



AGENDA

PLANNING AND DEVELOPMENT COMMITTEE

17 OCTOBER 2016

MEMBERSHIP:

Mr M Kneipp (Administrator).

The meeting is scheduled to commence at 5.30pm.

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- PDC16/6** **DUBBO DEVELOPER CONTRIBUTIONS SYSTEM - UPDATE REPORT (ID16/1869)** 127
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Report of the Planning and Development Committee - meeting 19 September 2016

AUTHOR: Supervisor Governance
REPORT DATE: 10 October 2016

The Committee had before it the report of the Planning and Development Committee meeting held 19 September 2016.

MOTION

That the report of the Planning and Development Committee meeting held on 19 September 2016, be adopted.



**REPORT
PLANNING AND DEVELOPMENT COMMITTEE
19 SEPTEMBER 2016**

PRESENT:

Mr M Kneipp (Administrator).

ALSO IN ATTENDANCE:

The Acting Interim General Manager (D Dwyer), the Director Organisational Services, the Manager Governance and Risk, the Supervisor Governance, the Director Corporate Development, the Corporate Communications Supervisor, the Director Technical Services, the Manager Technical Support, the Manager Civil Infrastructure and Solid Waste, the Manager Fleet Management Services, the Director Environmental Services, the Manager City Strategy Services, the Director Community Services (J Watts), the Director Parks and Landcare Services and the Transition Project Leader.

Mr M Kneipp (Administrator) assumed chairmanship of the meeting.

The proceedings of the meeting commenced at 5.38pm.

**PDC16/1 DRAFT POLICY FOR THE DEFERRED PAYMENT OF DEVELOPER
CONTRIBUTIONS FOR RESIDENTIAL SUBDIVISION - RESULTS OF PUBLIC
EXHIBITION (ID16/1689)**

The Committee had before it the report dated 13 September 2016 from the Manager City Strategy Services regarding Draft Policy for the Deferred Payment of Developer Contributions for Residential Subdivision - Results of Public Exhibition.

Moved by Mr M Kneipp (Administrator)

MOTION

The Committee recommends:

1. That the draft amended Policy for the Deferred Payment of Developer Contributions for Residential Subdivisions provided here in Appendix 1 be adopted.
2. That an advertisement be placed in local print media advising of Council's adoption of the Policy.
3. That the Policy for the Deferred Payment of Developer Contributions for Residential Subdivision commence operation from 6 October 2016.
4. That the Interim General Manager be delegated the authority to enter into any Deed of Agreement made under this Policy.

CARRIED

The meeting closed at 5.41pm.

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CHAIRMAN



REPORT: Planning Proposal (R16-2) - Proposed Rezoning and Alteration to Minimum Lot Size
Property: Part Lot 2 DP 22685, 32R Benolong Road, Dubbo
Applicant: Geolyse Pty Ltd
Owner: Inmac Pty Ltd

AUTHOR: Manager City Strategy Services
REPORT DATE: 11 October 2016
TRIM REFERENCE: ID16/1692

EXECUTIVE SUMMARY

A Planning Proposal (R16-2), or Local Environmental Plan amendment application, was lodged with Council on 24 August 2016 by consultants, Geolyse Pty Ltd, on behalf of owner, Inmac Pty Ltd. A copy of the Planning Proposal is included here in **Appendix 1**.

The Planning Proposal seeks to rezone part of Lot 2 DP 22685, 32R Benolong Road, Dubbo from RU1 Primary Production to R5 Large Lot Residential under the provisions of the Dubbo Local Environmental Plan (LEP) 2011. The Planning Proposal also seeks to consequently change the minimum allotment size for subdivision of the land from 800 hectares to eight hectares.

The land, the subject of the proposed rezoning, contains two (2) existing dwelling houses which have been used in conjunction with an overall agricultural land holding consisting of 1005.3 hectares. The land holding also contains a further two (2) dwelling houses which are utilised as part of land management activities for the overall land holding.

The section of land which is the subject of the Planning Proposal adjoins land fronting Bulwarra Drive which is zoned R5 Large Lot Residential under the provisions of the LEP. The adjoining lands have a minimum allotment size for subdivision of eight hectares under the provisions of the LEP.

The applicant has provided information that the two existing dwellings on the land are no longer required to facilitate management of the overall land holding. The objective of the Planning Proposal is to allow for the future subdivision of the land into two allotments, each with a dwelling house.

Given the characteristics of the Planning Proposal and the relationship of the subject site with the adjoining lands, it is considered that the proposed rezoning is unlikely to impact agricultural land use activities on adjoining lands within the immediate locality.

It is recommended that the Planning Proposal be submitted to the Department of Planning and Environment (DPE) to seek a Gateway Determination.

FINANCIAL IMPLICATIONS

The applicant provided on lodgement of the Planning Proposal, payment of fees to Council in the amount of \$25,000. These fees are to cover the ad hoc processing and assessment fees for the Planning Proposal application in accordance with Council's adopted Revenue Policy.

POLICY IMPLICATIONS

The Planning Proposal is provided for consideration and endorsement to seek a Gateway Determination. Receipt of a Gateway Determination from the DPE will allow Council to, conditionally, undertake an amendment to the LEP. The proposal is consistent with the Rural Lands Development Strategy which underpins the land use decisions in the LEP.

RECOMMENDATION

- 1. That Council support the Planning Proposal to rezone part of Lot 2 DP 22685, 32R Benolong Road, Dubbo from RU1 Primary Production to R5 Large Lot Residential and for the land to have a minimum allotment size for subdivision of eight (8) hectares.**
- 2. That Council recommend support for a minimum 28 day public exhibition period for the Planning Proposal.**
- 3. That Council resolve to use its delegation under Section 59 of the Environmental Planning and Assessment Act, 1979 to draft the amendment to the Dubbo Local Environmental Plan 2011.**
- 4. That following completion of the public exhibition period, a further report be provided to Council detailing the results of the public exhibition and for further consideration of the Planning Proposal.**

Steven Jennings
Manager City Strategy Services

BACKGROUND

The Planning Proposal was lodged on 24 August 2016 by consultants, Geolyse Pty Ltd on behalf of the land owner. The Planning Proposal seeks to rezone part of Lot 2 DP 22685, 32R Benolong Road, Dubbo from RU1 Primary Production to R5 Large Lot Residential under the provisions of the Dubbo Local Environmental Plan 2011 (LEP). The Planning Proposal also seeks to provide a minimum allotment size of eight hectares for subdivision of the subject land.

The subject land contains two (2) dwelling houses. This includes the main residential dwelling for the balance of the overall agricultural land holding which consists of 1,005.3 hectares. The second dwelling on the land is a smaller scale residence which has been utilised to undertake management of the overall land holding. A search of Council records has shown that both dwellings were constructed prior to the requirement to seek formal development approval from Council.

REPORT

1. Particulars of the Planning Proposal Application

Owner:	Inmac Pty Ltd
Applicant:	Geolyse Pty Ltd
Subject site:	Lot 2 DP 22685, 32R Benolong Road, Dubbo
Land area:	265.3 hectares
Current zoning:	RU1 Primary Production
Proposed LEP amendment:	The rezoning of 16 hectares of the subject land from RU1 Primary Production to R5 Large Lot Residential; and provision of a minimum allotment size for subdivision of the subject land of eight hectares.
Lodgement date:	24 August 2016

2. Amendments to Local Environmental Plans

The Department of Planning and Environment (DPE) introduced a process for the consideration of amendments to Local Environmental Plans in 2009. The process for the consideration of an amendment to a Local Environmental Plan commences with Council's consideration of a Planning Proposal. The Planning Proposal process is shown in Figure 1.

