study in the UK found that appropriately-placed pedestrian zones in city centres boosted foot traffic by 20-40% and retail sales by 10-25%

Since the City of Mountain View, California widened and enhanced its main downtown street by improving sidewalks, removing parking spaces, and planting trees, the street has drawn \$150 million in private investment in residential and office units and has become a regional attraction

In terms of Australian movement in Green infrastructure, there is a growing push to recognize green infrastructure as we do grey infrastructure so it can be properly considered as an asset. This would enable local councils, state governments and federal governments to be able to look at and manage those assets as they would other capital assets, which would have a great impact in terms of how they can be maintained and operated.

Green infrastructure can be valued during business case development and hasten the removal of barriers to investment. This will accelerate the implementation of new projects and policies.

One of the biggest issues with funding is about the source of that money and whether the asset can be depreciated for replacement. Money is hard won and Councils typically have much less available and there are many times when landscape works are not able to be capitalised, it is so much easier to find money for roads, for infrastructure projects generally.

Australian and Global Green Grid Examples

The Sydney region Green Grid has been driven by the metropolitan planning to:

- Create socially inclusive places that promote social, cultural and recreational opportunities
- Deliver accessible and adaptable recreation and open space
- Build resilience to natural hazards
- Improve air quality
- Achieve a healthy water environment
- Protect, enhance and rehabilitate biodiversity.

International networks, such as 100 Resilient Cities, also provide a valuable source of information that can be incorporated into strategic planning documents and operational practices to enhance the ability of Dubbo to withstand the pressures of a changing climate.

The Open Space Masterplan 2018 aligns with State government direction. The Green Grid concept was first used in East London with the vision to:

Create a network of interlinked, multipurpose open spaces with good connections to the areas where people live and work...This will be a richly varied landscape that will include diverse uses to appeal to all.

Connecting Dubbo

DRC has a progressed strategy for recreation networks. The strategy focused on city parks and the Macquarie River.

Since the 1960s successive Dubbo councils have enacted a land acquisition policy to extend council's ownership along the Macquarie River's corridor. Resulting from

this policy, Dubbo Regional Council now effectively owns or manages nearly 85% of the Macquarie River urban floodplain corridor. The continuance of this policy is recommended to enable the extension of land ownership on the eastern side of the river to the north, linking the Police Paddock to Devil's Elbow, and south linking Regand Park through the John Gilbert Water Plant through to the pedestrian bridge below the Miriam Pump Station in South Dubbo. On the western side of the river, an opportunity exists to enhance the pedestrian linkage from Wiradjuri Park through to the future north western land release.

This approach of land acquisition along flood prone river frontage in Wellington along both the Macquarie and Bell rivers, for the purpose of linking and extending public open space, is also recommended.

This section explores opportunities including local pedestrian, cycle and hiking networks. The aim is to expand and enhance the city core. Additionally gaps in the network assist in prioritising capital works for the best outcomes for Dubbo Regional Council.

Recreation trails can accommodate various types of open space user. Open space trail networks generally incorporate:

- Commuter and recreation cycling;
- On-road and off-road opportunities;
- Walking paths and inner-city pedestrian access through built environment;
- Long NSW wide networks of walking tracks;
- Horse trails and tracks; and,
- Kayaking and camping spots.

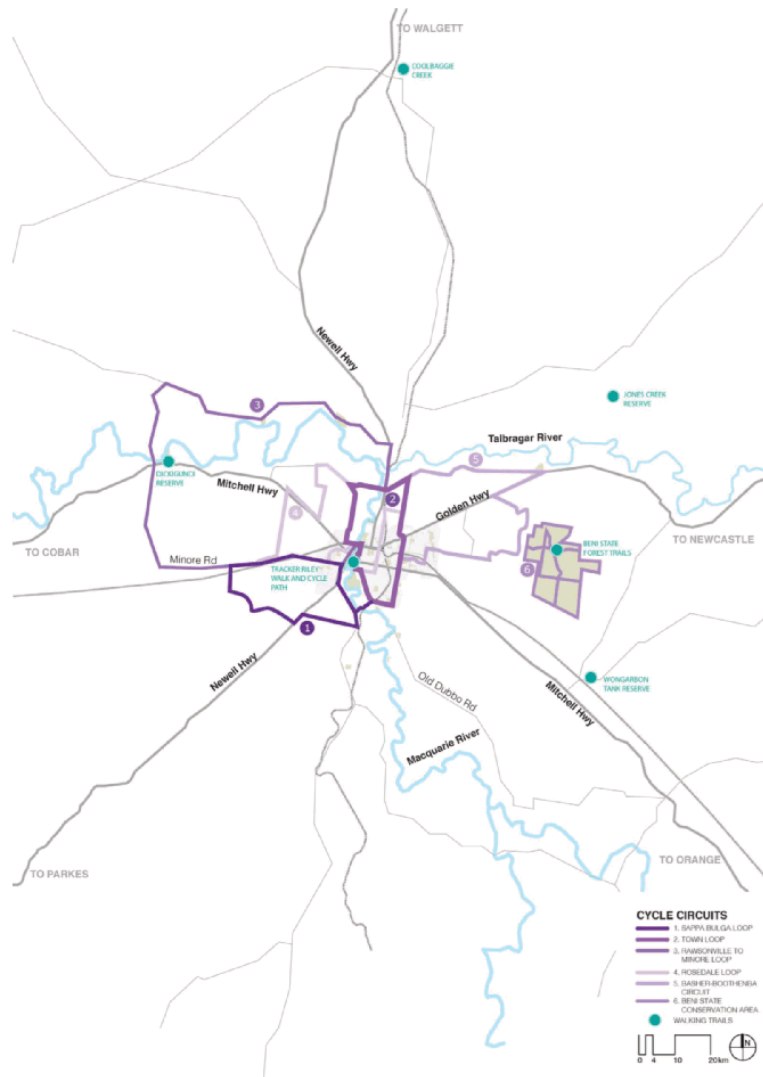


Table 9: Greater Dubbo Cycle Network

Table 9 above shows the greater Dubbo cycle network. The network extensively uses on road networks. On-road networks are limited as not all users will cycle on road.

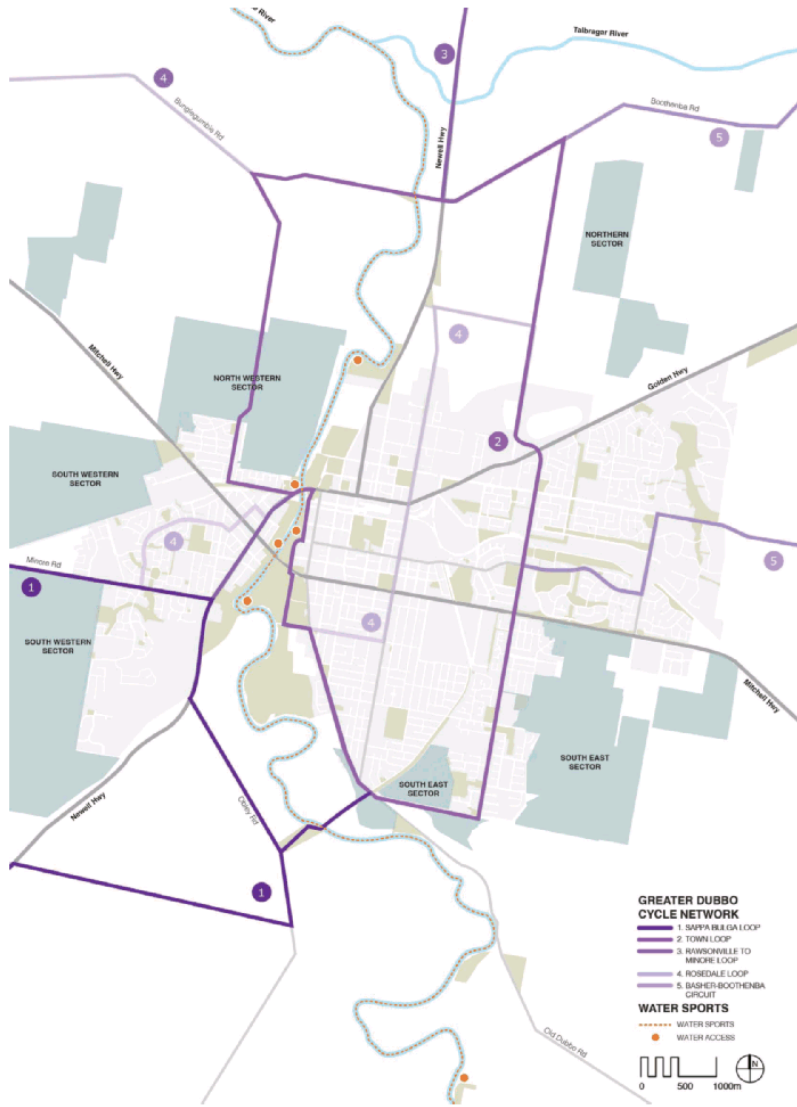


Table 10 : Dubbo Cycle and Water Network

Table 10 shows the main cycle networks within the Dubbo city, the watersports linkages along Macquarie River and access points.

Cycle routes are easily accessible due to the mostly flat topography of Dubbo and wide streets. Dubbo is an ideal destination to cycle directly feeding into long term benefits for local health and liveability.

Generally, the provision of trail infrastructure will be to a regional standard with appropriate signage and facilities where needed. Within Dubbo Regional

Council a number of trails already exist including Boom Dubbo Arts Trail, and Dubbo Heritage Trail, with a further heritage trail being developed in Stuart Town.

Burrendong Dam and the Macquarie River, that links the two major urban centres of Dubbo and Wellington, provides significant opportunities to further develop water based recreation events for the region. These opportunities can build on existing water based recreation including the WOMDOMNOM (canoe/kayak event) and a number of fishing and boating events at the Dam.



Table 11: Cycle Network Gaps

Table 11 defines missing gaps that would benefit long term use of cycle ways improving the open space experience. The gaps are indicative only and have been prioritised:

Max priority for inclusion in planning for urban release areas;

High priority to link city areas or improve on road cycling to increase user types

Moderate priority include additional links that benefit the network.



Table 12 : Education Land to Open Space Networks

Child Friendly Cities

Liveable cities are at the heart of building a green web for Dubbo. Improving networks for children and carers builds healthy habits and reduces reliance on other modes of transport. Opportunities exist to engaging children in open space beyond playgrounds to provide diversity in the experience of the environment.

Table 12 maps areas of education and the links to cycling. Off road cycling is preferable to on road cycling to improve livability in Dubbo.

The Opens Space Masterplan 2018 supports UNICEF Child Friendly Cities to encourage active participation of children in their communities. Pedestrian and cycle networks have been compared to educational lands to identify opportunities to provide healthy options for school children to incorporate exercise into the daily routine.

Another aspect of improving these connections is the linkage to Crime Prevention Through Environmental Design (CPTED). More frequent use of open space



Table 13: Pedestrian Network (Current)

for multiple needs is part of the design process and delivery of the green web. CPTED are best practice strategies to reduce vandalism and reduction of criminal activities as a result of physical space. In the provision and development of open space across the LGA good design assists in building safer more resilient communities.

Table 13 considers the pedestrians in the network. Good pedestrian circuits can enhance child friendly cities and reduction of crime in city spaces.

Disability Inclusion: Dubbo Regional Council is committed to becoming the most

“inclusive” community in New South Wales. “We want a city and local government area that is accessible and inclusive to everyone – our events, programs and developments should be planned to address the needs of every member of our community,” “People with a disability participate and make a positive contribution to our region and it is council’s responsibility to facilitate the ongoing contribution through the services we provide.” (Clr Ben Shields). The incorporation of this philosophy into the strategic planning of the Public Open Space network will make a significant and long lasting contribution to our community.

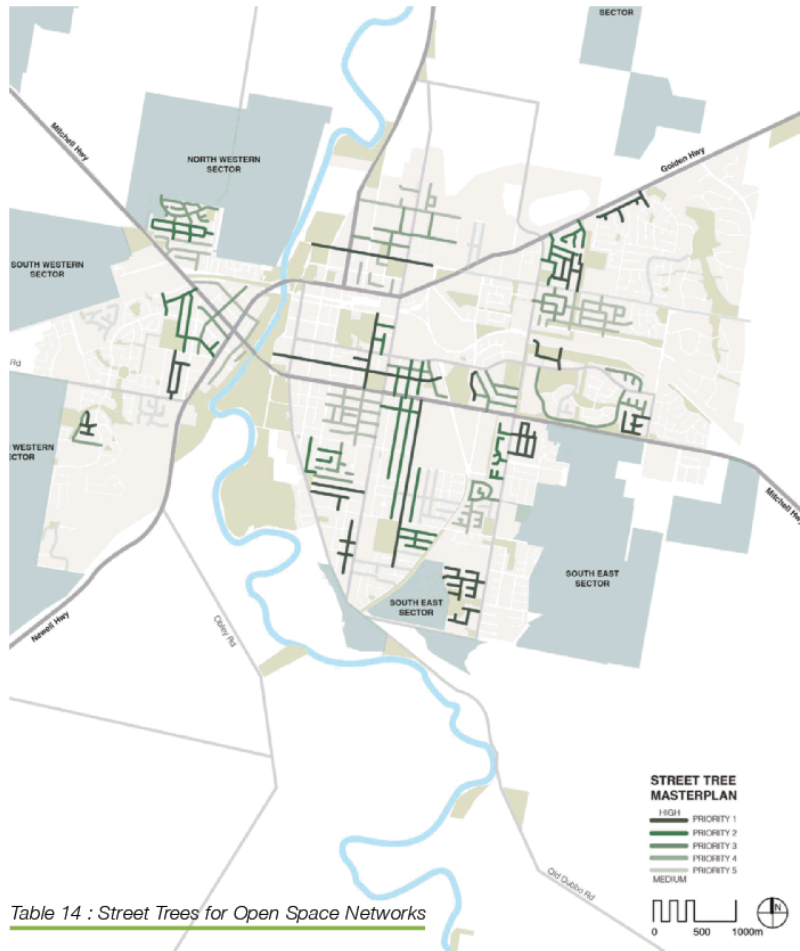


Table 14 : Street Trees for Open Space Networks

Table 14 also considers pedestrian access via street trees. Due to the hot temperatures in Dubbo shade is essential. Shaded footpaths provide a greater option for pedestrian movement along city streets. The top 5 priority levels of the street tree masterplan are illustrated.

Pedestrian networks are limited in new urban release areas under the current open space planning for these areas. Limited connections and street tree linkages have been developed to cater to increasing population growth across an expanded Dubbo footprint.

Dubbo Regional Council has had a strong and consistent focus on greening the City and its environs. A recent assessment of Dubbo City identified that between the

years of 1958 to 2017 the tree canopy of the City area (as of 2017) increased from 2% to 16.2%. During this period there were significant increases in tree canopy cover from street trees (0.9% to 1.9%), park trees (0.7% to 2.3%) and private trees (7.3% to 11.7%). In area this translates an increase in canopy cover from 71 hectares to 575 hectares, with the largest increase in canopied area occurring between 2003 and 2017 (238 hectares). This increase has occurred is partially attributed to programs that Dubbo Regional (City) Council has initiated (such as the 10,000 tree planting program that ran between 1995 and 2004), and support to other programs (such as National Tree Planting Days) and Landcare groups.

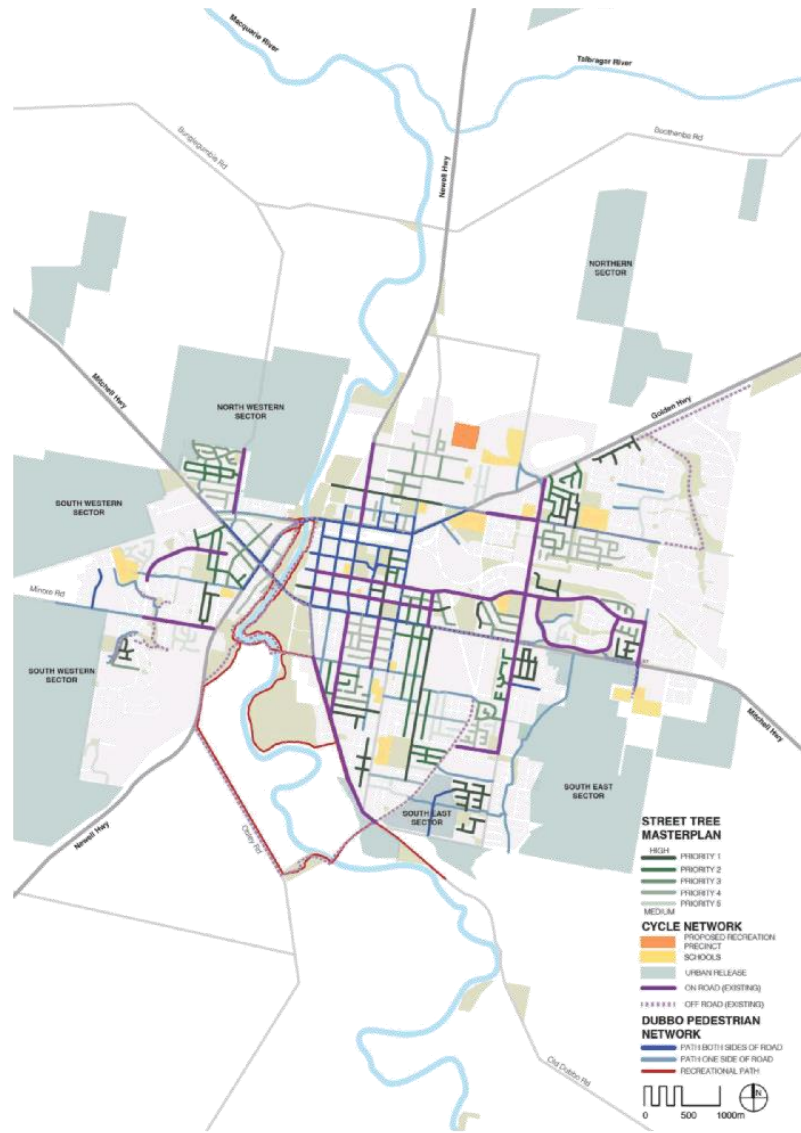


Table 15: Recreation Trail Network

Table 15 illustrates the full network of pedestrian, cycleways and street trees. The network illustrates density based on the river spine and park city concepts within the core of Dubbo.

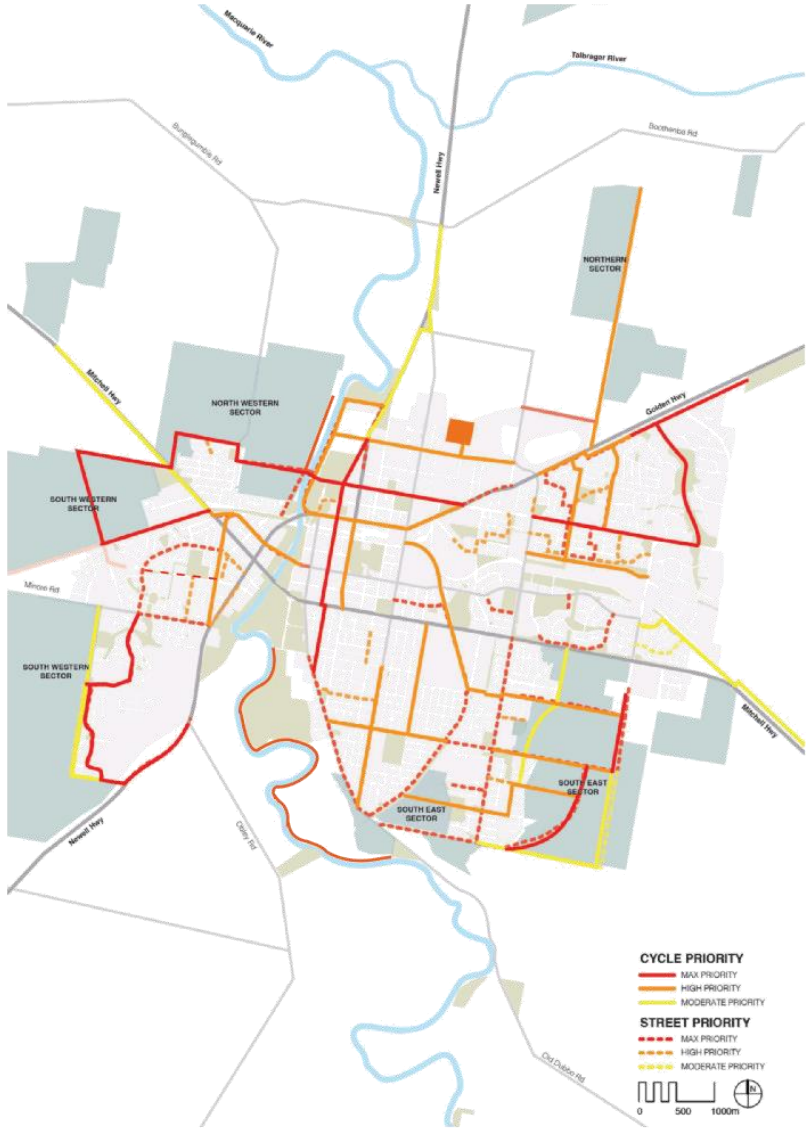


Table 16 : Recreation Trail Network Gaps

Table 16 provides opportunities to expand the full network of pedestrian, cycleways and street trees into the new release areas and to the full extent of the future Dubbo city.

The greatest priority for delivery of the future network is focused on the linkages to the city incorporating educational facilities.



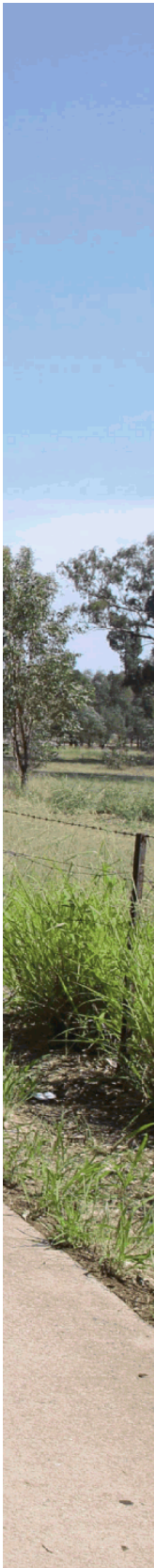
Table 17: Wellington Recreation Trail Network

Table 17 shows a similar network for Wellington. Data available for Wellington is reduced. However there are opportunities to expand the full network of pedestrian, cycleways and street trees as an overlay in Wellington and to map core destinations with green infrastructure.

The greatest priority for delivery of the future network is focused on the linkages and loop trails.



Tracker Riley



The Green Web Network

Tables 9 through 16 illustrates the extent of the green web network and gaps across Dubbo and Wellington open space.

The gaps identified are priority linkages for an expanded green web. The aim is to aid Council decision making on best use of available capital works budgets to maximise green infrastructure and get the best of a strong open space network

Key to the delivery of an expanded green web is future investment by DRC to:

- Design network loops to incorporate schools and education facilities.
- Emphasise connectivity through a strengthening of the 'Park Streets' concept to create an active transport network that is a comprehensive network of pedestrian/ cycle connections between residential areas, town centres and recreation facilities
- Review unallocated or surplus council land useful to support destinations and open space linkages.
- Council updates its footpaths and Cycleway Plan with the recommendations from the report and adjusts forward capital works accordingly.
- Prioritise missing links and future urban release. An explanation of how drainage corridors can assist in multi-use open space follows.
- Design all user friendly open space networks.
- Deliver accessible and adaptable recreation and open space.
- Ensure principles of Crime Prevention Through Environmental Design (CPTED) are applied in the planning and design of the footpath and trails networks.

- Recreation trails within DRC could feasibly be expanded to support horse riding and canoeing connections. Travelling Stock Routes could be considered along sections as having potential for horse riding tourism and recreation. An explanation follows.

Drainage Corridors

Green infrastructure opportunities can include drainage corridors as multi – use open space. This is especially useful conceptually across the urban release areas.

Drainage corridors provide an opportunity to provide pedestrian and cycle links that are generally off road, as well as complement local and district open space. Integrate with the Pedestrian Access and Mobility Plan (PAMP) and Bike Plan.

Traveling Stock Routes (TSR)

Travelling stock routes provide potential networks and links that could complement the open space network at a broad level. Liaison with relevant authorities and private owners may require time to find best opportunities.

There is potential to provide open space and recreation opportunities across the local government area. Options such as horse trail experiences, dirt biking trails and mountain biking adventure tracks may bring further tourism opportunities.

Specialised opportunities for outback adventures, farm stays, glamping and eco-tourism are growing markets. TSRs have additional potential to provide important biodiversity links.



Table 18: Dubbo Open Space Supply

Assessing Supply

This section reviews supply, demand and trends in the assessment of future needs for DRC.

Across the merged Dubbo Region 133.8 ha of land has been acquired since 2008. The River Spine connection has been reinforced by the majority of land acquisition activity.

Typology	Ha (Hectares)	% of Total Open Space
Regional	130.1	14.25%
District	465.9	51.1%
Local	269.6	18.57%
General	47.3	5.2%
TOTAL	912.9	100%



Table 19: Wellington Open Space Supply

Easements, that are generally classified as General Community, have been included within the land supply assessment for their ability to link parks and networks for passive uses of open space and improvements for biodiversity.

Passive land uses for walking and cycling off road can be located along power and

other services easements. Planting types and safety considerations as well as public access can be negotiated with other government land users.

Green infrastructure can be built across existing land supply.

Demographic Change for DRC

Demographics is important in the assessment of supply as a predictor for future needs.

The demographic change expected in the Dubbo Region follows assumptions made by the ABS. Demographics in the regional area reflect an aging population.

The Population of Dubbo Region is currently around 51,050 people. This is anticipated to grow to around 56,600 by 2036. Dubbo city is considered to be growing while many other regional NSW areas are facing long term decline.

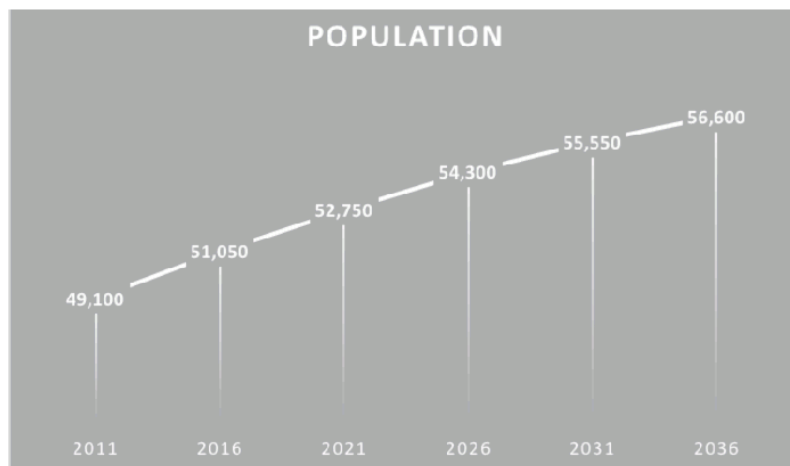
The masterplan uses current population forecasting in the revision of strategic directions and actions.

Recreation Demand is reflected by the local demography. Trends in demand for different types of recreation vary dependent on place. One aspect of designing multi-function and adaptable recreation is having understanding of the local community desires and current use. Broadly this is generally broken into both typology of open space and recreation type.

Dubbo Transport Strategy 2045 (under review)

Dubbo Transport Strategy 2036 supports planning in proximity to Macquarie River to provide a focus for tourism, recreation and the use of the flood plain as a city 'oasis'. The recommendation is to structure regional attractions together and requires the future acquisition of land from Huckel Street to South Dubbo miriam foot bridge.

The transport strategy provides for the delivery of a ring truck route around the city with warehousing facilities. This will resolve future issues of pedestrian vs truck activity in the city centre by removing heavy traffic and enhancing Dubbo as a destination.



Age (Years)	Dubbo 2008 %	Dubbo 2016 %	New South Wales %	Australia %
Median	35	36	38	38
0-4	7.3	7.3	6.2	6.3
5-9	16.4	7.4	6.4	6.4
10-14	16.4	6.4	5.9	6.0
15-19	13.7	6.3	6.0	6.1
20-24	13.7	6.4	6.5	6.7
25-29	39.6	7.2	7.0	7.1
30-34	39.6	6.8	7.2	7.3
35-39	39.6	5.9	6.7	6.7
40-44	39.6	6.2	6.7	6.8
45-49	10.2	6.3	6.6	6.8
50-54	10.2	6.2	6.5	6.5
55-59	10.2	6.4	6.3	6.2
60-64	10.2	5.4	5.6	5.6
65-69	12.8	4.7	5.1	5.1
70-74	12.8	3.7	3.9	3.8
75-79	12.8	3.1	2.9	2.8
80-84	12.8	2.0	2.1	2.0
86 +	12.8	2.1	2.2	2.1

Family composition	%	%	%	%
Couple without children	36.7	37.9	36.6	37.8
Couple with children	43.3	40.8	45.7	44.7
One parent family	18.5	19.7	16.0	15.8
Other family	1.6	1.7	1.7	1.7

Household composition	%	%	%	%
Family households	68.5	70.9	72.0	71.3
Single (or lone) person households	21.9	25.8	23.8	24.4
Group households	3.0	3.3	4.2	4.3

**Section 94 Infrastructure
Contribution Planning**

The 10-year forecast for the S94 contributions are based on the international metrics for the "Desired Standard of Service." The metric is used to identify the average hectare of open space required per resident and walking distance to open space. The current standard produced for Dubbo in support of S94 contributions described in Table 1 below.