PLANNING PROPOSAL PROCESS

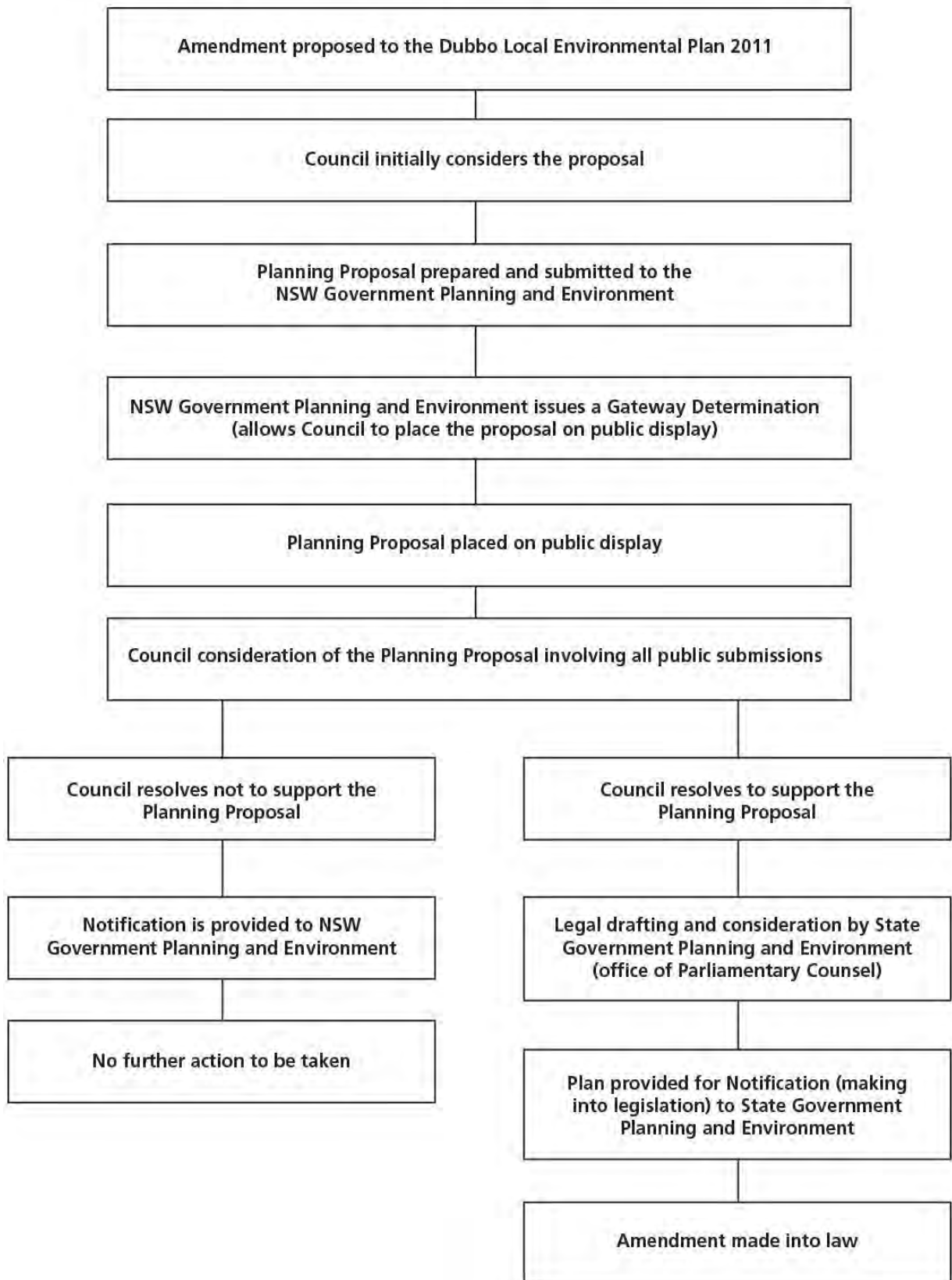


Figure 1. Planning Proposal Process

The role of a Planning Proposal is to explain the intended effects of a proposed Local Environmental Plan amendment and the justification for undertaking the amendment. Council has the role of considering the Planning Proposal. If Council resolves to continue with the Planning Proposal, the amendment is provided to the Department of Planning and Environment to seek a Gateway Determination.

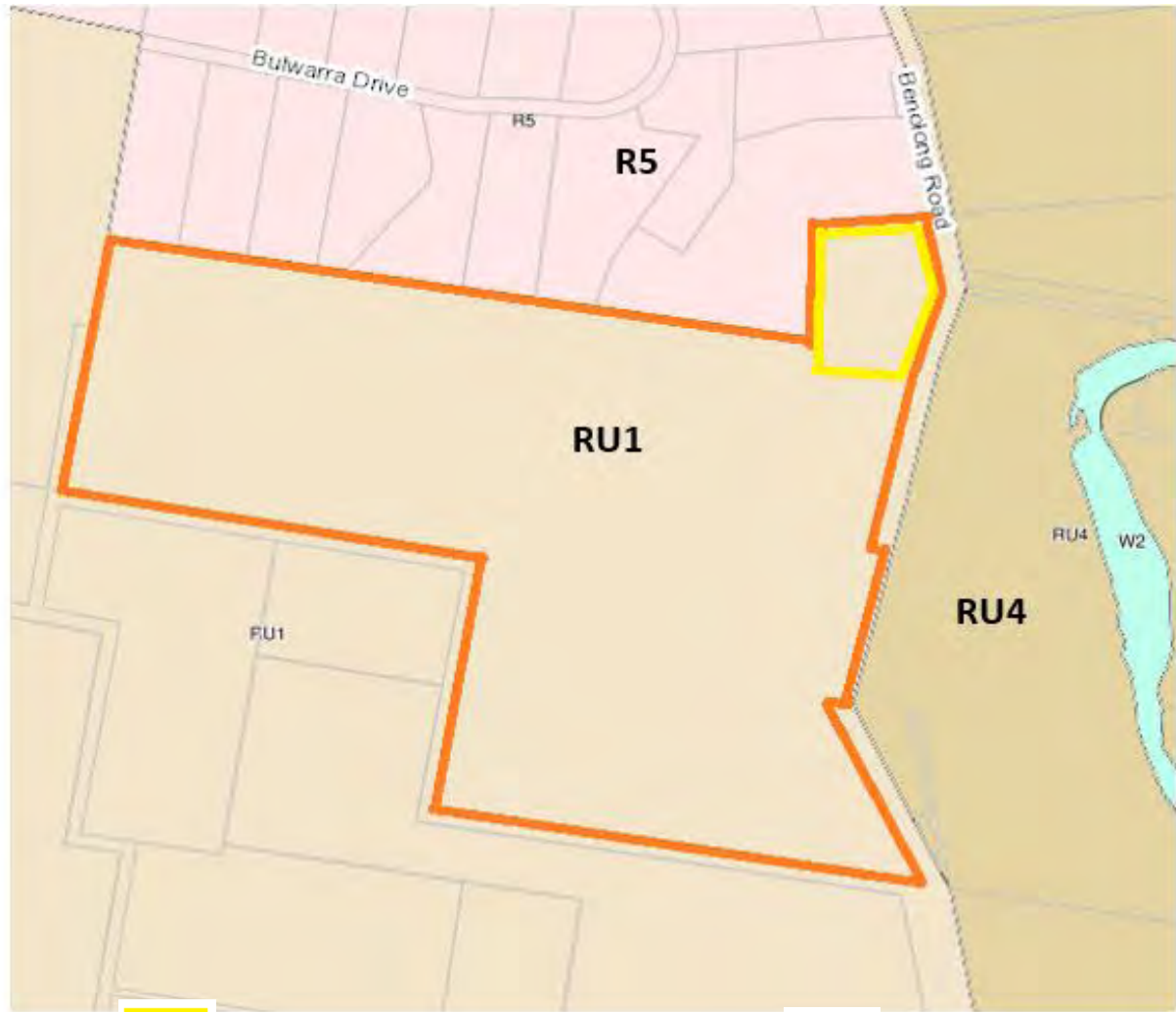
The Gateway Determination reviews and considers Planning Proposals in their initial stages prior to further consideration by Council. After consideration by the Department, Council is provided with a Gateway Determination for the LEP amendment.

The Gateway Determination specifies that the Department will allow the proposed amendment to proceed, any matters that require additional information, the level of public consultation required and State Government agencies to be consulted. After all the additional matters have been addressed and the required consultation has been carried out, a report is provided to Council for further consideration.

It is noted that the Planning Proposal would be considered by the Department for delegation of powers to make the amendment back to Council following receipt of the Gateway Determination. This could allow the Planning Proposal to be finalised by Council without further consideration by the Department following public exhibition. In this circumstance, Council is required to liaise with Parliamentary Counsel for legal drafting and finalisation of the Plan.

3. Planning Proposal

As already discussed, Council is in receipt of a Planning Proposal that seeks to rezone part of Lot 2 DP 22685 32R Benolong Road, Dubbo from RU1 Primary Production to R5 Large Lot Residential under the provisions of the Dubbo Local Environmental Plan 2011. The Planning Proposal also seeks to provide a minimum allotment size of eight hectares for subdivision of the land. The location and land use zoning of the subject site is shown in Figure 2.





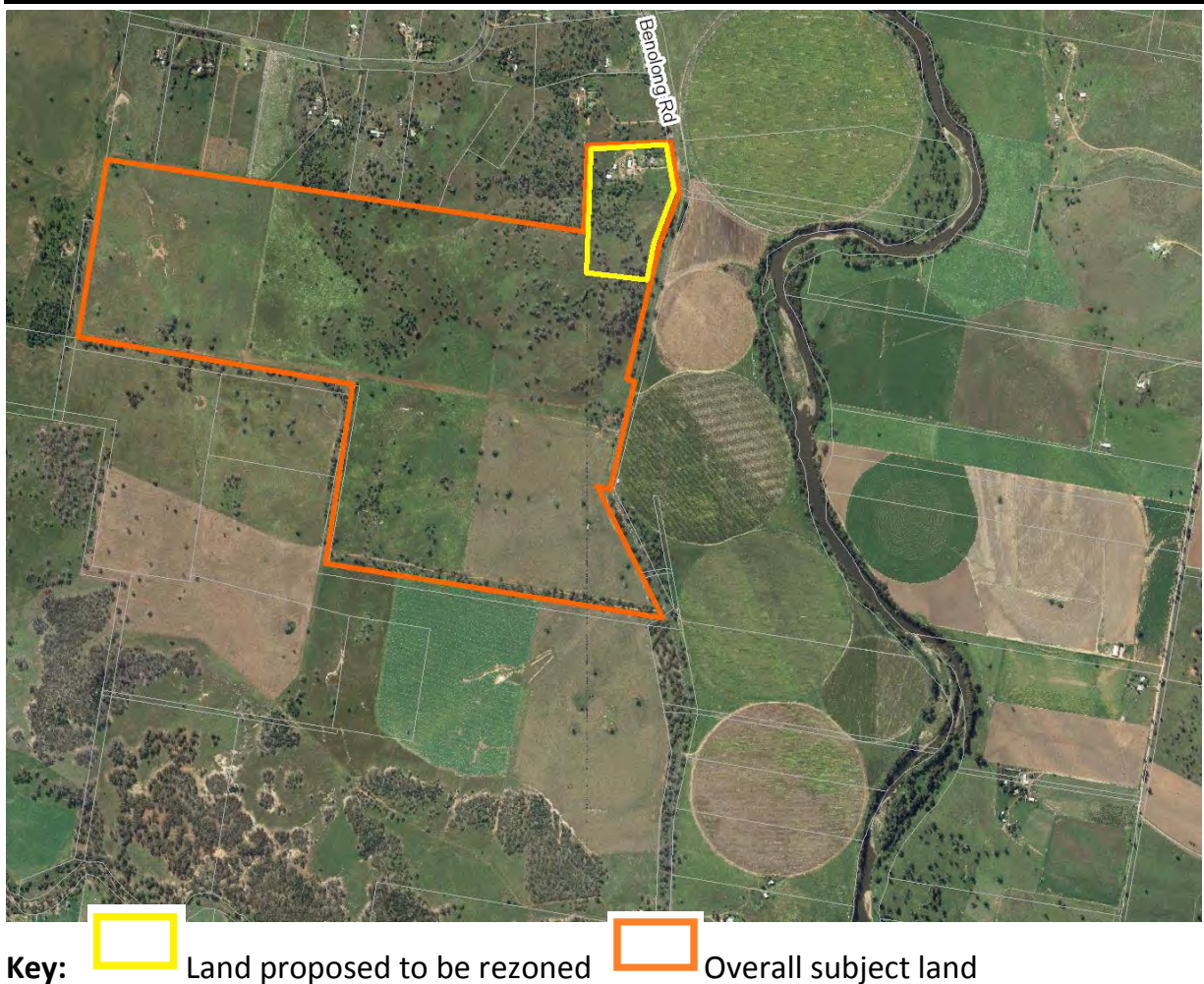
Key:  Land proposed to be rezoned  Overall subject land

Figure 2. Current Zoning Map

The Planning Proposal would provide the proponent the opportunity to lodge a development application with Council for subdivision of the subject land into two allotments if the proposed amendments to the Dubbo LEP 2011 are made.