The forecast analysis projects that Dubbo will need over 30ha for extra recreational space and over 16 ha extra for sporting parks space by 2026.

Forward planning of the urban release areas facilitates open space planning. The South East plan provides for rezoning across the staged development to ensure that supply is adequate and provides best outcomes for the local community. See plan at page 41.

The current S94 plans for Wellington and Dubbo have prioritised investment to:

- Wellington Parks and Wellington Caves
- Dubbo City
 - Regional Botanical Garden
 - Former Sewerage Treatment Plant Lands

- Bob Dowling Park
- John McGrath
- South West Urban Release Area Open Space (acquire and embellish)
- North West Urban Release Area Open Space (acquire and embellish)
- Margaret Crescent Easement
- Keswick Estate Activity Zones
- Market Garden Sports Fields

A review of the S94 Contribution Plan has commenced. This Plan will have a strong focus on improving the connectivity of the open space networks of Dubbo and Wellington through further land acquisitions, the extension of paths and cycleways, and streetscaping, as identified within this Open Space Masterplan.

Park Category	Desired Level of Service (Ha/1000)	Current Supply (Ha/1000)	Difference (HA/1000)
Local	1.5	1.39	-0.11
District	3.0	3.68	0.68
Regional	0.5	0.30	-0.20
Sub Total	5.0	5.37	0.37
Sporting	2.8	2.82	0.02
TOTAL	7.8	8.19	0.39

Walking Distance Open Space Assessment

Walking distances to open space are considered common factors in determining the open space deficiency of an area. A 10-minute walk to open space used as a visual guide locating suburban areas without access. See tables 20 and 21.

To be effective as a resource for DRC only Dubbo and Wellington are used for comparison. Due to regional agriculture being a predominant feature of the landscape and low numbers of people living in remote locations it is simply not practical to consider open space deficiency without analysis of the surrounding landscape.

Both Dubbo and Wellington are generally well serviced for access to open space. However the new urban release areas are lacking in open space provision.

Promoting Active Recreation and Sport

The key strategies driving recreation relate to improvement to health and wellbeing of the community. Strategic outcomes for recreation include adaptability of the open space and ability to respond to future recreation trends. It is important that available recreational open space be upgraded based on the principles for sharing, multi-use, fit for purpose, full life costing and environmental sustainable and flexible designs.iii

The Green Web strategy supports recreation in identifying critical gaps in the network.



South East Dubbo Urban Release Open Space Planning

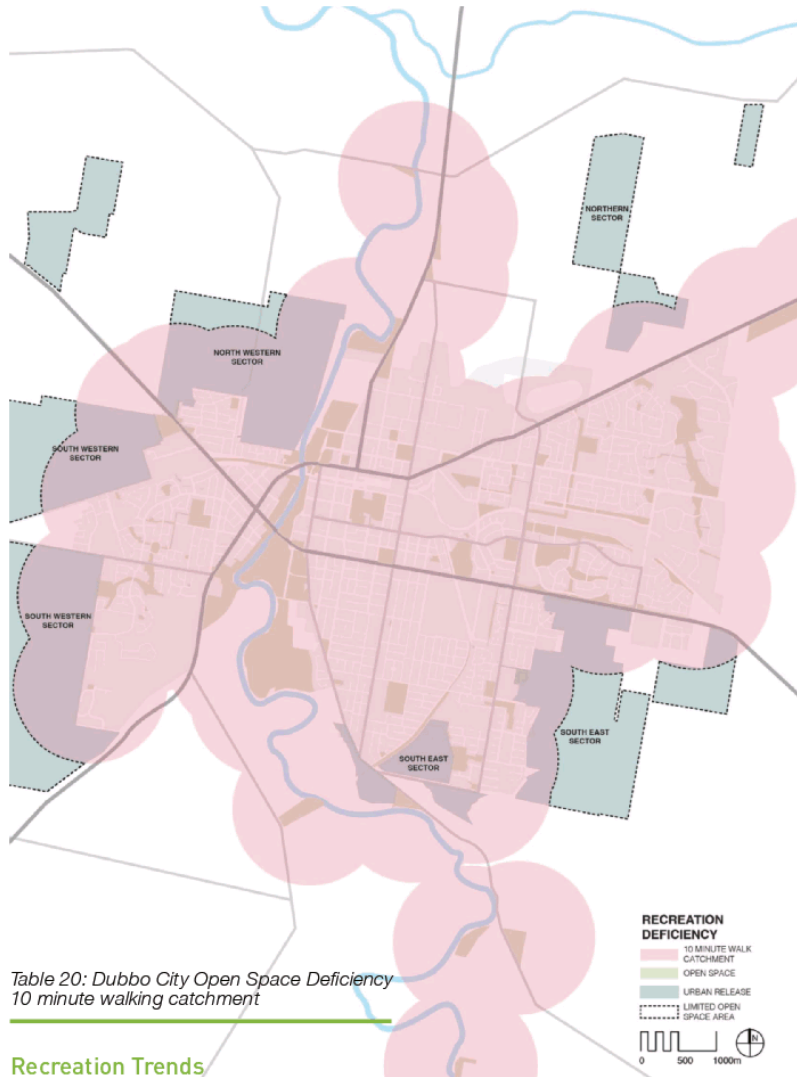


Table 20: Dubbo City Open Space Deficiency 10 minute walking catchment

Recreation Trends

Participation in sport and leisure is changing over time. Having an understanding of these trends is important to guide the development of strategies, programs and facilities that will encourage people to engage in recreation and environmental activities as well as encourage greater use of non-car transportation.

Trends in recreation demand align with demographics and differ dependent on age grouping. For instance, extreme sports are increasing in younger groups and youth. Passive recreation has increased in

demand across all age groups. Additional needs for security to allow access to parks over greater times of the day have been seen across the metropolitan Sydney region. The trend for increased lighting in parks to allow for walking across wider timeframes may be similar in DRC area. It is recommended that council consider recreation demand across its open space supply to prioritise areas and zones for different community needs.

It is recommended that analysis of supply for fit-for-purpose planning and capital works delivery is undertaken by DRC.

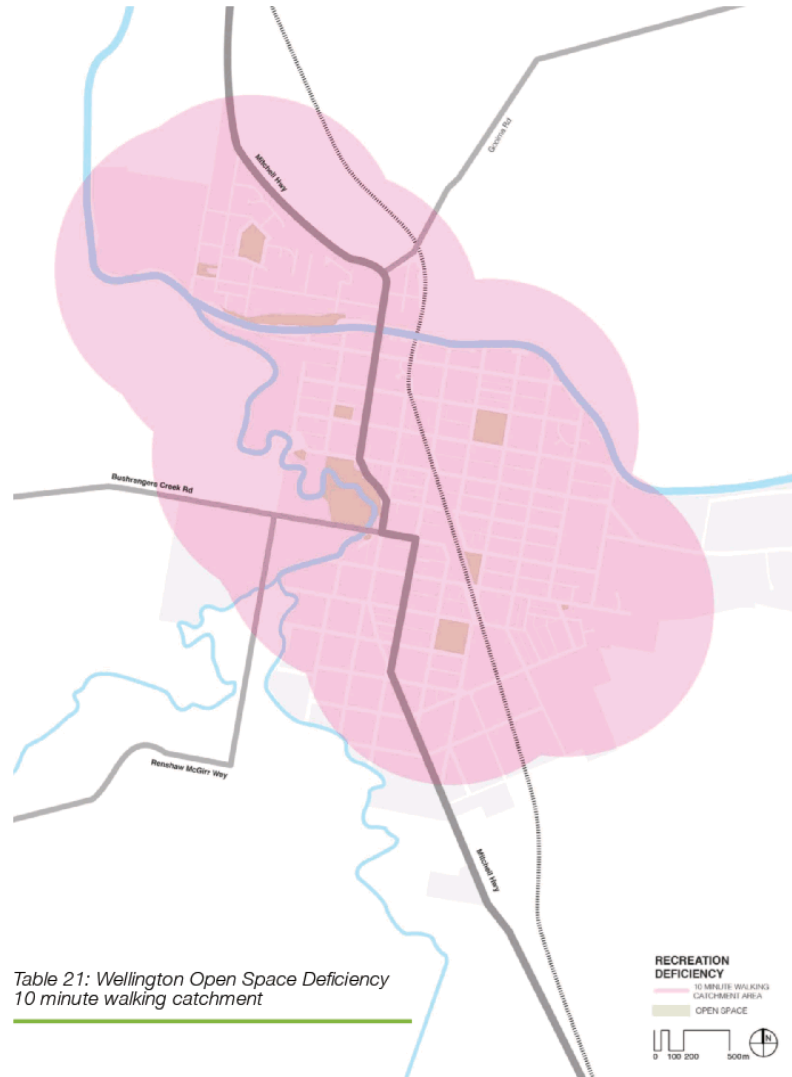


Table 21: Wellington Open Space Deficiency 10 minute walking catchment

Active and Passive Recreation

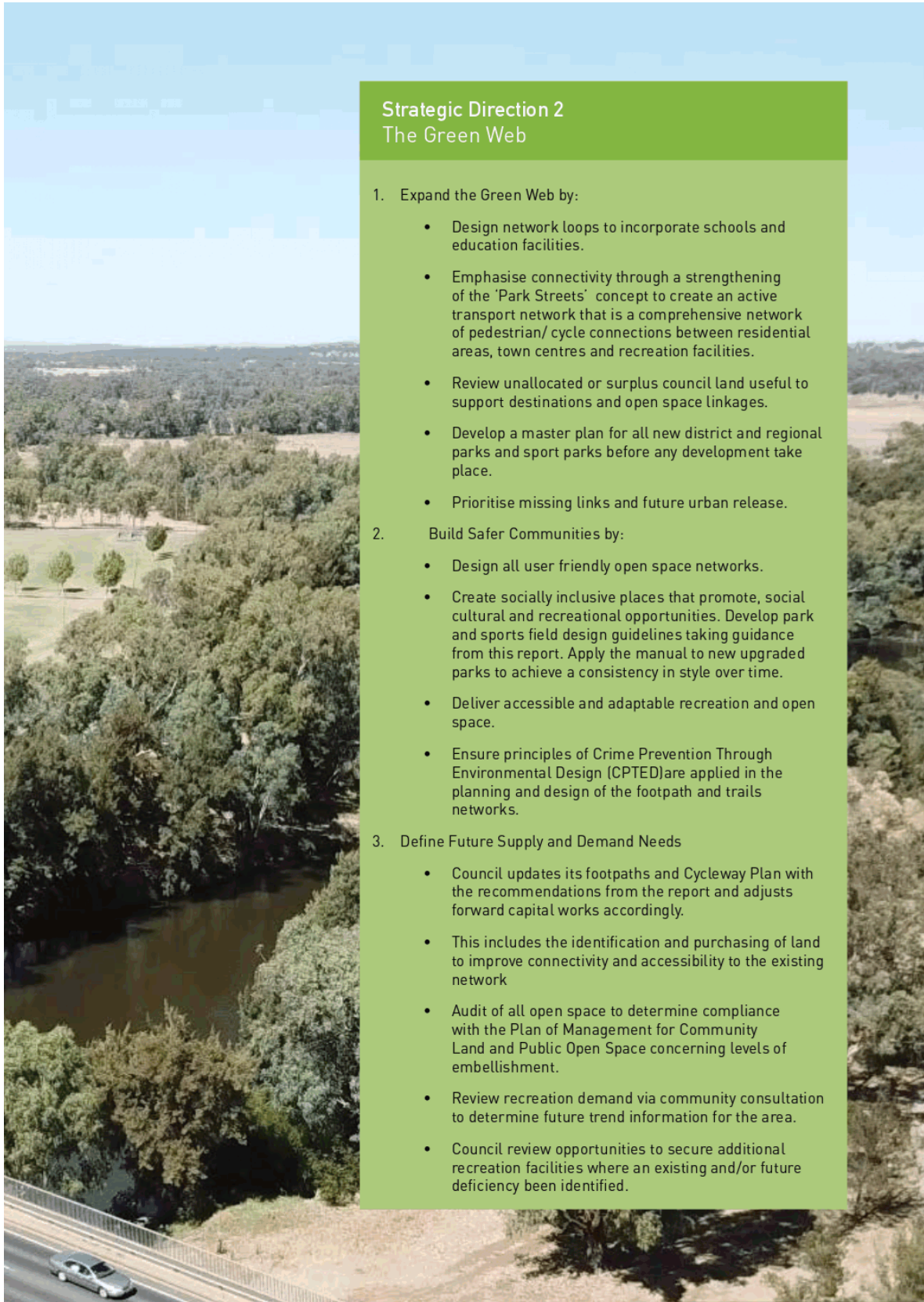
Balance between active sport and passive recreation: Participation figures show that traditional membership of sporting clubs is declining in favour of a more informal use of parks. A growth in small fitness groups, walking, running and cycle events is evidence of an interest in shorter term and alternative commitment to physical activity.

Expectations of the community to informal active spaces will continue to grow in particular as residential housing lot sizes continue to diminish. Dubbo Regional Council needs to balance this with an

ongoing commitment to large sporting events and provision of formal sport facilities.

The health risks associated with inactivity are well documented. It is well understood that open space provision and connecting residential areas with town centres and facilities and an opportunity to choose more active lifestyles is an important element of improved and sustainable community health.