4. Site Characteristics

The land the subject of the Planning Proposal includes part of Lot 2 DP 22685, 32R Benolong Road, Dubbo, as shown in Figure 3. The overall land is 265.3 hectares in area; the land the subject of the Planning Proposal consists of 16 hectares.





Key:  Land proposed to be rezoned  Overall subject land

Figure 3. Subject land

The land fronts Benolong Road and is situated approximately 15 kilometres from the Dubbo Central Business District (CBD). The overall land area is currently utilised for grazing. However, the land the subject of the Planning Proposal currently contains two dwelling houses which are presently utilised for the purpose of managing the overall land holding of 1005.3 hectares.

The subject site is bound by land zoned R5 Large Lot Residential to the north, RU4 Primary Production Small Lots to the east and RU1 Primary Production to the south and west.

5. Planning Considerations

This section of the report provides an analysis against the planning considerations Council is required to consider in the Planning Proposal process. The information below does not provide an analysis of all planning considerations associated with the Planning Proposal.

The purpose of this section is to explain any significant matters for consideration in the Planning Proposal process.

(i) Dubbo Rural Areas Development Strategy

The Dubbo Rural Areas Development Strategy (including the Dubbo Macquarie District Development Strategy) forms the basis for the land use zonings and planning controls provided in the Dubbo LEP.

The land the subject of the Planning Proposal is situated in the Macquarie District. The Strategy provides the following development objectives:

- Agriculture – A more secure future for agriculture in Dubbo and expansion of its economic value;
- Transport – Safe and efficient transport links between Dubbo and other major centres, with capacity for future expansion;
- Tourism – Expand Dubbo’s rural-based tourism industry;
- Recreation – Use the recreational potential of the rural area;
- Settlement – Direct rural settlement pressures into the rural villages and selected areas of existing fragmentation; and
- Villages – Protect village communities as effective alternatives to urban living.

The subject site adjoins and integrates with land zoned R5 Large Lot Residential to the north and west. The minimum allotment size for the subdivision of land in this area is eight hectares. Land to the east of the subject site is zoned RU4 Primary Production Small Lots and is predominately used for irrigated cropping. This agricultural land is separated from the subject site by Benolong Road.

The land contains two (2) dwelling houses which are utilised to manage the overall land holding of 1,005 hectares. This includes a main dwelling and a second dwelling that has been used to assist in management of the land. Both dwellings appear to have been constructed prior to the requirement for formal development approval from Council. The proponent has provided information that both dwellings are no longer required to manage the overall land holding as the land holding contains another two (2) dwellings which are also utilised in conjunction with management of the land.

Based on the characteristics of the subject site and the agricultural land use activities undertaken on adjoining lands, it is considered that the Planning Proposal is consistent with the provisions of the Strategy and is unlikely to impact agricultural activities undertaken on adjoining or adjacent lands.

(ii) Section 117 Directions

A number of Section 117 Directions are applicable to the Planning Proposal, as described in Table 1.

Direction	Requirement	Consistency
1.2 Rural zones	This Direction applies to the Planning Proposal as the Proposal will affect land	The Proposal is inconsistent with the Direction. The inconsistency is considered to

Direction	Requirement	Consistency
	within an existing or proposed rural zone which includes the alteration of an existing rural zone boundary.	be of minor significance as the proposed area for rezoning already contains two (2) existing dwellings.
		This has resulted in this section of the land having a character consistent with the R5 Large Lot Residential development to the north west.
1.3 Mining, petroleum production and extractive industries	This Direction applies to a Planning Proposal that would restrict or be incompatible with mining.	The Planning Proposal is inconsistent with the Direction. The inconsistency is considered to be of minor significance as the land affected by the Planning Proposal already contains two (2) existing dwellings which would restrict realisation of mining on the land.
1.5 Rural lands	This Direction applies to a Planning Proposal that will affect land within an existing or proposed rural zone or changes the existing minimum lot size on the land within a rural zone.	<p>The Planning Proposal is inconsistent with the Direction. The inconsistency is considered to be of minor significance as the proposed area for rezoning contains two (2) existing properties and is consistent with the R5 Large Lot Residential development to the north- west.</p> <p>It is considered that the Planning Proposal is consistent with the Rural Planning Principles contained within State Environmental Planning Policy (Rural Lands) 2008.</p>

Direction	Requirement	Consistency
2.1 Environmental protection zones	This Direction is applicable when any Planning Proposal is prepared. The Direction is applicable to the Planning Proposal as some areas of the subject site are mapped by the Dubbo LEP 2011 Natural Resource and Biodiversity Map as featuring moderate to high biodiversity characteristics.	The Planning Proposal is inconsistent with the Direction. The inconsistency is considered to be of minor significance as the proposed area contains minimal vegetation.
3.1 Residential zones	This Direction applies to any Planning Proposal that will affect land within a proposed residential zone.	The Planning Proposal is consistent with the Direction as it broadens the choice of building types and locations available in the housing market and makes efficient use of existing infrastructure and services.
3.3 Home occupations	This Direction applies when any Planning Proposal is prepared. The Direction is applicable as the Planning Proposal seeks to rezone the subject area to R5 Large Lot Residential.	The Planning Proposal is consistent with the Direction as the rezoning of the subject site to R5 Large Lot Residential would continue to support the objective of the Direction and allow 'Home occupations' to be permitted without consent under the Dubbo Local Environmental Plan 2011.
3.4 Integrating land use and transport	This Direction applies to the Planning Proposal as the Planning Proposal seeks to rezone the subject area to R5 Large Lot Residential which will alter the land use for residential purposes.	The Planning Proposal is inconsistent with the Direction. This inconsistency is considered to be of minor significance as the Planning Proposal does not contain provisions for additional dwellings on the subject site which would place increased demand on the existing transport network.

Direction	Requirement	Consistency
		It should also be noted that the Planning Proposal is unlikely to result in any further development on the land.
6.1 Approval and referral requirements	This Direction is applicable when any Planning Proposal is prepared.	The Direction requires a Planning Proposal to not include or minimise any requirements for concurrence from any other applicable public authority. The Planning Proposal does not include any provisions that require concurrence and is consistent with this Direction.
6.3 Site specific provisions	<p>The Direction applies to any Planning Proposal that has been prepared that will allow a particular development to be carried out. This Direction is applicable to the Planning Proposal as the proposal will permit the subdivision of the rezoned land with development consent.</p> <p>The objective of the Direction is to discourage unnecessarily restrictive site specific planning controls.</p>	<p>The Direction requires a Planning Proposal to not provide any additional specific development standards or requirements to those already provided on the land. A Planning Proposal must also not include any drawings showing details of the development.</p> <p>The Planning Proposal is consistent with the Direction.</p>

Table 1. Section 117 Directions applicable to a Planning Proposal

(iii) State Environmental Planning Policies

A number of State Environmental Planning Policies apply to the Planning Proposal. It is considered that the Planning Proposal is consistent with the following State Environmental Planning Policies:

- SEPP No 64 – Advertising and Signage;
- SEPP (Exempt and Complying Development Codes) 2008;
- SEPP (Infrastructure) 2007;
- SEPP (Building Sustainability Index: BASIX) 2004;
- SEPP (Rural Lands) 2008; and

- SEPP No 55 – Remediation of Land.

The following provides information in respect of the Proposal's compliance with SEPP No. 55 – Remediation of Land and SEPP (Rural Lands) 2008.

State Environmental Planning Policy No. 55 – Remediation of Land

Council's Environment and Health officers have undertaken assessment of the Proposal's compliance with the requirements of the SEPP and have provided the following information:

"The proposed site is currently not listed on Council's register of potentially contaminated land. The land is located in an agricultural dryland location adjacent to a large irrigation area to the east (Macquarie River). The land forms part of a large farming company that incorporates both dryland and irrigation farming. The location of the proposed rezoning incorporates two dwellings and a large number of machinery sheds associated with the existing farming enterprise.

The site does not store and use agricultural chemicals and products associated with the irrigation business. The site also has aboveground fuel storage tanks which are also used for the agricultural business. The proposed rezoning will not alter the current use of the site for agricultural practices and should future development include the subdivision of this land into smaller lots then this would be the appropriate time to address any potential contamination 'hot spots.' In accordance with SEPP 55, the proposed rezoning will not be increasing the level of soil exposure or harm to occupants of the site.

It is recommended that at the subdivision stage focused soil testing should be conducted in the location of the former fuelling area, chemical store and wash area."

As the current use of the subject land is not proposed to change as a result of the Planning Proposal, it is considered that no further information is required in respect of contamination. However, it should be noted that any development application lodged with Council for subdivision of the land and/or any extension of residential development on the land would require further consideration in respect of the potential contamination of land.

State Environmental Planning Policy (Rural Lands) 2008

The SEPP aims to guide the sustainable use of rural lands through the provision of specific rural planning principles. The SEPP requires a Planning Proposal to be consistent with the following rural planning principles:

- The promotion and protection of opportunities for current and potential productive and sustainable economic activities in rural areas;
- Recognition of the importance of rural lands and agriculture and the changing nature of agriculture and of trends, demands and issues in agriculture in the area, region or State;
- Recognition of the significance of rural land uses to the State and rural communities, including the social and economic benefits of rural land use and development;

- In planning for rural lands, to balance the social, economic and environmental interests of the community;
- The identification and protection of natural resources, having regard to maintaining biodiversity, the protection of native vegetation, the importance of water resources and avoiding constrained land;
- The provision of opportunities for rural lifestyle, settlement and housing that contribute to the social and economic welfare of rural communities;
- The consideration of impacts on services and infrastructure and appropriate location when providing for rural housing; and
- Ensuring consistency with any applicable regional strategy of the Department of Planning or any applicable local strategy endorsed by the Director-General.

The Planning Proposal is considered to be consistent with the rural planning principles. The Proposal will allow for the possible subdivision of two existing dwellings on the land. However, the existing dwellings are located so as to not impede the use of the balance of the subject land for agricultural purposes and to maintain the larger holding as RU1, consistent with the LEP.

(iv) Dubbo Local Environmental Plan 2011

The subject land comprises 265.3 hectares and is currently zoned RU1 Primary Production and has a minimum allotment size for subdivision of 800 hectares. The Planning Proposal seeks to amend the Dubbo LEP by rezoning 16 hectares of the subject land to R5 Large Lot Residential with a minimum allotment size of eight hectares.

The objectives of the R5 Large Lot Residential zone are:

- To provide residential housing in a rural setting while preserving, and minimising impacts on, environmentally sensitive locations and scenic quality;
- To ensure that large residential lots do not hinder the proper and orderly development of urban areas in the future;
- To ensure that development in the area does not unreasonably increase the demand for public services or public facilities; and
- To minimise conflict between land uses within this zone and land uses within adjoining zones.

As previously discussed, the proponent is seeking to subdivide the 16 hectare section of the land into two of eight hectare lots which will each contain one existing dwelling house.

It is considered that the proposed rezoning of the land to R5 Large Lot Residential is appropriate given that the land contains two existing dwellings and that the land to the north and north-west is zoned R5 Large Lot Residential with a minimum allotment size for subdivision of eight hectares.

(v) Flora and Fauna

The subject site is mapped as containing high and moderately high biodiversity pursuant to the provisions of the Dubbo LEP.

It is considered that the Planning Proposal is unlikely to present any significant impacts to flora and fauna on the site or within the immediate locality.

(vi) Traffic

The Planning Proposal is unlikely to present any significant increase in residential development on the land. It is also considered that the Planning Proposal is unlikely to provide any additional traffic impacts in the immediate locality.

(vii) Infrastructure

The subject site contains two existing dwellings that would continue to be serviced by existing onsite water services and sewerage disposal systems and connection to the electricity network. It is considered that the Planning Proposal is unlikely to provide any additional infrastructure requirements in the immediate locality.

(viii) Groundwater Vulnerability

The subject site is mapped as having moderately high and high groundwater vulnerability pursuant to the provisions of Clause 7.5 of the Dubbo LEP.

The Planning Proposal seeks to create provisions under the Dubbo LEP for a future subdivision that will result in one existing dwelling on each allotment. It is considered that the Planning Proposal would not impact groundwater on the site or within the immediate locality.

(ix) Aboriginal Archaeology

A search of the Aboriginal Heritage Information System (AHIMS) has revealed that no Aboriginal sites have been recorded in or near the subject site nor have any Aboriginal places been declared in or near the subject site.

SUMMARY

Council is in receipt of a Planning Proposal that seeks to rezone of Part Lot 2 DP 22685, 32R Benlong Road, Dubbo from RU1 Primary Production (800 hectare minimum allotment size) to R5 Large Lot Residential (eight hectare minimum allotment size) under the provisions of the Dubbo Local Environmental Plan 2011.

The subject land contains two existing dwelling houses which have been used in conjunction with an overall agricultural land holding consisting of 1005.3 hectares. The overall land

holding also contains a further two dwelling houses which are utilised as part of land management activities for the overall land holding.

The section of the land which is the subject of the Planning Proposal adjoins land fronting Bulwarra Drive which is zoned R5 Large Lot Residential under the provisions of the Dubbo LEP. The adjoining lands have a minimum allotment size for subdivision of eight hectares under the provisions of the Dubbo LEP.

It is considered that the Planning Proposal is consistent with the provisions of the Dubbo Rural Areas Development Strategy and is unlikely to restrict agricultural land use activities in the immediate locality given the characteristics of existing development on the land.

It is recommended that the Planning Proposal be submitted to the Department of Planning and Environment to seek a Gateway Determination.

Appendices:

- 1 Planning Proposal - Proposed Rezoning and Amendment to Minimum Lot Size - Benolong Road Dubbo

PLANNING PROPOSAL
PROPOSED REZONING OF RU1 LAND TO R5
LAND



PREPARED FOR
MR IAN TAYLOR

AUGUST 2016



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PLANNING PROPOSAL
MR IAN TAYLOR

Report Title:	<i>115013_REO_001_Planning Proposal</i>
Project:	<i>Rezoning of RU1 Land</i>
Client:	<i>Mr Ian Taylor</i>
Report Ref.:	<i>115013_REO_001_PP</i>
Status:	<i>Final</i>
Issued:	<i>August 2016</i>

Geolyse Pty Ltd and the authors responsible for the preparation and compilation of this report declare that we do not have, nor expect to have a beneficial interest in the study area of this project and will not benefit from any of the recommendations outlined in this report.

The preparation of this report has been in accordance with the project brief provided by the client and has relied upon the information, data and results provided or collected from the sources and under the conditions outlined in the report.

All maps, plans and cadastral information contained within this report are prepared for the exclusive use of Mr Ian Taylor to accompany this report for the land described herein and are not to be used for any other purpose or by any other person or entity. No reliance should be placed on the information contained in this report for any purposes apart from those stated therein.

Geolyse Pty Ltd accepts no responsibility for any loss, damage suffered or inconveniences arising from, any person or entity using the plans or information in this study for purposes other than those stated above.



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PLANNING PROPOSAL
MR IAN TAYLOR

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- Drawing 4 – 115013_03B_TP02 Revision B – Proposed Lot Size Map

APPENDICES

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- AHIMS*



Executive Summary

The intention of this Planning Proposal (PP) is to provide large lot residential housing in a rural setting alongside minimising the conflict between land uses. In particular, providing additional blocks to the larger lot rural residential market, whilst meeting minimum lot size requirements.

This PP affects the *Land Zoning Map – Sheet LZN_008* and the *Minimum Lot Size Map – Sheet LSZ_008* of the *Dubbo Local Environmental Plan 2011 (DLEP)*. In particular, this PP affects one (1) allotment of land, located in a rural setting to the south of Dubbo bounded by Benolong Road to the east and Hyandra Creek to the south.

This PP seeks to rezone part of the existing RU1 – Primary Production land to R5 – Large Lot Residential land, as shown upon supporting plans **115013_02B_TP02 prepared by Geolyse Pty Ltd**. Furthermore, this PP seeks to amend the minimum lot sizes for the land affected by the amended rezoning. The minimum lot size for the rezoned land would change from 800ha to 8ha, as shown on **115013_03B_TP02 prepared by Geolyse Pty Ltd**.

The selected land parcel has been chosen to create an additional two (2) large lot residential parcels of land that would feature an existing dwelling on each lot and also adjoins existing R5 zoned land.

Due to the minor nature of the proposal, approval of the planning amendments is sought from the Director-General of the Department of Planning as part of the Gateway Determination.

Details of the proposal's compliance with all applicable strategic, regional, and local planning instruments, state environmental planning policies, and ministerial directions are contained in the body of this report.

This PP has been prepared in accordance with the NSW Department of Planning's (DoP) advisory documents *'A Guide to Preparing Local Environmental Plans'* and *'A Guide to Preparing Planning Proposals'*.



ABBREVIATIONS

Abbreviation	Full Name
PP	Planning Proposal
DoP	NSW Department of Planning
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
SEPP	State Environmental Planning Policy
LEP	Local Environmental Plan
EPA	Environmental Protection Authority
RMS	Roads and Maritime Services
UPA	United Protestants Association
AHD	Australian Height Datum
LGA	Local Government Authority



Background

1.1 INTRODUCTION

Geolyse Pty Ltd has been commissioned by the applicant (Mr Ian Taylor) to prepare a Planning Proposal (PP) to support a proposed amendment to the *Dubbo Local Environmental Plan 2011*. The PP is lodged in relation to one (1) parcel of land, located in a rural setting to the south of Dubbo bounded by Benolong Road to the east and Hyandra Creek to the south, with the site being formally known as Lot 2 in DP 22685.

This PP affects the *Land Zoning Map – Sheet LZN_008* and the *Minimum Lot Size Map – Sheet LSZ_008* of the *Dubbo Local Environmental Plan 2011* (DLEP).

The proposal is considered to be of a minor nature and in this respect approval is sought from the Director-General of the Department of Planning as part of the Gateway Determination.

Details of the proposal's compliance with relevant strategic, regional, and local planning instruments, state environmental planning policies, and ministerial directions are contained in the following sections.

1.2 SCOPE OF REPORT

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

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

It is noted that Part 4 would be confirmed following a Gateway Determination of this Planning Proposal by the DoP.

1.3 STRUCTURE

This PP is provided in the following structure:

- **Section 2** provides an overview of the subject site, the development intent, and development constraints;
- **Section 3** provides a statement of the objective and explanation of provisions of the PP;
- **Section 4** provides justification regarding the need for the PP; outlines its relationship to strategic planning strategies; and overviews the environmental, economic, and social impacts of the proposal;
- **Section 5** provides the proposed mapping amendments relating to the Planning Proposal area; and
- **Section 6** details how community consultation is to be undertaken with respect to the PP.