Strategic Direction 2 The Green Web

1. Expand the Green Web by:
 - Design network loops to incorporate schools and education facilities.
 - Emphasise connectivity through a strengthening of the 'Park Streets' concept to create an active transport network that is a comprehensive network of pedestrian/ cycle connections between residential areas, town centres and recreation facilities.
 - Review unallocated or surplus council land useful to support destinations and open space linkages.
 - Develop a master plan for all new district and regional parks and sport parks before any development take place.
 - Prioritise missing links and future urban release.
2. Build Safer Communities by:
 - Design all user friendly open space networks.
 - Create socially inclusive places that promote, social cultural and recreational opportunities. Develop park and sports field design guidelines taking guidance from this report. Apply the manual to new upgraded parks to achieve a consistency in style over time.
 - Deliver accessible and adaptable recreation and open space.
 - Ensure principles of Crime Prevention Through Environmental Design (CPTED) are applied in the planning and design of the footpath and trails networks.
3. Define Future Supply and Demand Needs
 - Council updates its footpaths and Cycleway Plan with the recommendations from the report and adjusts forward capital works accordingly.
 - This includes the identification and purchasing of land to improve connectivity and accessibility to the existing network
 - Audit of all open space to determine compliance with the Plan of Management for Community Land and Public Open Space concerning levels of embellishment.
 - Review recreation demand via community consultation to determine future trend information for the area.
 - Council review opportunities to secure additional recreation facilities where an existing and/or future deficiency been identified.



Dundullimal Dubbo Rural Landscape



Dubbo Region Natural Hazard Resilience

With anticipated hotter summers and unpredictable longer heatwaves being predicted this strategic direction is about the integration of environmental needs into an open space framework.

DRC biodiversity is currently under stress due to extensive clearing. Actions to incorporate the aims of building resilience to natural hazards, fire and flood management, achieving a healthy water environment and the protection and rehabilitation of biodiversity have been included in this section.

The aim is to consider environmental needs in combination with recreation and tourism outcomes.

Considering natural resilience to future change will have positive effect in minimising near and long-term impacts. It will support holistic planning of the environmental network across the region to build Wildlife Corridors.

It is key that DRC support viable patch sizes and stands of mature vegetation on linear connections. Easements for drainage, TSRs and other public land use corridors need to be addressed to support.

Actions that are common to delivering better environmental outcomes include:

- Identify critical easements to support natural resilience. Support revegetation on drainage corridors.
- Rezone for environmental protection any surplus or critical easements and surplus land as appropriate,

- Support environmental and threat abatement programs along TSRs and drainage corridors.
- Limit recreation on areas that are critically endangered.

Biodiversity: Connection and Protection

Dubbo region has some of the most highly cleared landscapes in NSW due to the suitability of Grassy Box Gum Woodlands vegetation communities being suitable for broadscale agriculture. It is not surprising that the majority of the Dubbo native landscape consists of Endangered Ecological Communities (EECs).

The Dubbo landscape is at a critical juncture in planning for future protection. The key issues for long term habitat protection include is conservation of large enough patch sizes to ensure the effective biological functioning of the natural environment and the difficulty in protecting environment on privately owned land.

In the cleared western plains landscape the corridors themselves are vital areas of habitat, largely consisting on mature remnant trees although a linear corridor is insufficient habitat for a large range of endemic woodland bird and animal species which require woodlands with a patch size of at least 20 hectares for long term sustainability.

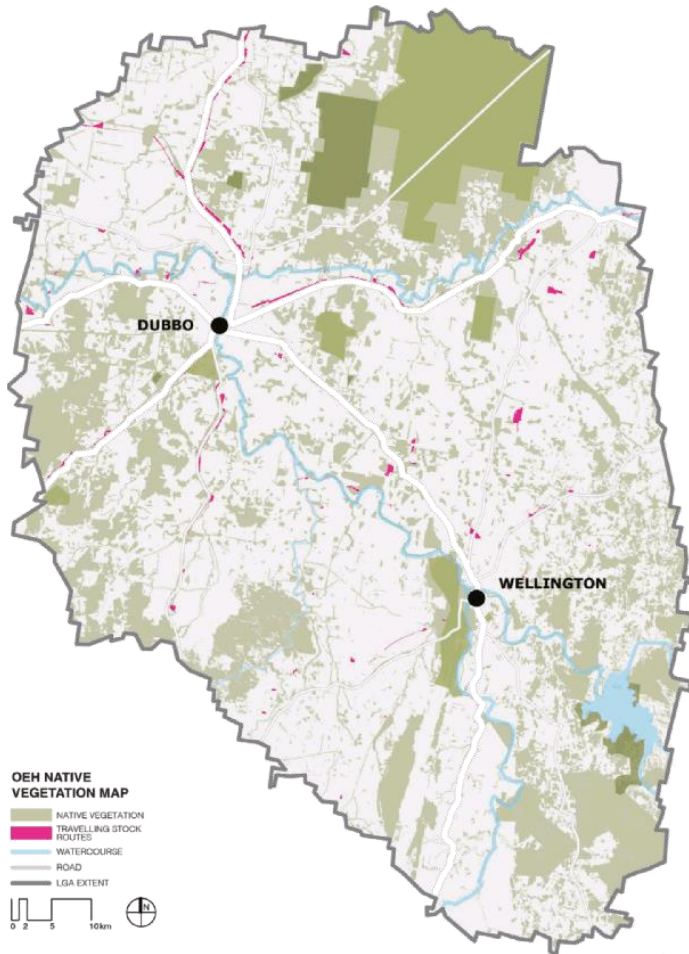


Table 22 : DRC Vegetation Communities

Dubbo city area with areas of natural vegetation. Utilising a river corridor to aid biodiversity protection would aim at an approach that uses:

1. Buffer planting on the western river bank of the Macquarie River. This alignment would not compete with other open space and public uses.
2. Strategic planting of native stands along the eastern open space corridor. Trees selected to improve and support natural resilience planted in groupings. This allows for public use and safety along recreation trails.

3. Consideration of linkages to other vegetated reserves including those under private ownership or managed by other agencies

Climate Change Across Central West NSW

The Climate Change in NSW Fact Sheet states that the climate across NSW has already been impacted by warming of 0.9 0C since 1910. The prediction is that warming will continue into the future. The near future projection (2020 - 2039) is for temperature increases by a further 0.7°C.



Table 23 : Dubbo Flood mapping

Key indicators predict:

- Water resources – impact on the effect of reduced groundwater recharge.
- Soil – increased erosion and acidity.
- Biodiversity – The most vulnerable ecosystems being in areas of greatest fragmentation with ongoing challenges to effect conservation.
- Heatwaves – By 2030 there is projected

to be up to 10 more heat waves per year and up to 33 more in the north of NSW. Heatwaves are expected to last longer.

- Floods and storms – Extremes such as riverine and flash flooding are expected to increase. See flood mapping at Table 23 & Table 24.
- Human Health – Impacts projected to increase due to heat-related



Table 24 : Wellington Flood Mapping

mortality as well as diseases spread by organisms such as mosquitoes or water and food borne diseases.

- Bushfire – Averages and severe fire weather is projected to occur mainly in spring and summer.

The implications for climate change reflect the use of hardy, drought or fire-resistant plantings and buffers. Placement of vegetated zones should not create areas of hazard during fire season during

spring and summer. Asset protection is a consideration for public land adjacent to private subdivisions.

Much of council owned land is affected by flood. The DRC Flood Prone Land Policy supports use of the river corridor as high-quality recreation and reduction of the impact of flooding on individual owners. Open Space delivery can facilitate high water flood management through placement of facilities and appropriate buffer planting.





Table 25 : Building Resilience Dubbo

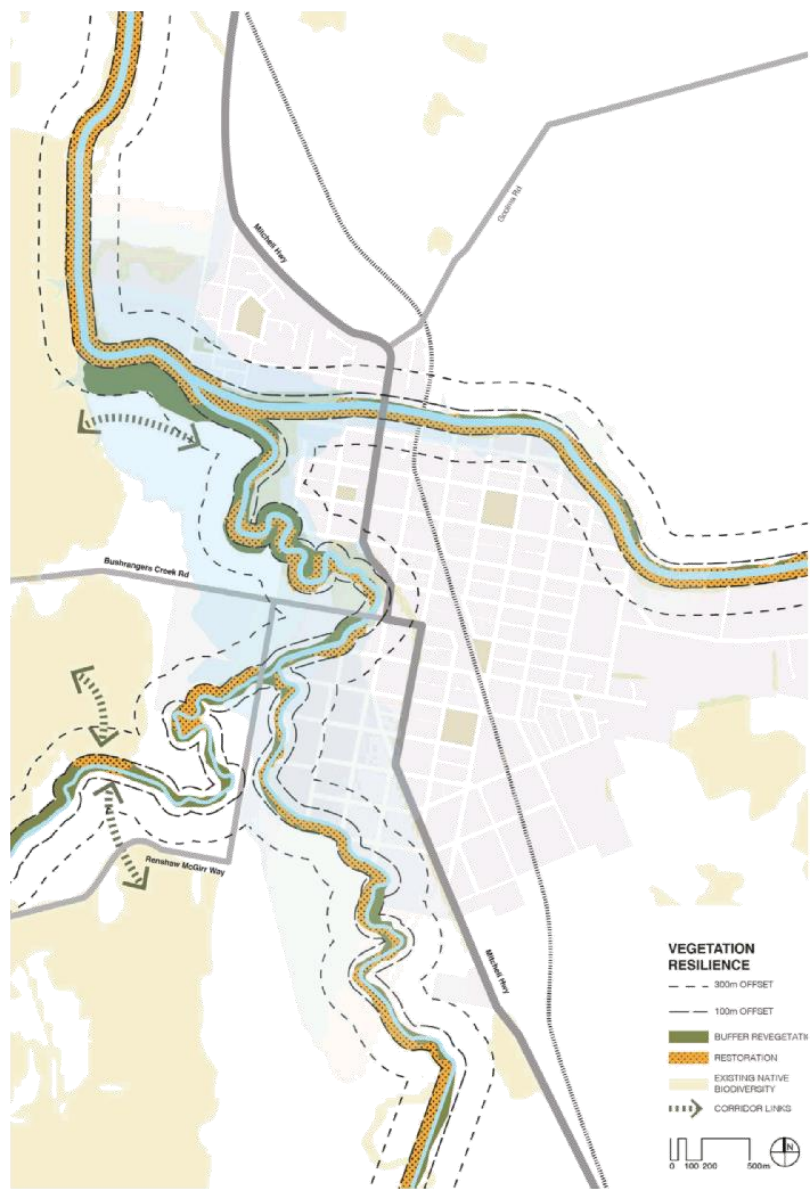
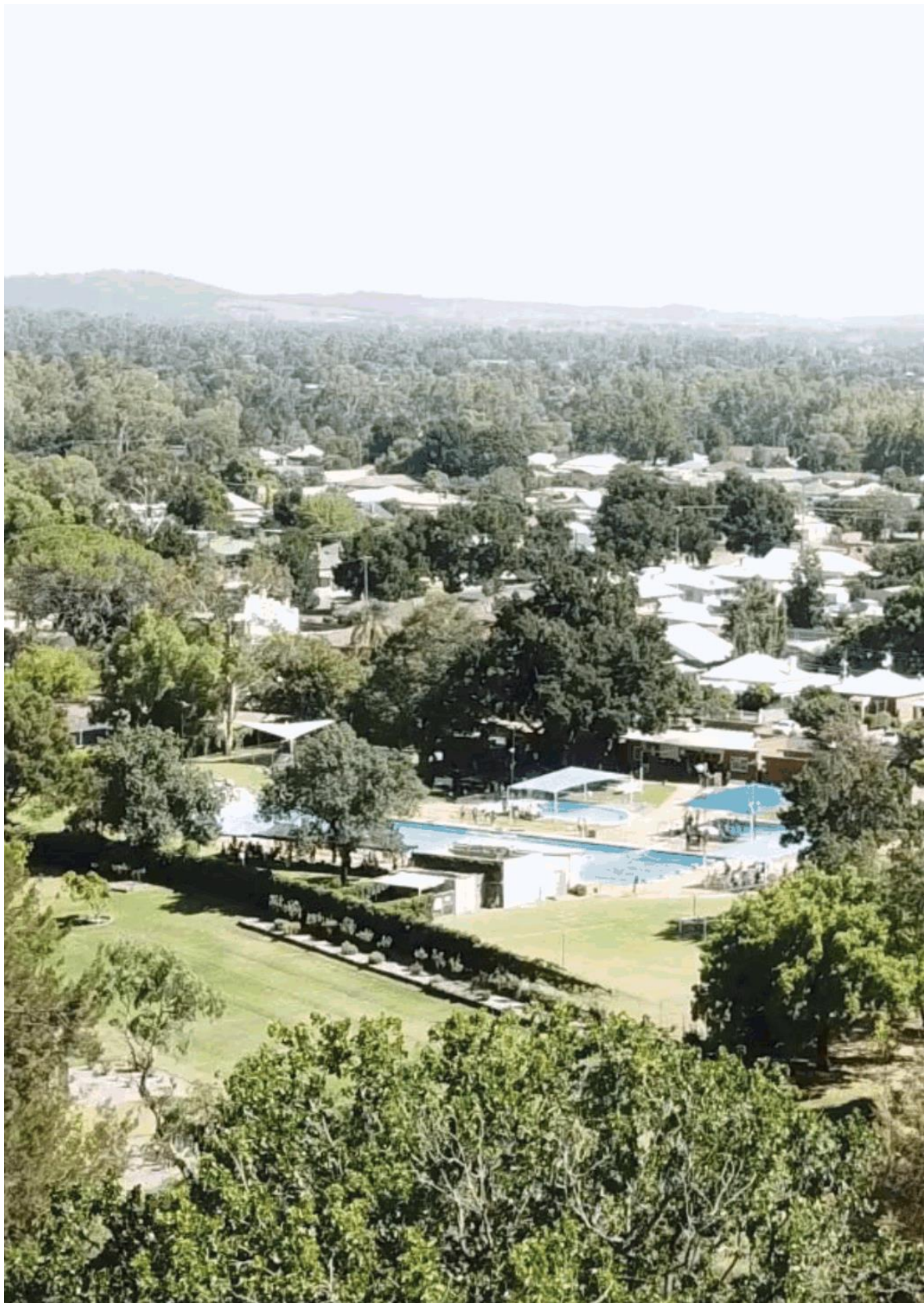
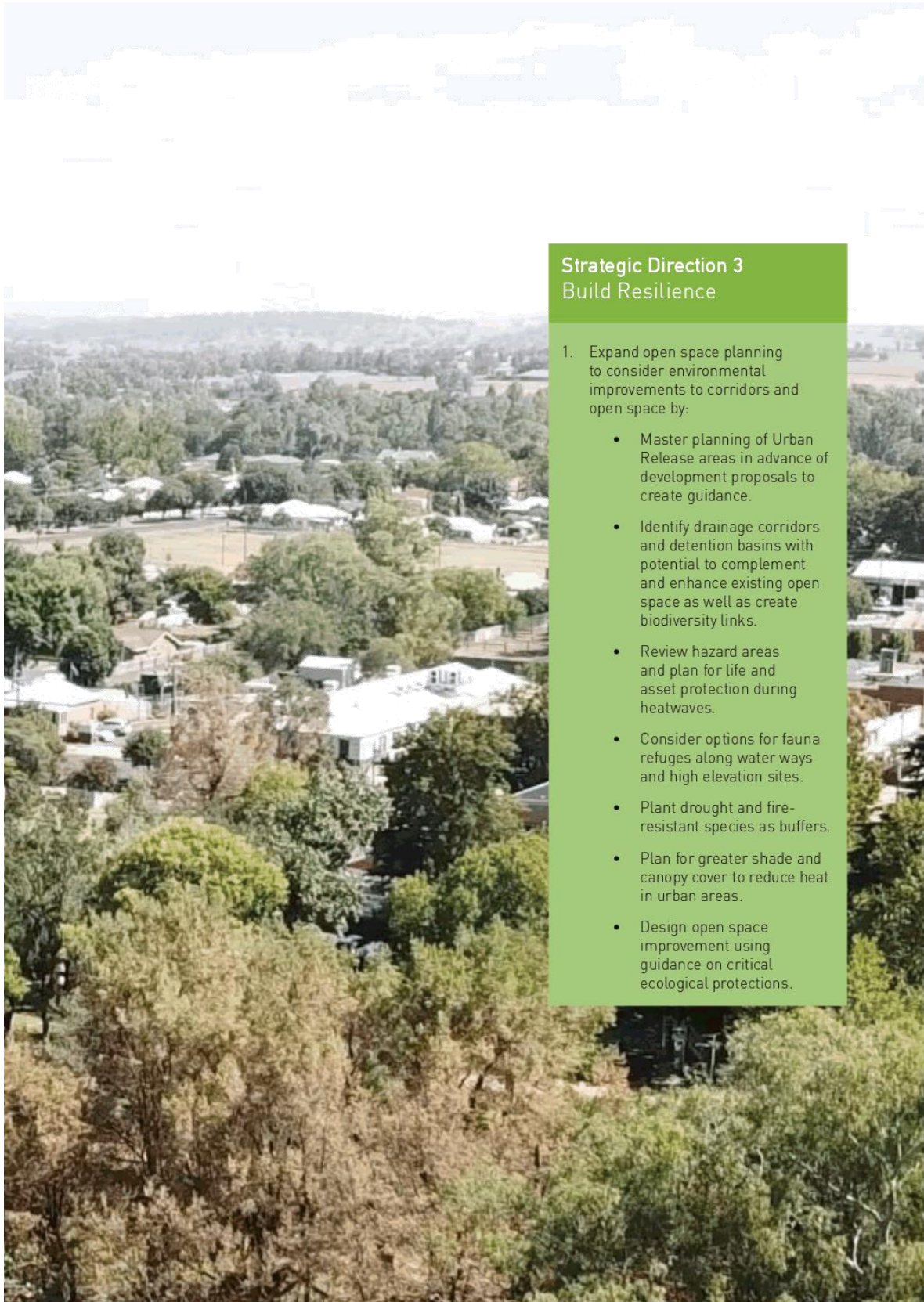


Table 26 : Building Resilience Wellington





Strategic Direction 3 Build Resilience

1. Expand open space planning to consider environmental improvements to corridors and open space by:
 - Master planning of Urban Release areas in advance of development proposals to create guidance.
 - Identify drainage corridors and detention basins with potential to complement and enhance existing open space as well as create biodiversity links.
 - Review hazard areas and plan for life and asset protection during heatwaves.
 - Consider options for fauna refuges along water ways and high elevation sites.
 - Plant drought and fire-resistant species as buffers.
 - Plan for greater shade and canopy cover to reduce heat in urban areas.
 - Design open space improvement using guidance on critical ecological protections.





Design Principles

Designing Character

Street scape elements that comprise the Park Streets make up 3 typical designs. There are two options for on road cycleways and one option for off-road.

A Typical Park Street

All park streets introduce additional amenity items to the typical design. This may include landscaping and trees, footpaths and cycleways as well as wayfinding elements for linkage to destinations.

Footpaths have positive impacts on health and are recommended for all suburban streets if they are connected to a city plan that encourages street connectivity and complementary elements of walkability.

Off Road Cycle Tracks

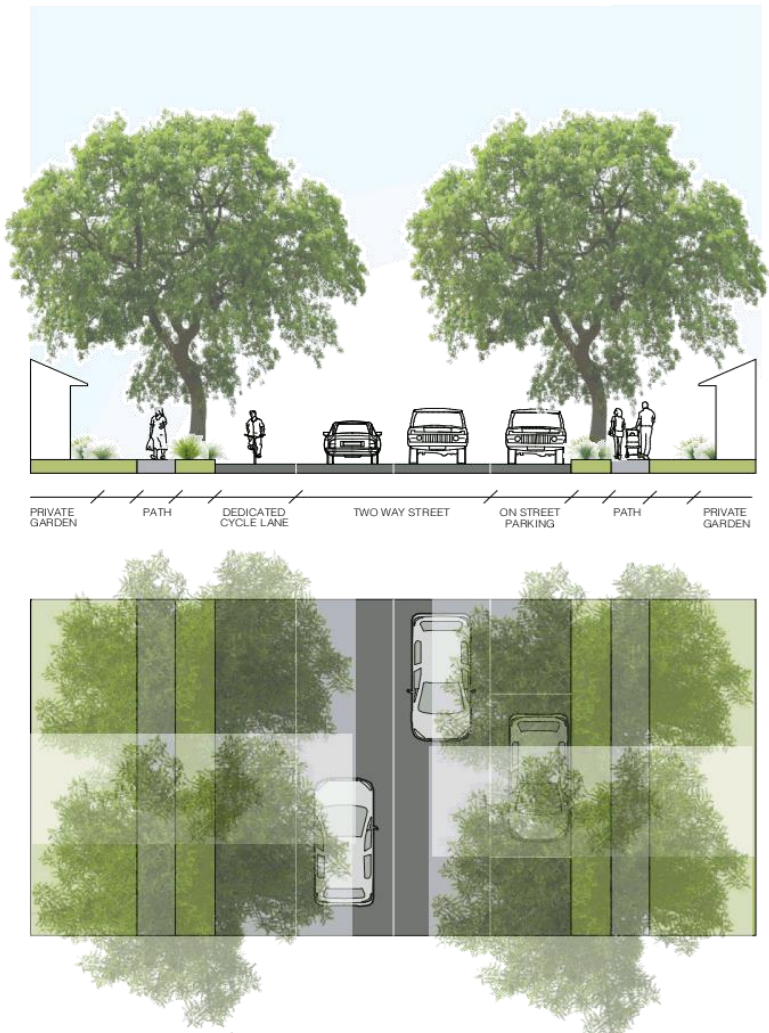
Off road options are the most desirable as a finished landscape solution. Provision can be made to include 2.5m walking and cycling networks, or foot traffic and cycles can be separated.

On-Road Cycle Tracks

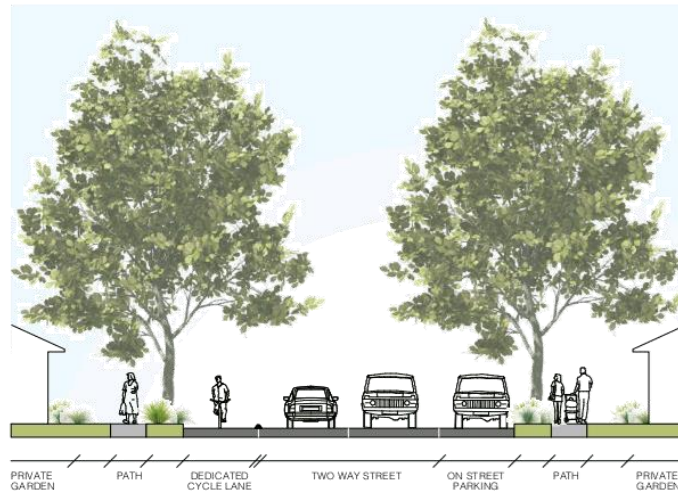
Visibility and clarity for road users is key to successful integration of on road cycle paths. Clear road marking for delineation of use may include coloured surfaces, painting and kerbs or wheel stoppers.

Drainage Corridors

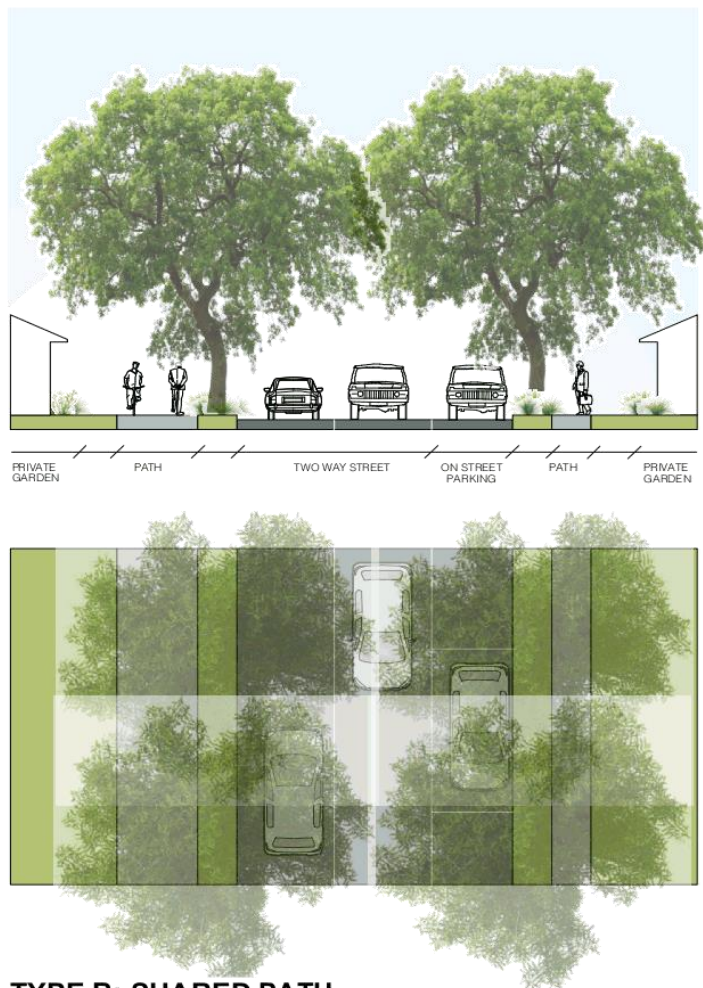
Use of drainage corridors to improve biodiversity and local environment.



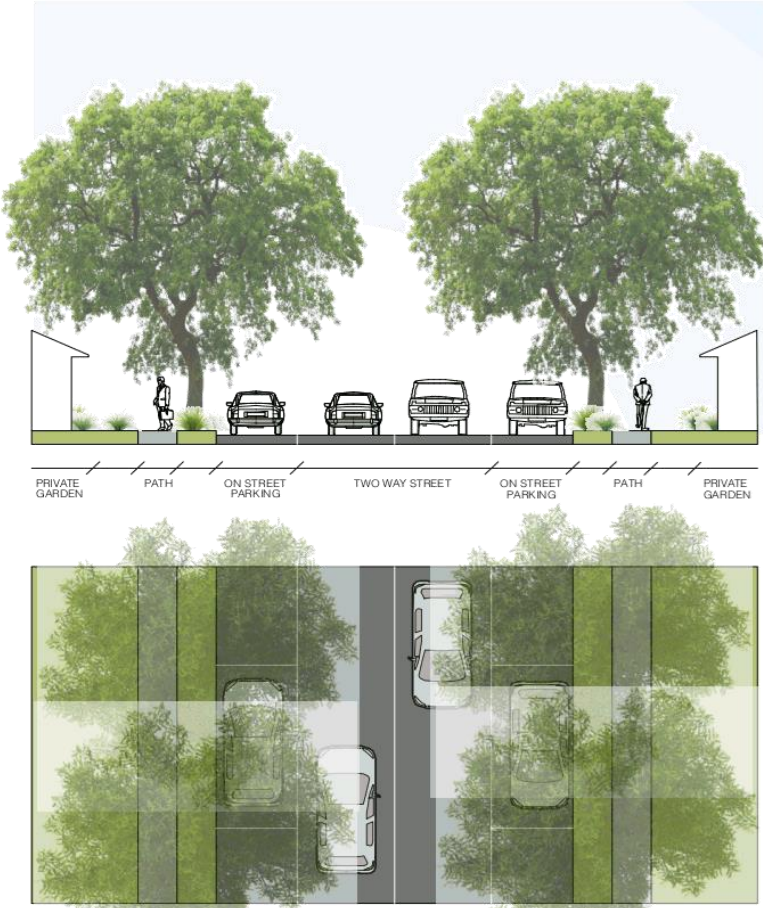
TYPE A: DEDICATED CYCLEWAY
A DEDICATED CYCLE LANE ON ONE OR TWO SIDES OF CARRIAGE WAY AT ROAD LEVEL



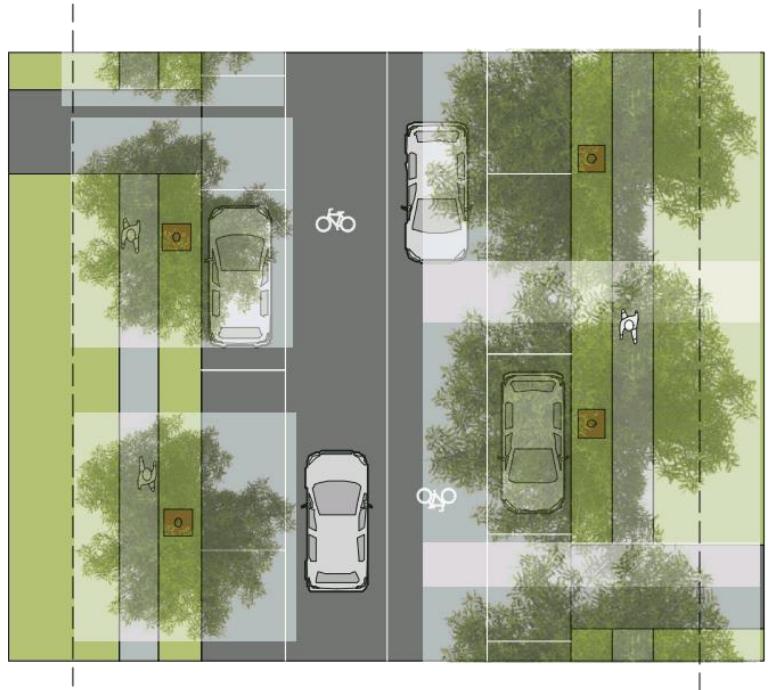
TYPE A: DEDICATED CYCLEWAY (ON ROAD) 1:250
A DEDICATED CYCLE LANE ON ONE SIDE OF CARRIAGE WAY AT ROAD LEVEL