Overview

2.1 THE SUBJECT SITE

2.1.1 SITE DESCRIPTION AND LOCATION

This Planning Proposal (PP) affects one (1) parcel of land, located to the south of Dubbo, approximately 15 kilometres from the Central Business District (CBD). The site is bounded by Benolong Road to the east and Hyandra Creek to the south. This parcel of land is formally known as Lot 2 in DP 22685 at 32R Benolong Road, and has a total area of 270 Ha.

The site is located within a rural setting and has a historical use of agriculture, primarily the grazing of cattle. Furthermore, there are two (2) existing, established dwellings located in the north eastern corner of the site and various rural sheds.

Figure 1 provides an aerial view of the subject site and locality.



Figure 1: Aerial view of the subject site and locality

(Source: www.maps.six.nsw.gov.au)



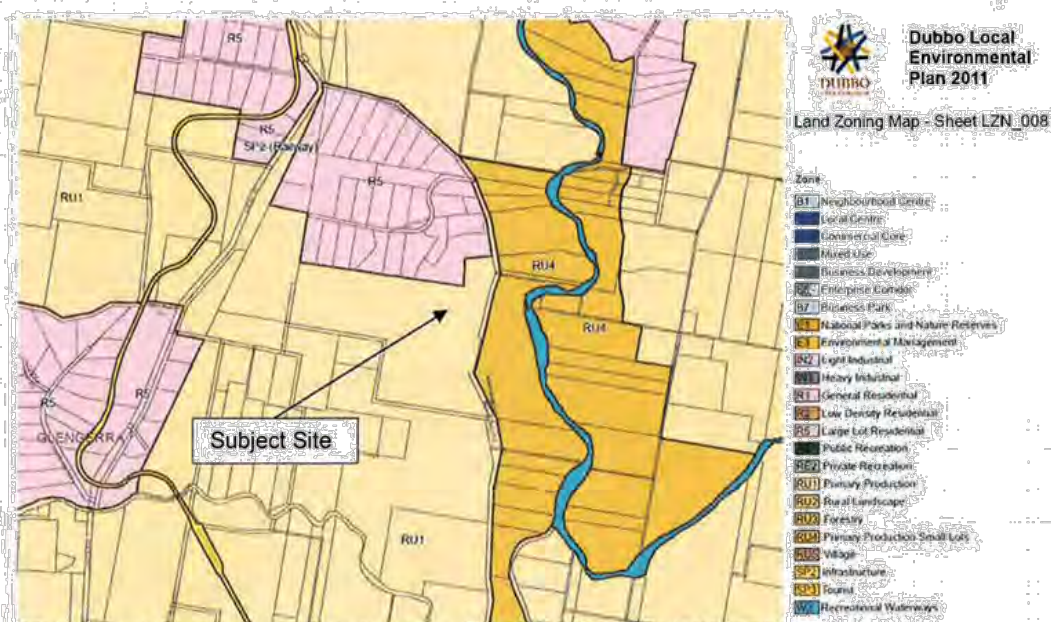
2.2 DEVELOPMENT INTENT

The intent of this PP is to provide large lot residential housing in a rural setting alongside minimising the conflict between land uses. In particular, providing additional blocks to the larger lot rural residential market, whilst meeting minimum lot size requirements.

2.2.1 EXISTING LAND ZONING

The existing Land Zoning Map – Sheet LZN_008 describes a predominant land zoning of RU1 – Primary Production. This being the case, there is also a somewhat even spread of both RU4 - Primary Production Small Lots and R5 – Large Lot Residential throughout this area. The RU4 zoned land is predominantly located adjoining or adjacent to the river corridor.

Figure 2 below details the extent of the land zoning within this area.



2.2.2 EXISTING MINIMUM LOT SIZE RESTRICTIONS

Upon viewing the existing Minimum Lot Size Map – Sheet LSZ_008 it is clearly evident that the predominant minimum lot size for the RU1 zoned land is that of 800ha, with the RU4 zoned land featuring a minimum lot size of 20ha accompanied by a minimum lot size of 8ha for the R5 zoned land.



PLANNING PROPOSAL
MR IAN TAYLOR

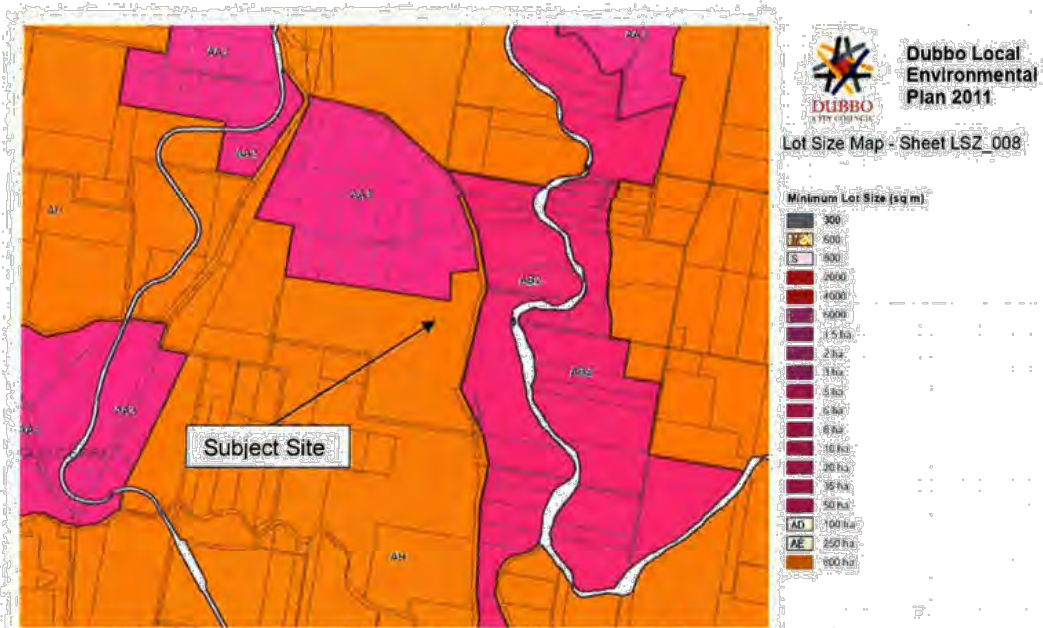


Figure 3: DLEP Minimum Lot Size Map LSZ_008 extract (Source: www.legislation.nsw.gov.au)

2.2.3 PROPOSED LAND ZONING

The intention of the rezoning is to provide a more practical and functional use of the subject portion of land. The subject portion proposed to be rezoned from RU1 land to R5 land, as represented by Figure 4 below, is to minimise conflict between land uses in this zone and on adjoining land.

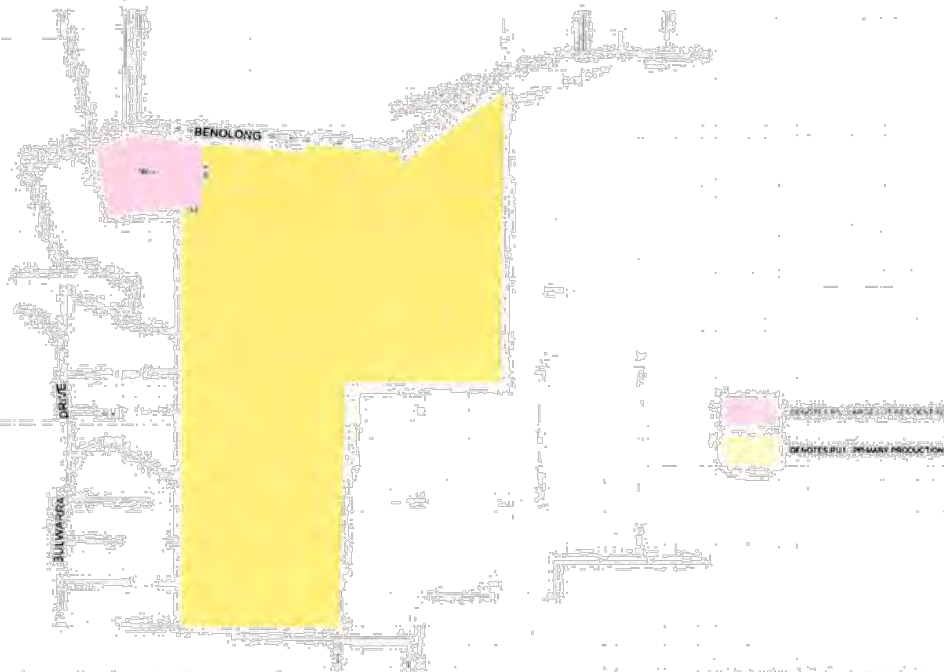


Figure 4: Proposed Zoning Plan extract (Geolyse Pty Ltd 115013_02A_TP01)

The selected portion of land has been chosen to be rezoned to R5 land because this section of land, to the north and west is adjoined by R5 zoned land. Furthermore, this specific section of the subject site



PLANNING PROPOSAL
MR IAN TAYLOR

features two existing dwellings, which are considered to have been constructed prior to formal planning regulations and requirements. It would seem appropriate that this area of land, featuring two dwellings would be more suited to being zoned as R5 Large Lot Residential land.

2.2.4 PROPOSED MINIMUM LOT SIZE REQUIREMENTS

In accordance with the Land Zoning Map LZN_008 and Lot Size Map LSZ_008 of the *Dubbo Local Environmental Plan 2011*, the identified RU1 – primary production land is accompanied by a minimum applicable lot size of 800ha and the identified R5 – Large Lot Residential land is accompanied by a minimum lot size of 8ha.

Figure 5 below shows the proposed minimum lot size amendments within the subject locality.