TYPE B: SHARED PATH
A SHARED PATH FOR CYCLISTS AND PEDESTRAINS
ON ONE OR TWO SIDES OF CARRIAGE WAY AT
FOOTPATH LEVEL

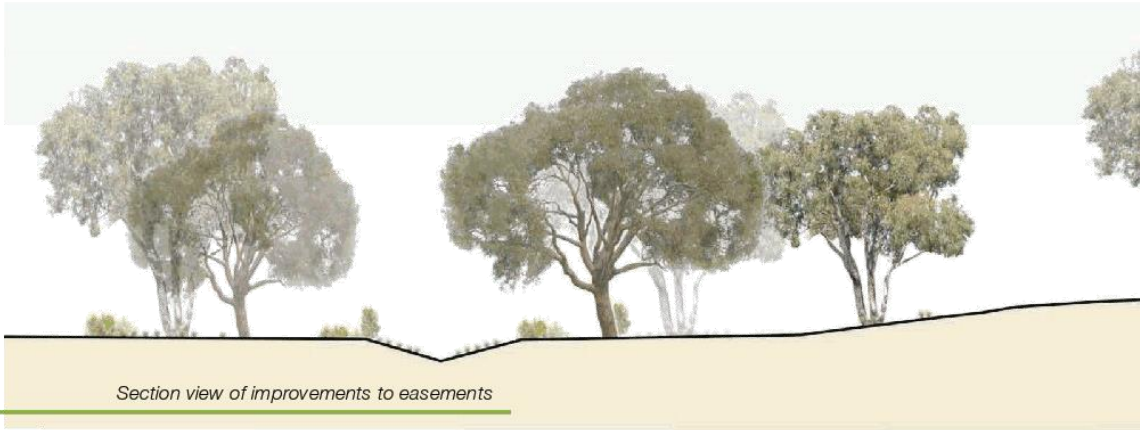


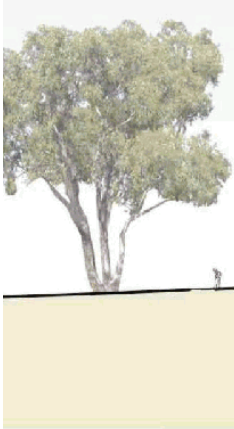
TYPICAL STREET
ON ROAD CYCLE AND PEDESTRIAN FOOTPATH
NEIGHBOURHOOD LIGHT TRAFFIC



TYPICAL STREET 1:250
ON ROAD CYCLE AND PEDESTRIAN FOOTPATH
NEIGHBOURHOOD LIGHT TRAFFIC







Destination Parks

Wellington Area Parks

Pioneer Park

Located across the Bell River from Cameron Park, a significant active sporting area with associated recreation potential. Accessed from Showground Road and currently utilised for organised sport, generally football and cricket.

Further structural assessment required for any potential pedestrian links to Cameron Park and Wellington town centre across the suspension bridge. Potential for upgrade of picnic and BBQ facilities. Some significant tree specimens adjacent to the river - *Eucalyptus camaldulensis* (River Gum).

Evidence of flooding over most of the park area. No current master plan for the site. Possible site for events, concerts and park runs linked with Cameron Park.

Cameron Park

Main town centre park incorporating ANZAC memorial, Visitor information centre, formal gardens, Gazebo, historical tree plantings and a playground. Currently a park wall along the Mitchell Highway creates a visual and physical barrier to the main commercial centre along the Mitchell Highway.

Wellington Pool is located adjacent to Cameron Park and pedestrian links between the two areas could be strengthened through planting and a pathway along the rear of the pool.

Cameron Park Master Plan adopted October 2017.

Kennard Park

Major sporting facility for organised sport within Wellington, generally rugby league. Currently 3 local clubs train at Kennard Park.

The oval area for organised sporting clubs requires a gate for payments by users. Park area surrounded by barbed wire and cyclone mesh discouraging general use and creating an unwelcoming atmosphere. A fenced stormwater channel cuts through the Northwest corner of the park area contributing to the fragmented and inaccessible ambience of the park.

Kennard Park Master Plan adopted.

Rygate Park

Major sporting facility for Wellington including oval and tennis courts. Dilapidated fencing around perimeter. New tennis club facility funded by Nation Building fund. Small and lacking integration with surrounding park area.

Rygate Park Master Plan adopted.

Bicentennial Park

Located within residential area in northern suburbs of Wellington. Well maintained with play facility, oval, toilet facilities. Currently used for Rugby Union. Has a simple barrier between adjacent streets with wide verge.

Master plan development required.



Framework for Delivery

Housing	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
1.3.1.2 The open space and recreation needs of each village are included in the Open Space Plan and Recreation Strategy		1	Manager Recreation and Open Space

Infrastructure	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
2.5.2.1 A Local Government Area town and village entrance plan is developed to beautify the entrances to Dubbo, Wellington and villages		1	Manager Infrastructure Strategy
2.5.2.2 Any proposals for change to town and village entry statements are publicly exhibited	1		Manager Infrastructure Strategy
2.5.3.1 A pedestrian access mobility plan is developed for the Local Government Area	1		Manager Infrastructure Strategy
2.5.3.2 A 10 year program of footpath renewals and upgrades is developed and implemented to Council-adopted service levels	1		Manager Infrastructure Strategy
2.5.5.1 A 10 year cycleway network plan is developed and implemented to Council's adopted service levels	1		Manager Infrastructure Strategy
2.5.5.4 Investigate the provision of bicycle hire and storage facilities within the commercial centres		1	Manager Infrastructure Strategy
2.5.7.3 Review of the bicycle locker network in Dubbo is undertaken	1		Manager Infrastructure Strategy

Economy	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
3.1.1.10 The benefits of mountain biking as a nature based tourism offer across the Local Government Area are examined	1		Manager Recreation and Open Space
Community Leadership	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
4.3.2.2 Provide relevant information and reporting in regard to accessing grant funding		1	
Liveability	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
5.1.1.3 Support to village community groups, such as progress associations to build capacity, deliver improved services and build social connection within the villages while promoting their heritage is provided		1	Manager Recreation and Open Space
5.10.4.2 Advocate to government for funding to restore degraded environments		1	Manager Recreation and Open Space
5.5.1.3 Undertake a review of access and transport requirements of young people to local and regional sporting events and pursuits		1	Manager Recreation and Open Space
5.5.2.1 The operations and activities of the Dubbo and Wellington Sports councils are supported		1	Manager Recreation and Open Space

Liveability	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
5.5.2.10 Master plans are prepared and maintained for all open space and recreation areas	1		Manager Recreation and Open Space
5.5.2.11 The open space and recreation needs of each village are determined and included in the Recreation Strategy and Village Improvement plans	1		Manager Recreation and Open Space
5.5.2.12 Collaboration with user groups of sports grounds is undertaken to ensure the operational requirements of sporting groups and users are met		1	Manager Recreation and Open Space
5.5.2.13 The indoor recreation needs of the community are assessed, including the need for further indoor facilities		1	Manager Recreation and Open Space
5.5.2.15 Development proponents of new residential development where open space and/or recreation facilities have been provided, shall enter into a maintenance agreement with Council to maintain the open space/ recreation facility for at least 10 years		1	Manager Recreation and Open Space
5.5.2.16 The feasibility of a music bowl and associated structure at Sir Roden Cutler Park is examined	1		Manager Recreation and Open Space
5.5.2.2 A Recreation Strategy for the Local Government Area is prepared and implemented	1		Manager Recreation and Open Space
5.5.2.3 A Macquarie River Corridor master plan is prepared and implemented that includes increased environmental restoration and rehabilitation, recreation and other opportunities and activities within the river corridor		1	Manager Recreation and Open Space
5.5.2.4 Use of the Macquarie River Corridor adjacent to the Dubbo Central Business District for a variety of commercial and recreational pursuits is encouraged		1	Manager Recreation and Open Space
5.5.2.5 A master plan is prepared and implemented for the Bell River corridor and the Macquarie River corridor at Wellington that includes increased environmental restoration, rehabilitation, recreation and other opportunities and activities within the river corridors	1		Manager Recreation and Open Space

Liveability	Operational Plan 2018/2019	Delivery Program 2018/2021	Responsible Manager
5.5.2.8 A Defined Asset Management Plan (DAMP) is prepared and maintained for the management of recreation and open space areas across the Local Government Area	1		Manager Recreation and Open Space
5.5.2.9 Recreation and open space areas are managed in accordance with the requirements of the Defined Asset Management Plan		1	Manager Recreation and Open Space
5.5.4.1 A recreation strategy is prepared, implemented and maintained for the Local Government Area		1	Manager Recreation and Open Space
5.5.4.10 A master plan is prepared for the land area situated between Bligh Street and the Macquarie River, within the Dubbo Central Business District	1		Manager Recreation and Open Space
5.5.4.2 A master plan is prepared and implemented for the Dubbo Aquatic Leisure Centre		1	Manager Recreation and Open Space
5.5.4.3 Redevelopment of the Wellington Aquatic Centre is undertaken	1		Manager Recreation and Open Space
5.5.4.4 A master plan is prepared and implemented for the Wellington Aquatic Centre		1	Manager Recreation and Open Space
5.5.4.5 A master plan for the Geurie Pool is prepared and implemented	1		Manager Recreation and Open Space
5.5.4.6 A review of the Victoria Park (No. 1 Oval) sporting complex is undertaken		1	Manager Recreation and Open Space
5.5.4.7 The feasibility of and location of an indoor sports centre in Dubbo is examined		1	Manager Recreation and Open Space
5.5.4.8 The Regand Park Master Plan is reviewed		1	Manager Recreation and Open Space
5.7.2.2 The Wiradjuri Park master plan is reviewed in conjunction with the development of designs for the new flood-free bridge, including funding opportunities	1		Manager Recreation and Open Space







Ian McAlister

From: [REDACTED]
Sent: Monday, 11 March 2019 4:25 PM
To: DRC Mailbox
Cc: Ian McAlister
Subject: Comments On The Draft Open Space Masterplan

Dear sir/madam

Please find attached comments on the Draft Open Space Masterplan presently on exhibition. I commend them to you for consideration.

SOME NOTABLE OMISSIONS

1. The "Dubbo Aerial View" on page 6 is 10 years old. Much of Dubbo's new development is not shown. I would expect the consultant to at least cut and paste a recent Googlemaps view in place of this old aerial photo.

2. On page 9 Mudgee and Gulgong are missing as important satellite towns of Dubbo, as is the important Trunk road link between the Golden and Castlereagh Highways through Goolma . Mudgee is also not included on the printed list of towns serviced by Dubbo despite being larger in population than any of those ON the list, and closer than most. Topically Mudgee is also within the State Seat of Dubbo so should be listed for "political" reasons if for no other.

MY MAJOR SUBMISSION

The key submission I wish to make, however, is that Activity 5.5.2.3 on page 68 should be beefed up and modified as follows: "A Macquarie River Corridor Masterplan is prepared and implemented that includes acquisition by Council of the remaining floodplain land between the John Gilbert WTP and Caroline Reserve to the south of Shibles Hill, increased environmental restoration and rehabilitation, recreation and other opportunities and activities within the river corridor".

Acquisition of the floodplain through Dubbo for its full length had been a policy of Dubbo City Council since the 1960's. Successive Councils had acted on that policy as and when land became available for acquisition, either by vesting from developers or sourcing of grants for that specific purpose from the former Department of Lands. The Council now owns or controls all of the floodplain from the Police Paddock in North Dubbo all the way south to the John Gilbert Water Treatment Plant.

In my view it would be very shortsighted for this Council to abandon nearly 60 years of effort when the completion of this policy objective is so close. The "Miriam" Urban Release Area will very likely be developed within the next decade leading to the vesting of most of the remaining flood liable in Council as a condition of that subdivision. Other parcels still in private hands off Huckel Street will also eventually come onto the market as have all of the other lands further north which were once private market gardens and the like.

The Draft Masterplan already includes many hints and references to the desirability of this outcome, but without taking same to any real conclusion. In this regard I would refer you to the following points.

On page 5 "The Masterplan aims to build resilience to natural hazards fire and flood management".

On page 7 "The region also offers unique tourism with the Zoo and associated cycling network". My suggestion is that a riverside cycleway can be developed along the eastern bank of the river as a very pleasant alternative to Macquarie Street once Councils owns/controls the remaining floodplain.

On page 8 it is a State policy Direction (Number 15) to "Increase resilience to natural hazards and climate change."

On page 10 "This ... masterplan will expand on additional gains that can be made through:
• flood and natural hazard proofing ... "

On page 13 Open Space Acquisition 2008-2018 the statement is made "An expansion of open space through strategic acquisition of land along the Macquarie River has been successful. This supports both the Dubbo City Park and River Spine concepts." It is important to note on this page that there is already a major urban release area west of Macquarie Street between Huckel Street and the Molong Railway Line that will require additional recreational space to be provided AND present an opportunity for suitable land to be acquired.

On page 18 I see no logic in stopping the River Spine at the South Dubbo Weir. The arrow should go at least as far as the Molong Railway Line, if not Caroline Reserve, on the eastern bank of the river.

On page 28 there are several major omissions from Table 12 - cycleways all through Southlakes, Macquarie View and Holmwood Estates; and the riverside Cycleway through Regand Park are not shown. This latter in particular would normally invite consideration of an additional gap to be identified on Table 11 (p. 27), being a riverside off-road cycleway between the John Gilbert WTP and the Tracker Riley Cycleway at the Dundullimal Railway Bridge. Imagine the desirability of such a link?

Table 13 on page 29 and Table 15 on page 29 both invite consideration of a combined cycleway/pedestrian path between the John Gilbert WTP and Dundullimal Railway Bridge.

In Table 16 on page 32 I would suggest the above as a "gap" worthy of consideration.

With reference to page 38 the floodplain land between Huckel Street and Shibles Hill all the way to Caroline Reserve should be overtly considered for addition to the "city 'oasis'" referred to under The Dubbo Transport Strategy heading.