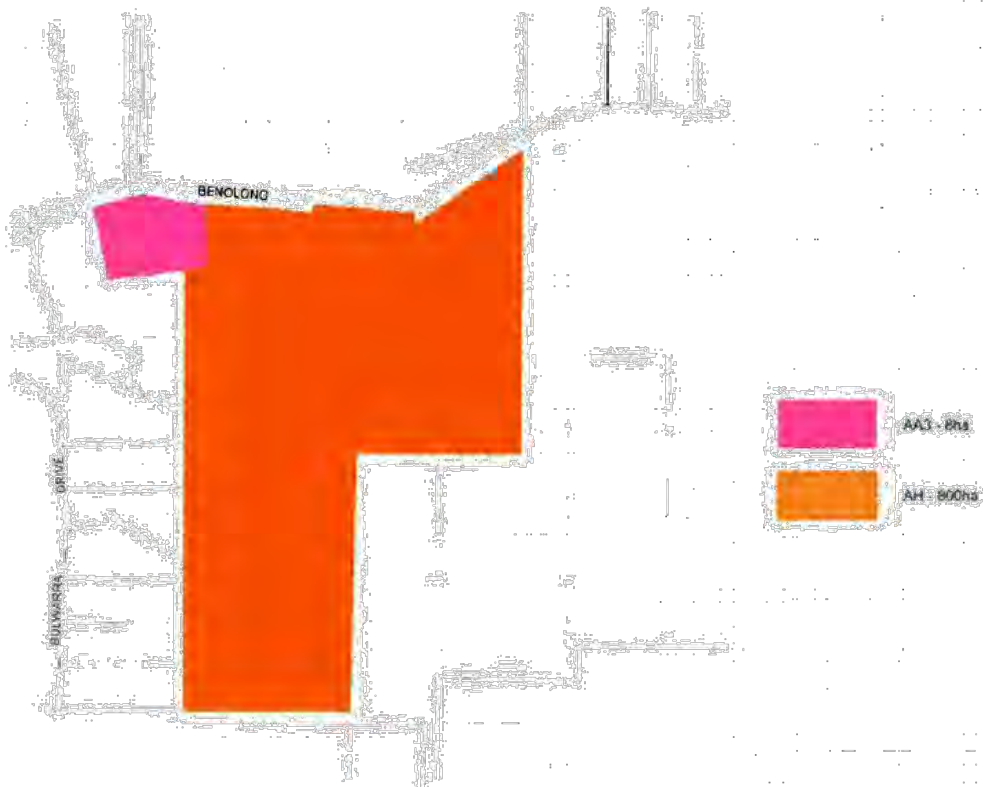


Figure 5: Proposed Minimum Lot Plan extract

(Geolyse Pty Ltd 115013_03B_TP02)

The R5 land in this area features a minimum lot size of 8ha for which a dwelling house may be lawfully erected. Given that this section of land features two existing dwellings, it is considered appropriate to rezone 16ha of RU1 zoned land to R5 zoned land. This will allow for the future subdivision of this rezoned land to create two (2) 8ha lots, which would meet the minimum lot size in the area and would feature a lawful dwelling on each future allotment.

In this regard an amendment to the above mentioned Land Zoning and Lot Size provisions of the DLEP would be required in order for the future development of these sites to be permissible and complaint.



2.2.5 PROPOSED DEVELOPMENT OBJECTIVES

The subject allotment that forms part of the PP, and the proposed rezoned land are to be developed and maintained generally in accordance with the following objectives:

- Maintain the existing rural land and its history of agricultural land uses.
- Maintain the residential portion of land historically utilised for residential purposes.
- Allow future subdivision of land for residential and agricultural purposes.

The rezoning of the land involves no material change to the existing development of the subject site.

2.2.6 SERVICES

The subject portion of land to be rezoned is connected to all accessible utility services. The subject site is currently located outside of Dubbo City Council's reticulated water and sewerage system. The site would continue to be serviced by existing on-site water and sewerage disposal systems generally consistent with the arrangements of adjoining properties.

Electricity and telecommunications services from the adjoining street network would also be maintained for connection to the site.

2.3 ENVIRONMENTAL CONSIDERATION

2.3.1 TOPOGRAPHY AND SOILS

The subject site features gradual slopes with areas that are cleared and maintained for agricultural grazing purposes. A stock dam is located within the western portion of the lot, located along an existing natural drainage line. Reference is made to **Figure 6**.

The land subject to this PP is located within the Talbragar Valley Subregion of the Brigalow Belt South Bioregion. Soils within this region, according to Morgan and Terry (1992) are:

- *Thin stony loams and texture contrast soils over most of the landscape with deeper sands and brown earths on valley floors.*

This soil type is consistent with being able to sustain both residential development and agricultural land uses.



Figure 6: Topographic view of the site

(Source: www.maps.six.nsw.gov.au)



2.3.2 FLORA AND FAUNA

In accordance with the Natural Resource – Biodiversity Map NRB_008 of the *Dubbo Local Environmental Plan 2011*, the subject site features moderate to high biodiversity characteristics. It is however witnessed that the subject site and immediate surrounding locality is largely cleared of trees and reflects its agricultural use.

A number of scattered trees with some regrowth vegetation are located upon the site. However due to the agricultural nature of the site and their relatively small size and isolation from large portions of other vegetation, it is unlikely that these areas would be a significant habitat for any threatened species of flora or fauna.

2.3.3 BUSHFIRE

Reference is made to Dubbo City Council's Bushfire Prone Land Map which indicates the level of fire risk for properties. In accordance with this Map, the subject allotment is not identified as being located on bush fire prone land.

2.3.4 FLOODING

It is considered the subject site is not located on the *Dubbo Local Environmental Plan 2011* (DLEP) Flood Planning Maps, and as such the subject allotment is not identified as being located on flood prone land.

2.3.5 CONTAMINATION

The subject allotment has historically been utilised for agricultural purposes, primarily the grazing of cattle. Table 1 of the *Managing Contaminated Land Planning Guidelines* (Guideline) states that agricultural activities may cause contamination. However, *Appendix A* of the Guideline *'Industries and Chemicals Used'* states that the associated chemicals with this use are fertilisers, insecticides, fungicides and herbicides. Given the primary agricultural use for the site has been the grazing of cattle, it is highly unlikely that any of the above mentioned forms of chemicals have been utilised on the site.

Furthermore, the subject area on this allotment that is specifically relevant to this PP has always been utilised for residential purposes. It is therefore considered to be even more unlikely that the subject site has any form of contamination.

2.4 SOCIAL AND CULTURAL CONSIDERATION

2.4.1 ABORIGINAL ARCHAEOLOGY

A search of the Aboriginal Heritage Information Management System (AHIMS) has revealed that no Aboriginal sites have been recorded in or near the subject site, nor have any Aboriginal places been declared in or near the subject site.

The result of the AHIMS search is attached at **Appendix A**.

2.4.2 EUROPEAN HERITAGE

Schedule 5 – Environmental Heritage of the *Dubbo Local Environmental Plan 2011* does not identify any items of local heritage significance on the site. Likewise, the State Heritage Register does not identify any items of state heritage significance on the site.



Intent and Provisions

3.1 OBJECTIVE

The intention of this Planning Proposal (PP) is to provide large lot residential housing in a rural setting alongside minimising the conflict between land uses. In particular, providing additional blocks to the larger lot rural residential market, whilst meeting minimum lot size requirements.

3.2 EXPLANATION OF PROVISIONS

The PP affects *Land Zoning Map – Sheet LZN_008* and *Minimum Lot Size Map – Sheet LSZ_008* of the *Dubbo Local Environmental Plan 2011*.

This PP seeks to rezone a minor part of the existing RU1 – Primary Production land to R5 – Large Lot Residential land located in a semi-rural area, south of Dubbo, as shown upon supporting plans **115013_02B_TP02** prepared by Geolyse Pty Ltd.

The PP also seeks to amend the minimum lot size for the land affected by the amended rezoning, as being the R5 zoned land to comprise a minimum lot size of 8 ha, as shown upon supporting plans **115013_03B_TP02** prepared by Geolyse Pty Ltd.



Justification

The overarching principles that guide the preparation of PP's are:

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

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

4.1 NEED FOR THE PLANNING PROPOSAL

4.1.1 RESULT OF ANY STRATEGIC STUDY OR REPORT

The PP is not a result of a strategic study or report but to minimise the conflict between land uses and to address an existing rural residential situation. Furthermore, to also add stock to the already established large lot residential blocks adjoining the subject site.

Having regard to the existing situation on the site, with two residential dwellings on the subject area to be rezoned, and taking into account the adjoining R5 Large Lot Residential land adjoin this area, it is considered this area needs to be rezoned. This would alleviate conflicting land uses, as well as allowing for the future subdivision of the rezoned area to create two 8 hectare large lot residential blocks.

4.1.2 BEST MEANS OF ACHIEVING THE OBJECTIVES OR INTENDED OUTCOMES, OR IS THERE A BETTER WAY?

There are two existing residential dwellings located on the subject site. This area must be rezoned to R5 Large Lot Residential to allow for future subdivision of this land to allow for two permissible allotments, with each featuring a residential dwelling. Furthermore, the area to be rezoned must be large enough to allow minimum allotment sizes to be met.

The submission of a PP for the rezoning of land and amend the minimum lot size requirements represents the best method of achieving the desired outcome.

4.2 RELATIONSHIP TO STRATEGIC PLANNING FRAMEWORK

4.2.1 CONSISTENT WITH THE OBJECTIVES AND ACTIONS OF THE APPLICABLE REGIONAL OR SUB-REGIONAL STRATEGY

There are no overriding Regional or Sub-regional strategies that directly relate to the site and its residential development within the Dubbo LGA or Central West Region.