On p. 49 the comment "extremes such as riverine and flash flooding (are) expected to increase" combined with the map at Table 23 could normally have been expected to lead to a conclusion that the large expanse of floodplain between Huckel Street and Shibles Hill should be acquired by Council for recreational purposes. This seems to me to be the major omission from the Masterplan as presently drafted.

Thank you for your consideration.

Stewart McLeod

6 Southlakes Parade

Dubbo NSW 2830

0413 630 485

Ian McAlister

From: comms@dubbo.nsw.gov.au
Sent: Thursday, 4 April 2019 7:13 PM
To: Ian McAlister; Brad Marks
Subject: Make a comment on the Open Space Masterplan below submitted

The following information has been submitted from the Dubbo Regional Council:

Name: [REDACTED]
Email Address: [REDACTED]
Contact Number: [REDACTED]
Comments/Feedback: The Tracker Riley path is fantastic, consider completing the loop with a pedestrian/kid friendly cycleway along Macquarie from Huckle St to Margret Cr. My kids can't cycle to school safely because of a lack of connected tracks and safe highway crossings. A higher priority on the connection of schools to the cycle network. The State and Local governments are investing heavily in the new velodrome, it is a no brainer to ensure cycleway connectivity to this facility.

Ian McAlister

From: comms@dubbo.nsw.gov.au
Sent: Thursday, 7 February 2019 6:59 PM
To: Ian McAlister; Brad Marks
Subject: Make a comment on the Open Space Masterplan below submitted

The following information has been submitted from the Dubbo Regional Council:

Name : Robert Simpson
Email Address : rsimpson@hotmail.com
Contact Number : 0411187383

Comments/Feedback : Dubbo Region Green Web is a really exciting concept and would have my full support.

To connect the CBD into the regions landscape and bio diversity its such a smart idea. Also with a hotter climate expected over the coming years established trees are an absolute must.

Well done to council.



DUBBO REGIONAL
COUNCIL

REPORT: Placing an Amenity Value on Public Trees

AUTHOR: Manager Recreation and Open Space
REPORT DATE: 29 April 2019
TRIM REFERENCE: ID19/502

EXECUTIVE SUMMARY

Trees located on public land within Dubbo, such as the park and street trees, are owned by the public and are managed on their behalf by Dubbo Regional Council.

It is also widely recognised that trees have an amenity value within a given landscape. Where the trees are located on municipal controlled land, this value resides within the public consciousness. Removal of trees within these public lands, whether it is as a result of vandalism or at the request of a Developer, in effect impoverishes the broader community and future generations. It is suggested that compensation for the loss of the Amenity Value of the tree/s be paid back to the community.

To ensure intergenerational equity and compensation for the loss of these publicly owned trees, this report discusses the feasibility and method of how to determine the Amenity Value of trees and how this approach could benefit the long term viability of Dubbo's Urban Forest.

Support for the implementation of the Placement of an Amenity Value on Public Trees was provided for through the Street Tree Advisory Committee's April meeting.

FINANCIAL IMPLICATIONS

Dubbo Regional Council is not financially positioned to fund the cost of ensuring the medium term (15 years) viability of the public urban forest without financial support from non – rate revenue streams. It is therefore necessary to identify alternate and equitable means to spread the cost of maintaining and renewing the urban forest or accept that the quality of the urban forest will decline that will in turn reduce the aesthetics of the City.

Through the adoption of the Tree Aesthetic Valuation Method a previously unidentified income stream can be generated to assist in the long term viability of the urban forest. The level of funding generated from this stream will vary annually depending on removal requests, vandalism incidents and successful prosecution, etc.

POLICY IMPLICATIONS

A Council Policy would be developed to provide guidance on the implementation of Tree Amenity Valuation Calculation.

RECOMMENDATION

1. That the report of the Manager Recreation and Open Space dated 29 April 2019 be noted.
2. That the proposed Tree Amenity Valuation Calculation, that was accepted by the Street Tree Advisory Committee at its April 2019 meeting, be adopted and implemented from 1 July 2019.
3. That the proposal of implementing the Tree Amenity Valuation on Public Trees be placed on public exhibition for 28 days to enable the community to provide comment.
4. That following the public exhibition period, a further report be submitted to Council for consideration.

Ian McAlister

Manager Recreation and Open Space

BACKGROUND

Trees make a valuable contribution to the way that humans observe and interact with their environment. In the urban setting particularly trees play a significant role in the aesthetic softening of the built environment through their shape and their foliage and floral displays. It has long been recognised (eg: Neely, D. 1979 *Guide for Establishing Values of Trees and other Plants. Revision IV* and Maurer – Hoffman 1970) that this aesthetic contribution by urban trees has a value to the general public that can be calculated and potentially recouped in circumstances where trees are requested or required to be removed.

Where street and park trees are removed on the request of the public and Developers it is recommended that Dubbo Regional Council takes the approach on passing on all of the identifiable costs associated with the removal and re – establishment of the tree. It also recommends that as part of the identification of the costs associated with the removal of the tree the loss of value in terms of the public amenity should also be identified and passed on.

These costs can be summarised as:

Removal Cost + Amenity Cost + Re – instatement and Establishment = Total Charge

This report discusses the method of calculation of the amenity value of trees and where it can be used to recover the loss of amenity in a given area as a result of wilful vandalism or by Developers and how it can be used to encourage the replacement of green landscapes and Water Sensitive Urban Design principles within new developments.

REPORT

Within an urban environment, trees provide a myriad of services to the general public that often go unnoticed or unreported. Accordingly, trees can also have a range of values assigned to them either individually or as a group. With regard to the urban landscape, one of the most important values that can be attributed to trees is their amenity value. A reasonable description of “amenity value” is found in the Native Vegetation Act 1991 and is as follows:

“Amenity value means how highly the trees are regarded by the community as part of the local landscape. This can be difficult to judge, but if a tree is large or otherwise distinctive and is at a location readily viewed by the public, it is of amenity value and should not be cleared.”

This description is useful as it combines the characteristics of the tree with the extent to which it can be viewed and appreciated by the public, thus it covers both the tree and its setting.

In Dubbo, trees in the public domain that include parks and street trees are managed by Dubbo Regional Council on behalf of the community. One extremely important consideration of tree management is that due to the life expectancy of trees, this stewardship is intergenerational. Decisions made today on the removal or retention of trees will therefore have positive or negative impacts on the quality of life for future generations of Dubbo citizenry.

There are times where a tree may need to be removed for a variety of reasons. These reasons include: to ensure public safety, the installation of new or replacement civil infrastructure and the prevention of damage to public and private properties. As custodians of the public infrastructure (built and green) these are all reasonable grounds to have a municipal tree removed as it is for the “public good”.

There are also instances where Council is required to remove a public tree for other reasons including vandalism of a tree that results in its death. Council is also requested by Developers from time to time to remove trees to make way for their development. In both of these instances, it is argued that a recognised and accepted method to value the loss of amenity to the public (current and future) is required. This figure can then be added to the cost of removal and re – establishment of a tree/s and used to determine the level of compensation paid to Council if the perpetrator of the vandalism is identified. In the case of Developers, this figure could be used to assist in the determination of the cost level of (re) embellishment required as part of the landscaping component of the new development. In other words, the full cost of replacement of the loss of amenity value to the general public can be built in to the Development Application approval process through the landscape conditions and passed onto the Developer.

Where public trees are removed, other than by Council for infrastructure projects, it is proposed that Dubbo Regional Council takes the approach on passing on all of the identifiable costs associated with the tree. These costs can be summarised as:

Removal Cost + Amenity Cost + Re – instatement and Establishment = Total Charge

To determine the **Total Charge**, it is suggested that both the removal cost and the re–instatement and establishment costs are continued to be based on the actual costs of undertaking the works. To determine the Amenity Cost of the tree/s to be removed, it is suggested that a modified version of the City of Melbourne model that uses Yau’s 1990 modified Maurer-Hoffman Formula be considered. This model takes into account a number of factors including the size of the tree (that is related somewhat to the age of the tree), the species of the tree, the aesthetic value of the tree (eg: is it a single tree, or part of an evenly planted avenue), its location (eg: whether it is a reserve, village, residential street or park) and its overall condition (eg: health, vigour, life expectancy).

The basic monetary value of the tree was taken from the internationally accepted table of values devised by the American Council of Tree and Landscape Appraisers and the International Society of Arboriculture, which in the base year 1988 was \$US27 per square inch trunk basal area. When converted to a value corresponding to centimetres in trunk diameter at breast height (DBH), the Basic Monetary Value table, updated in 2017 to reflect more current monetary values. When young trees with a 6cm trunk diameter or less will be replaced by another tree, there will be no amenity value charge.

Value (V) = Basic Value (\$) x Species (S) x Aesthetics (A) x Locality (L) x Condition (C)

- The **basic monetary value** of a tree is determined by matching the trunk diameter at breast height (DBH) with its corresponding base value that is updated annually.
- The **Species value** of a tree is assessed according to its known natural life span and its rate of growth in a particular environment. For example, a long-lived tree will be scored higher than a short-lived tree.

Significant features to the tree will also modify how the tree is scored. Judgment regarding species factor is required to be made by a qualified Arborist.

- The **Aesthetics value** of a tree is determined by the impact on the landscape if the tree were removed. This category is closely tied to the locality factor (below).
- The **Locality factor** is determined by the tree's geographical situation. Trees in a major centre, main street or boulevard score highest because of the stressful growing environment in which the tree has to survive. As the location becomes more rural, the significance of the tree diminishes.
- The **tree condition value** is determined by a qualified arborist considering the condition of the trunk, growth (associated with health), and the structure of the tree and whether or not it is compromised by pests and/or disease.

Through the application of the amenity valuation process Developers and the public are still able to request the removal of public trees. This is important so not to prevent or discourage Developers from undertaking development projects within the City or members. It also enables the general public the opportunity to request the removal a particular tree that may be impacting on their property or quality of life but calculates the loss of amenity (in dollar terms) to the landscape, as well as the cost of removal and the replacement of the tree back on them.

Civil infrastructure projects undertaken by Council, or on our behalf, would be exempt from the application of the Tree Amenity Valuation Calculation on the basis that the works are carried out for the public good, and that Council already considers the cost of replacement trees in these works.

SUMMARY

The Tree Amenity Valuation Calculation recognises that street trees are public property and have an amenity value not just for our generation but future generations as well. This intergeneration equity should be considered when determining when assigning a value to a tree.

While the removal and re-establishment costs are direct costs that can be attributed back to the developer or vandal, the loss of amenity value is a public cost. To account for this “public value” component, it is recommended that, if adopted, funds generated from the application of the amenity valuation process be restricted to help fund the shortfall previously identified in the tree replacement program.

TREE AMENITY VALUATION CALCULATION

Tree amenity valuation formula:
Value (V) = Basic Value (\$) x Species (S) x Aesthetics (A) x Locality (L) x Condition (C)

Tree # Species

Location

Step 1. Determination of Basic Monetary Value (\$)

The basic monetary value of a tree is determined by measuring the trunk diameter at breast height (DBH).
DBH = 1.4m above ground surface.

DBH	<input type="text" value="120"/>
Basic Value	123969

Step 2. Determination of species factor (S)

A tree is assessed according to its known natural lifespan and its rate of growth in a particular environment (Characteristics). For example a long lived tree will be scored higher than a short lived tree. Significant features to the tree will also modify how the tree is scored. Judgement regarding species factor must be made by a qualified arborist.

Characteristics

Table 1 trees of medium life span (50 - 150 yrs), fast growth rate. Examples: Populus, Liquidamber, Eucalyptus, Angophora, Grevillea, Melaleuca, Michelia, Salix, Casuarina, Hakea, Celtis, Acmena

Character value	<input type="text" value="0.7"/>
-----------------	----------------------------------

Modifier value

Table 2. Normal plant status

Modifier value	<input type="text" value="0"/>
Total S factor	0.7

Step 3 Determination of aesthetics factor (A)

The aesthetic value of a tree is determined by the impact on the landscape if the tree was removed. This category is closely tied to the locality factor (L), see Step 4.

Aesthetics

Table 3. street or pathway plantings, regular spacing both sides

Total A factor	0.9
-----------------------	-----

Step 4. Determination of Locality factor (L)

The locality factor is determined by the tree's geographical situation. Trees in the CBD or a major arterial road (urban) score highest because of the stressful growing environment that the tree has to survive in. As the locality becomes more rural the significance of the location of the tree diminishes.

Locality

Table 4. in outer suburb areas and residential streets

Total L factor	1.5
-----------------------	-----

Step 5. Determination of Tree Condition (C)

Tree condition value is determined by the corresponding total score of the assessment criteria.

Condition	Criteria	Rating	Score
Trunk	Solid and Sound	5	5
	Sections of bark damaged / missing	3	
	Extensive Decay, hollow trunk	1	
Growth	>15cm twig elongation this season	3	1
	5 to 15 cm twig elongation	2	
	< 5 cm twig elongation	1	
Structure	Healthy, stable and sound	5	3
	Some deadwood and dead limbs	3	
	Extensive dieback and deadwood	1	
Pests & Diseases	No pest / disease infestation	3	3
	Minor symptoms of infestation	2	
	Advanced symptoms of infestation	1	
Canopy Developm	Full balanced canopy	5	3
	Full but unbalanced, lop - sided	3	
	Unbalanced and lacking full canopy	1	
Life Expectancy	> 50 years	5	3
	10 - 50 years	3	
	< 10 years	1	
			18

Total C Factor	0.6
-----------------------	-----

TOTAL AMENITY VALUE OF TREE \$70,290



DUBBO REGIONAL
COUNCIL

REPORT: CBD Walking Trail and Bell River Pedestrian Bridge, Wellington

AUTHOR: Manager Recreation and Open Space
REPORT DATE: 29 April 2019
TRIM REFERENCE: ID19/528

EXECUTIVE SUMMARY

Cameron Park is located in the CBD of Wellington and dates back to 1859. It was officially proclaimed in 1882 as Bell Park. During the early Twentieth Century the park layout was formalised and was renamed Cameron Park in 1910 to honour the then Mayor, Alderman Thomas Cameron for his work in establishing the park.

Through a number of successful grant applications Dubbo Regional Council has \$321,000 to commence work on the development of a more extensive path network that utilises the existing path system in Cameron Park and extends it through to Bell Park – linking the new pool facility under construction, and over the Bell River around Pioneer Park and out to Brennan’s Way. This path system is predominately decomposed granite with concrete sections in areas of high erosion (from flooding) potential.

Following Development Application approval in April quotation documents have been prepared and subsequently advertised. Closing date for these quotations is 28 May 2019.

However further extension of a riverside pedestrian and cycle way within Wellington is prohibited at this point in time due to the small, and highly fragmented, level of ownership of the river corridor by Dubbo Regional Council. This issue has been identified in the Dubbo Open Space Masterplan 2018, with a recommendation that Council investigates future acquisition of flood prone land as it becomes available to progress the extension of the path network.

If Council decided to pursue the purchasing of land along the Bell River, either as an easement or as whole allotments then the previously reported erosive potential of the Bell River banks need to be considered. As identified from the legal advice received from Matthews and Folbigg Pty, the responsibility of protecting property and infrastructure on lands adjoining rivers rests with the owner of that land. By increasing Council’s land portfolio along this highly mobile river system also significantly increases Council’s exposure to costly protective measures, repairs, loss of land and land value (through erosion).

FINANCIAL IMPLICATIONS

Dubbo Regional Council has \$150,000 allocated to the Implementation of the Cameron Park Master Plan (Stronger Country Communities Fund R1) identified for the development of a connecting path from Cameron Park to Bell Park. A further \$171,000 has been allocated (\$130,000 from SCCF R1 and \$41,000 from Stronger Communities (Major Project) Fund)) for

the development of a path system from Pioneer Park to Bushrangers Road. A shortfall of \$115,000 exists for the construction of the path system.

No funds have yet been identified for the renewal of the pedestrian bridge over the Bell River linking Cameron Park to Pioneer Park. As final designs of this bridge and access ramps have not yet been finalised a formal cost estimate is still to be devised.

POLICY IMPLICATIONS

Former Dubbo councils have implemented a land acquisition policy since the 1960s to enable a high land ownership / management (approximately 85%) of the urban river corridor. It shall be recommended that Dubbo Regional Council considers the development of a land acquisition policy for urban flood prone / river front land along both the Macquarie and Bell rivers with the view of further developing a path network.

RECOMMENDATION

- 1. That the report from the Manager Recreation and Open Space, dated 29 April 2019, be noted.**
- 2. That a land acquisition policy for river front land along the Bell and Macquarie rivers in Wellington be developed to enable Council to investigate future land purchases, as either full allotments or as easements, as they become available to provide a continuous river corridor within the Wellington urban area.**
- 3. That following the development of a draft River Land Acquisition Policy for Wellington that it is tabled at a Councillor Workshop for further discussion, before advancing to Council for consideration and adoption.**

Ian McAlister
Manager Recreation and Open Space

REPORT

Cameron Park is located in the CBD of Wellington and dates back to 1859. It was officially proclaimed in 1882 as Bell Park. During the early Twentieth Century the park layout was formalised and was renamed Cameron Park in 1910 to honour the then Mayor, Alderman Thomas Cameron for his work in establishing the park.

At the October 2018 Ordinary Council Meeting a Mayoral Minute (CCL18/199 - Bell River Pedestrian Bridge, Wellington) was tabled and subsequently adopted. The recommendations from this Mayoral Minute are as follows:

- “1. That the Chief Executive Officer be requested to prepare a masterplan for a walking track around the CBD/Bell River precinct in Wellington.*
- 2. That such a masterplan includes the provision for the construction of a new pedestrian bridge that is accessible for people with limited mobility.*
- 3. That the existing pedestrian bridge across the Bell River be demolished.*
- 4. That Council seek funding opportunities to offset the costs of construction of the facilities identified within the adopted masterplan.*
- 5. That a further report be presented to Council in March 2019 consisting of the draft masterplan, project schedule and budget to meet the expected delivery date of July 2020.”*

The proposed Bell Riverside walkway that has been designed utilises the existing historic path network within Cameron Park itself, and extends it to the north to Bell Park and west across the Bell River to Pioneer Park and up past the Wellington Showground to Brennan’s Way. The proposed path network will provide a 5km loop that will enable the establishment of Wellington ParkRun, support the Mt Arthur Challenge and offer a safer and more pleasant connection from the CBD of Wellington out to the Showground.

The path system has been designed on the northern side of Showground Road / Bushrangers Road to enhance safety for events including the Mt Arthur Challenge and ParkRun by reducing the need to cross streets and driveways (figures 2 and 3). This route will require the removal of approximately 20 trees outside the Wellington 50km urban zone between Pioneer Park and Brennan’s Way. These trees are located directly underneath powerlines and have suffered from repeated pruning events. It is proposed to replant an avenue of suitably sized trees along this section that complies with both RMS and Essential Energy Vegetation Management Guidelines.



Figure 1. Overview of proposed Bell River Walking Trail from CBD to Bushrangers Road, Wellington



5KM WALKING TRACK
PEDESTRIANS BACKTRACK AT TURN AROUND POINT
ENTRANCE TO PIONEER PARK. START AND FINISH ARE
AT NEW POOL CARPARK

DRAFT

Figure 2. Bell Riverside Walkway (5km track)



Figure 3. Detailed view of Pioneer Park trail section, showing new alignment of pedestrian bridge and access ramp.

The most difficult aspect of this design continues to be the renewal of the pedestrian bridge linking Cameron Park, and the CBD, on the eastern side of the Bell River to Pioneer Park on the western side.

To enable this bridge to comply with the Australian Standard for Mobility and Access (AS1428), and to reduce the risk of damage by flooding it is proposed to bring the eastern approach of the bridge from the top bank level (292m) in Cameron Park. As shown in figure 3 above, the resultant length of the bridge is approximately 98 metres and the height differential between the eastern and western banks is approximately 3 metres. To comply with AS1428 the length of the access ramps will need to be between 60 metres (1:20) and 42 metres (1:14).

Further design work and investigations in regards in identifying the most cost efficient manner to achieve this connection are being carried out to try and minimise these parameters and their cost implications to this project.

The future extension of this path network, however, is not currently possible due to the extremely low and fragmented ownership / management of the river corridors by Council within Wellington. This situation is shown in Figure 4 with green being “park,” pink being sporting facilities and the blue outlined polygons being land that has been identified as Crown Lands potentially under the control and management by Council. Work on confirming this ownership is continuing.

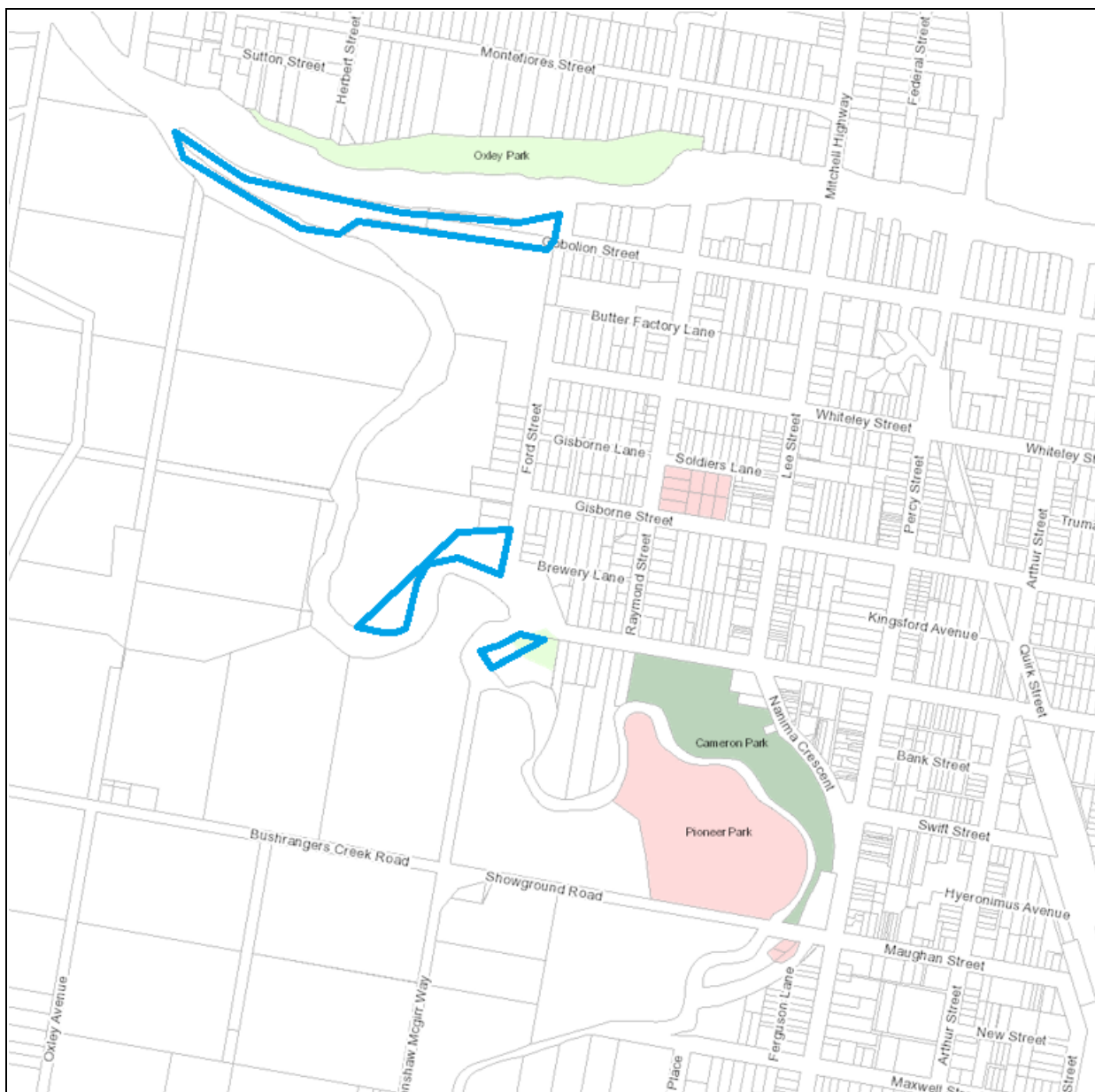


Figure 4. River frontage under the control or management of Dubbo Regional Council – Wellington.

To achieve an extended walking track along the Bell River precinct Council will need to look at acquiring privately owned land. This could be achieved by either looking at purchasing whole parcels of lands as they become available on the market, or by approaching the individual property owners with the view of purchasing an easement along the river corridor from them.

If Council decided to pursue the purchasing of land along the Bell River, either as an easement or as whole allotments then the previously reported erosive potential of the Bell River banks (Soil Conservation Services 2018) need to be considered (figure 5).

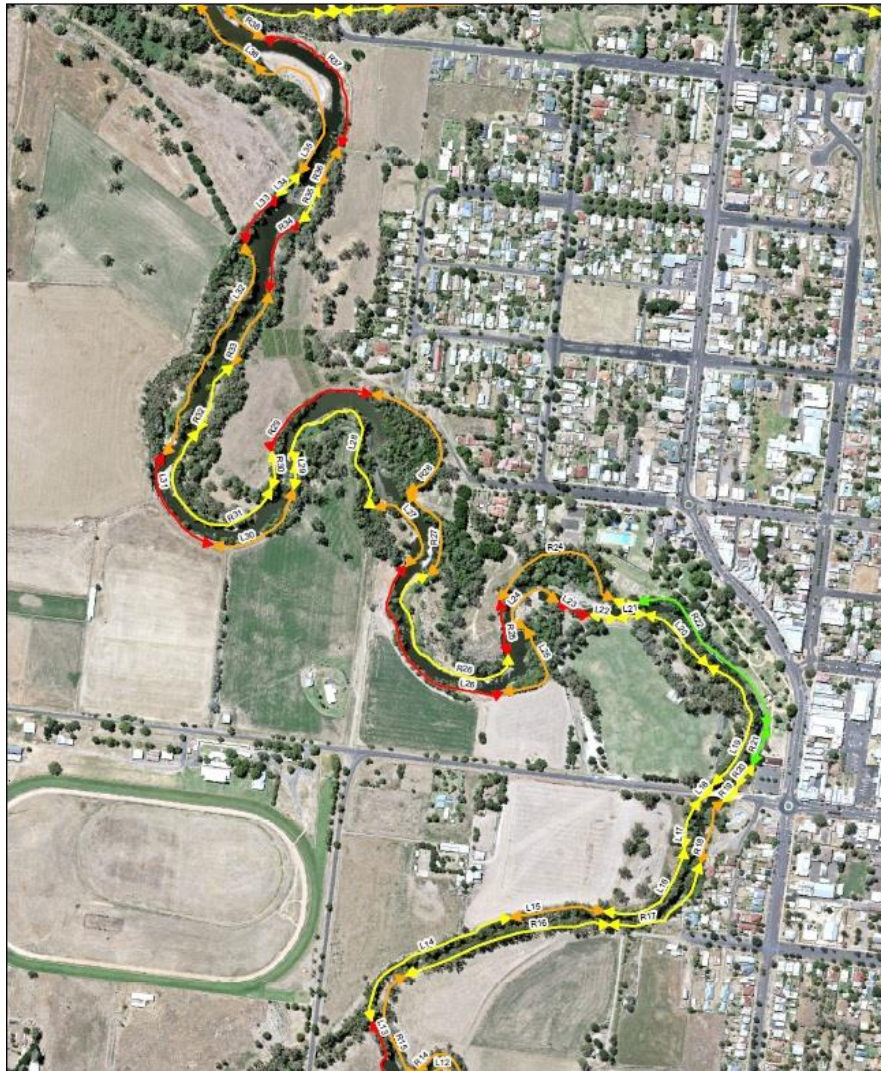


Figure 5. Erosion potential along the Bell River. Green – low, Yellow – minor, Orange – moderate and red – severe.

As identified from the legal advice received from Matthews and Folbigg Pty, the responsibility of protecting property and infrastructure on lands adjoining rivers rests with the owner of that land. By increasing Council’s land portfolio along this highly mobile river system significantly increases Council’s exposure to costly protective measures, repairs, loss of land and land value (through erosion).

SUMMARY

The Riverside Walking trial in Wellington is at the point where quotations are out in the market place, with a closing date of 28 May 2019.

To commence the construction of the walking trail Council has already secured \$321,000 from two grant funded sources, with \$150,000 allocated to the extension of the path system to Bell Park, and \$171,000 to commence work on the Pioneer Park to Brennan's Way section. While it is anticipated that there are sufficient funds to complete the Bell Park extension, it is expected that additional funds will be required to enable the path to be extended through Pioneer Park to Brennan's Way.

Further investigations and design work is being completed on the pedestrian bridge over the Bell River in an attempt to identify the most cost effective manner to link these two recreational areas together.

Further extensions of the river walk are only possible through the purchase of land either as an easement at the back of private properties or the purchasing of full allotments as they become available.