4.2.2 CONSISTENT WITH COUNCIL'S LOCAL STRATEGY OR OTHER LOCAL STRATEGIC PLAN

Macquarie District Development Strategy 1995

The land forming the subject of this PP is situated within the Macquarie District, and as such the *Macquarie District Development Strategy 1995* applies. The Strategy forms the basis of the *Dubbo Rural Areas Development Strategy*. The following sections of the strategy are key for the justification of the PP and reflect its consistency with the provisions of settlement, whilst not impacting upon the issues and controls relating to extensive and intensive agriculture.

1. *Extensive Agriculture*
2. *Intensive Agriculture*
7. *Settlement*

The subject parcel of land has a total area of 270 Ha, with the PP rezoning only 16 Ha for settlement purposes. The specific area of rezoning does not cause any conflicting land uses as the site adjoins an existing R5 cluster to the north and west, with smaller hobby farm size blocks of RU4 land to the east, over the Benolong Road. This infill rezoning is appropriate for the area, and is only rezoning land that has two existing dwellings and various outbuildings and sheds. No extensive or intensive agricultural uses are undertaken on the subject 16 hectares, and this further settlement is in a suitable location with no damage to other rural strategy objectives.

Dubbo Rural Areas Development Strategy 1995-2015 (First five yearly review)

The subject PP is consistent with the aims and objectives of Dubbo RADS review document. The proposed rezoning of 16 hectares of agricultural land to large lot residential, for settlement purposes is located in an appropriate location, meeting the relevant Development Opportunity objectives. The subject land is adjoining existing R5 – Large Lot Residential land to the north, and west and RU4 – Primary Production Small Lot land to the east, across the Benolong Road. This is directing the rural settlement into an existing rural village and area of fragmentation.

In regards to the Environmental Management objectives, based off sustainable resource management principles, the PP is not located near nor impacting on waterways, aquifers or is flood affected. No wildlife habitats would be affected no contaminative activities occur. The PP and associated changes to zoning are considered to be environmentally sustainable and is occurring in relation to an existing settled area, with no impact to the existing agricultural land.

4.2.3 CONSISTENT WITH APPLICABLE STATE ENVIRONMENTAL PLANNING POLICIES

Orana Regional Environmental Plan No. 1 – Siding Spring Observatory

The only regional/sub-regional strategy relating to the Dubbo Local Government Area is the *Orana Regional Environmental Plan No.1 – Siding Spring Observatory*. However as the Siding Spring Observatory is located more than 100 kilometres away in Coonabarabran, and given there is no proposed development or material change to the site, no adverse effect upon the operations of the Observatory is foreseen.

State Environmental Planning Policy No. 55 – Remediation of Land

Clause 6 of the *State Environmental Planning Policy No. 55 – Remediation of Land* requires the issue of contamination and remediation to be considered in zoning or rezoning proposals. The subject area to be rezoned features existing residential development and also adjoins R5 – Large Lot Residential land. The PP does not change the development intentions of these sites and in this respect the suitability of these sites for residential purposes.



State Environmental Planning Policy No. 64 – Advertising and Signage

The change in zoning would enable limited business uses subject to development consent from Council. If signage were to form part of a future development application the provisions of *State Environmental Planning Policy No. 64 – Advertising and Signage* would apply and the development would need to ensure the relevant provisions of the policy are achieved. The PP does not include provisions that contradict or hinder the application of this policy.

State Environmental Planning Policy (Rural Lands) 2008

The planning principles of *State Environmental Planning Policy (Rural Lands) 2008* would be achieved via this PP. The provision of opportunities for rural lifestyle and housing would result from the proposed rezoning and no adverse impact on services and infrastructure. Furthermore, the minimisation of land use conflict between residential and rural lands would be achieved.

State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004

The provisions of *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004* would continue to apply to residential affected development in accordance with the provisions of this policy. The PP does not include provisions that contradict or hinder the application of this policy.

State Environmental Planning Policy (exempt and Complying Development Codes) 2008

The provisions of *State Environmental Planning Policy (Exempt and Complying Development Codes) 2008* would continue to apply to the land generally consistent with that achievable under the current land zoning. The PP does not include provisions that contradict or hinder the application of this policy.

State Environmental Planning Policy (Infrastructure) 2007

The provisions of *State Environmental Planning Policy (Infrastructure) 2007* would continue to apply consistent with that achievable under the current zoning. The PP does not include provisions that contradict or hinder the application of this policy.

State Environmental Planning Policy (Mining, Petroleum Production and Extractive Industries) 2007

The site is not located within any identified resource areas, potential resource areas or transitional areas. There are no known existing mines, petroleum production operations or extractive industries in the area of the PP or within its vicinity. Given existing development on the site and within the immediate locality the PP would be of minor significance and would not further restrict development potential or create land use conflict beyond existing arrangements.

**4.2.4 CONSISTENT WITH APPLICABLE S117 (2) MINISTERIAL DIRECTIONS –
3.1 RESIDENTIAL ZONES**

The Minister for Planning and Infrastructure, under Section 117(2) of the EP&A Act 1979 issues directions that local Councils must follow when preparing PP's for new Local Environmental Plans. The directions cover the following broad categories:

1. Employment and Resources
2. Environment and Heritage
3. Housing, Infrastructure and Urban Development
4. Hazard and Risk
5. Regional Planning
6. Local Plan Making

The following discussion demonstrates the PP's consistency with the relevant Section 117 directions.



Direction 1.3 – Mining, Petroleum Production and Extractive Industries

Ministerial Direction 1.3 – Mining, Petroleum Production and Extractive Industries is not applicable as the PP affected land does not prohibit the mining of coal or other minerals, production of petroleum, or winning or obtaining of extractive materials or restricting the potential development of such by permitting a land use that is likely to be incompatible with such development.

Direction 2.1 – Environment Protection Zones

Ministerial Direction 2.1 – Environment Protection Zones does apply to the PP as some areas of the subject site is mapped by the *Dubbo Local Environmental Plan 2011* Natural Resource Biodiversity Map NRB_008 as featuring moderate to high biodiversity characteristics.

It is however witnessed that the subject site and immediate surrounding locality is largely cleared of trees and reflects its agricultural use. It is unlikely that these areas would be a significant habitat for any threatened species of flora or fauna.

Direction 3.1 – Residential Zones

Ministerial Direction 3.1 – Residential Zones is applicable as the PP proposes to rezone existing rural land to residential land.

The PP is consistent with the objectives of this direction as the rezoned area and amended minimum lot sizes:

- Would encourage a choice of housing types to provide for the existing housing needs, and;
- Would make efficient use of existing infrastructure and services.

The area forming part of the PP features existing dwellings on the site that are connected to sewer, water, telecommunications, electricity and the transport network.

Direction 3.3 – Home Occupations

Ministerial Direction 3.3 – Home Occupations is applicable as the proposed R1 General Residential zone permits dwelling houses. The objective of this direction is to encourage the carrying out of low-impact small business in dwelling houses. The PP maintains existing provisions that enable 'home occupations' to be carried out without the need of development consent.

Direction 6.1 – Approval and Referral Requirements

Ministerial Direction 6.1 – Approval and Referral Requirements applies to all Planning Proposals forwarded for Gateway Determination by a local authority.

The proposed rezoning does not include provisions that would trigger a need for concurrence, consultation, or referral to the State Government.

Direction 6.3 – Site Specific Provisions

Ministerial Direction 6.3 – Site Specific Provisions applies to all Planning Proposals forwarded for Gateway Determination by a local authority.

The PP does not propose to create any site specific development standards in addition to those currently within the principal environmental planning instrument. The minimum allotment of 8 hectares for the R5 zoned land is consistent with the surrounding R5 zoned land.



4.3 ENVIRONMENTAL, SOCIAL AND ECONOMIC IMPACTS

4.3.1 IS THERE ANY LIKELIHOOD THAT CRITICAL HABITAT OR THREATENED SPECIES, POPULATIONS OR ECOLOGICAL COMMUNITIES, OR THEIR HABITATS, WILL BE ADVERSELY AFFECTED AS A RESULT OF THE PROPOSAL?

There are no proposed material changes as a result of the proposed rezoning. The land forming the subject area of the rezoning consists of relatively cleared land, with scattered trees and two separate existing residential dwellings. No known threatened species or ecological communities are present on the subject site. Any future development of these sites would require due consideration of relevant environmental impacts.

4.3.2 ARE THERE ANY OTHER LIKELY ENVIRONMENTAL EFFECTS AS A RESULT OF THE PLANNING PROPOSAL AND HOW ARE THEY PROPOSED TO BE MANAGED?

The PP simply proposes the rezoning of a 16 hectare portion of RU1 zoned land to R5 with no proposed on site works or alterations. The subject area already features two existing residential dwellings and no new building works are proposed. It is therefore highly unlikely that any adverse environmental effects would occur as a result of this PP.

4.3.3 HAS THE PLANNING PROPOSAL ADEQUATELY ADDRESSED ANY SOCIAL AND ECONOMIC EFFECTS?

The proposed rezoning of the subject site would have minimal social and/or economic impacts on the surrounding locality. The proposal would facilitate the future subdivision of the proposed R5 zoned land to allow for two large lot residential allotments.

The proposed arrangement is a more marketable arrangement for the applicant and would allow the balance of the property to the south and west to be farmed and managed independently.

4.4 STATE AND COMMONWEALTH INTERESTS

4.4.1 ADEQUATE PUBLIC INFRASTRUCTURE FOR THE PROPOSAL?

The existing subject site and subject area for the proposed rezoning features existing connections to public infrastructure. The subject area features two existing dwellings with access to sewerage treatment facilities, water, electricity and telecommunications. The existing agricultural area forming the rest of the subject lot is vacant and serves as a primary production lot.

Due to the site's location within a country area, the site has limited access to public transport. However, due to its close location to the Dubbo urban area, the applicants are within close vicinity of any appropriate services, such as bus coaches and rail services to nearby towns.

4.4.2 VIEWS OF STATE/COMMONWEALTH PUBLIC AUTHORITIES CONSULTED IN ACCORDANCE WITH THE GATEWAY DETERMINATION?

The views of State and Commonwealth public authorities would be ascertained in accordance with the comments provided in the Gateway Determination.



Required Instrument Amendments

5.1 AMENDED MAPPING REQUIRED

The following *Dubbo Local Environmental Plan 2011* (DLEP) maps would be amended as part of the PP:

- Land Zoning Map LZN_008 of the DLEP 2011 with regard to the amended R5 – Large Lot Residential zone as shown upon supporting plan 115013_02A_TP02 prepared by Geolyse Pty Ltd, and;
- Lot Size Map LZN_008 of the DLEP 2011 with regard to the amended R5 – Large Lot Residential zoned land, and in particular the amended minimum lot size of 8 hectares, as shown upon supporting plan 115013_03A_TP02 prepared by Geolyse Pty Ltd.



Community Consultation

6.1 TYPE OF COMMUNITY CONSULTATION REQUIRED

Section 5.5.2 of 'A Guide to Preparing Local Environmental Plans' identifies two different exhibition periods for community consultation;

- Low Impact Proposals – 14 days; and
- All other Planning Proposals (including any proposal to reclassify land) – 28 days.

The Guide describes Low Impact Proposals as having the following attributes;

- *A 'low' impact planning proposal is a planning proposal that, in the opinion of the person making the gateway determination, is;*
 - *Consistent with the pattern of surrounding land use zones and/or land uses;*

The proposed amendments to the zoning and minimum lot sizes the subject site accords with Council's local strategies and policies as detailed above and would be consistent with the adjoining R5 zoned land to the north and west.

- *Consistent with the strategic planning framework;*

Responses have been provided within section 4.2 of this report detailing the proposal's compliance with relevant local, regional and state planning strategies, policies, and ministerial directions.

- *Presents no issues with regard to infrastructure servicing;*

The existing and any potential future residential development of the rezoned site would have access to the existing sewer, water, electricity and telecommunication facilities.

- *Not a principle LEP; and*

Not relevant.

- *Does not reclassify public land.*

The PP does not seek to reclassify existing public land.

In accordance with the responses to the above 'Low Impact Proposals' guide, the PP is considered to be of low impact. Respectfully, it is therefore requested that a community consultation period of 14 days be applied to the exhibition of this PP.



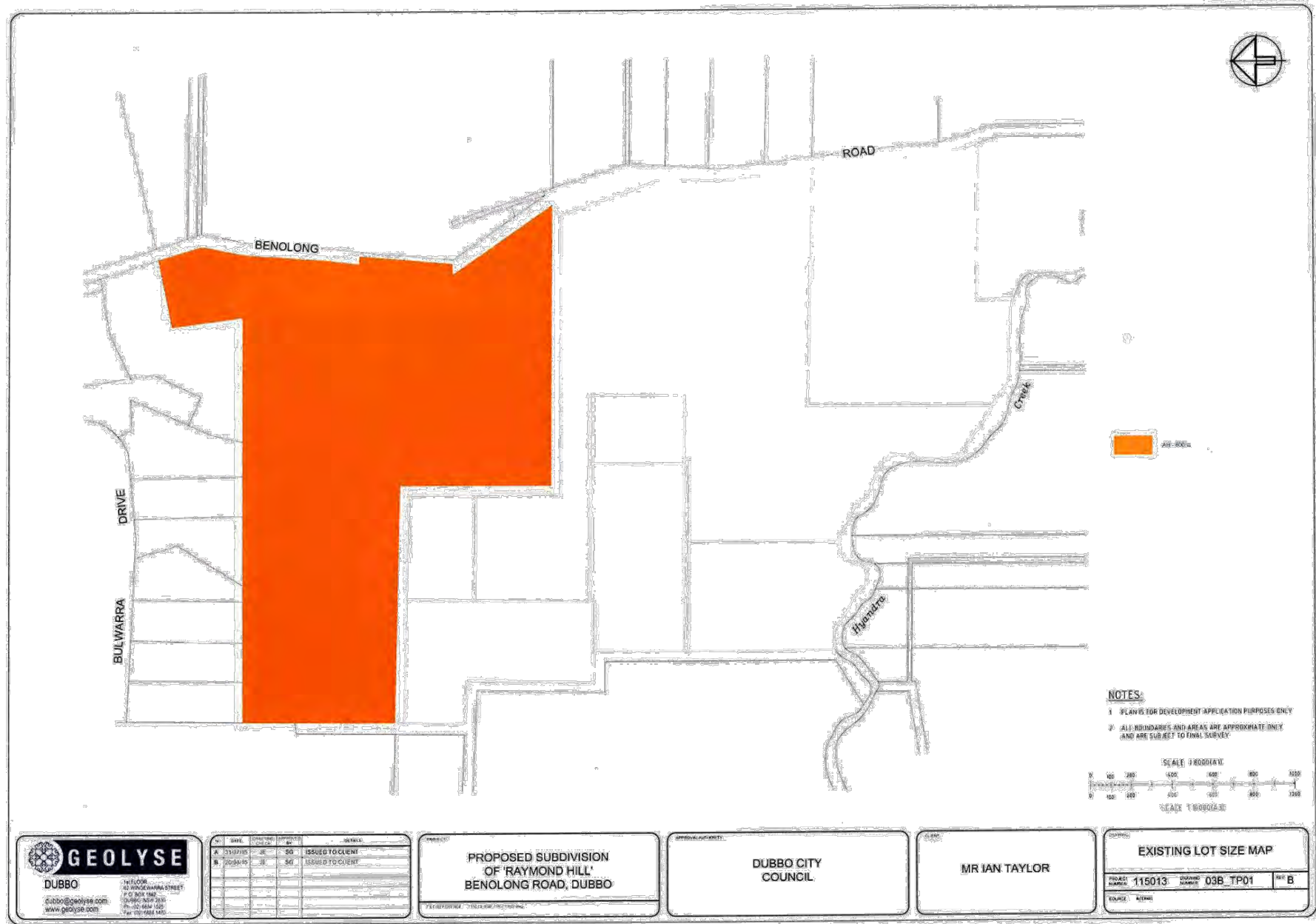
PLANNING PROPOSAL
MR IAN TAYLOR

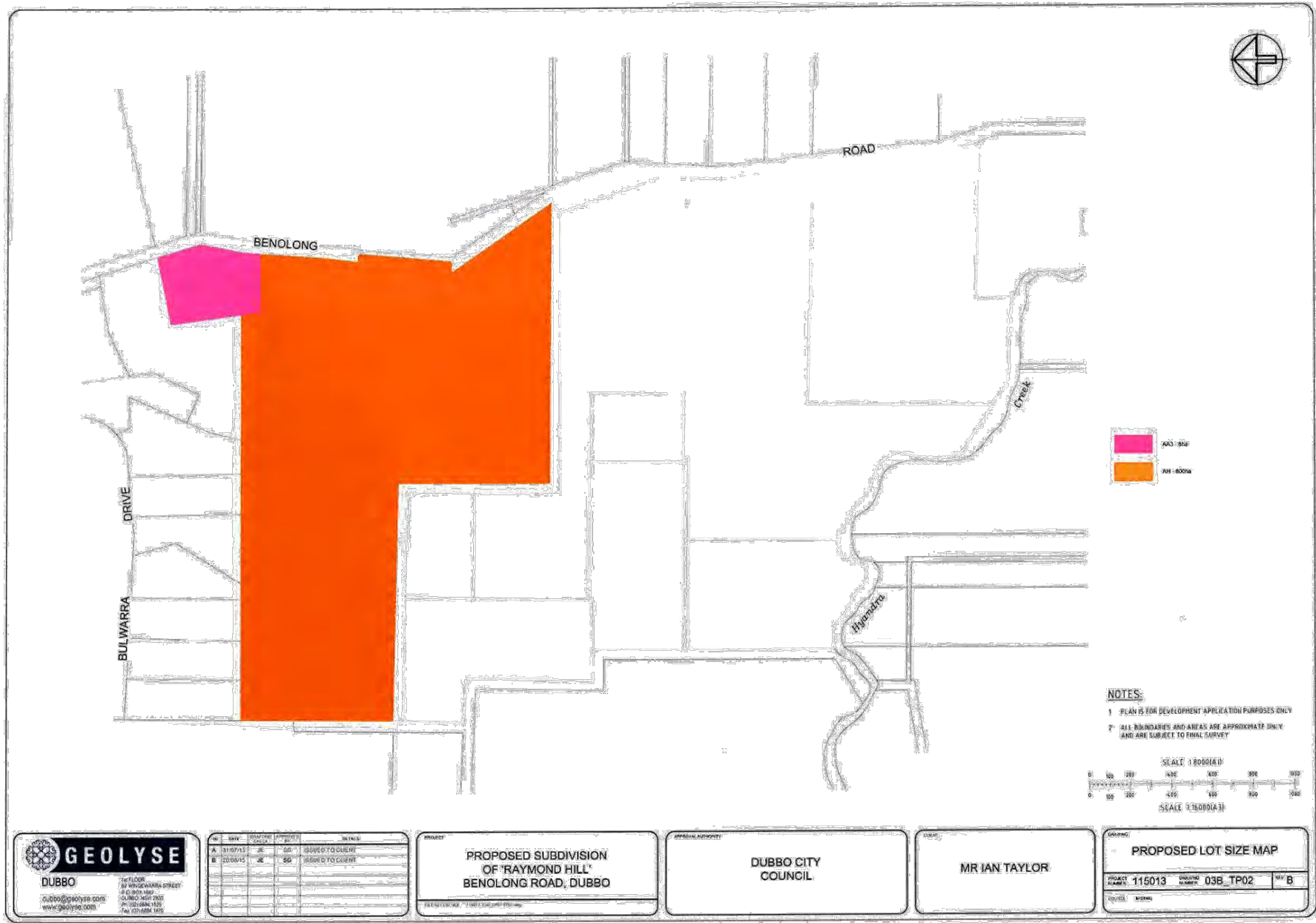
References

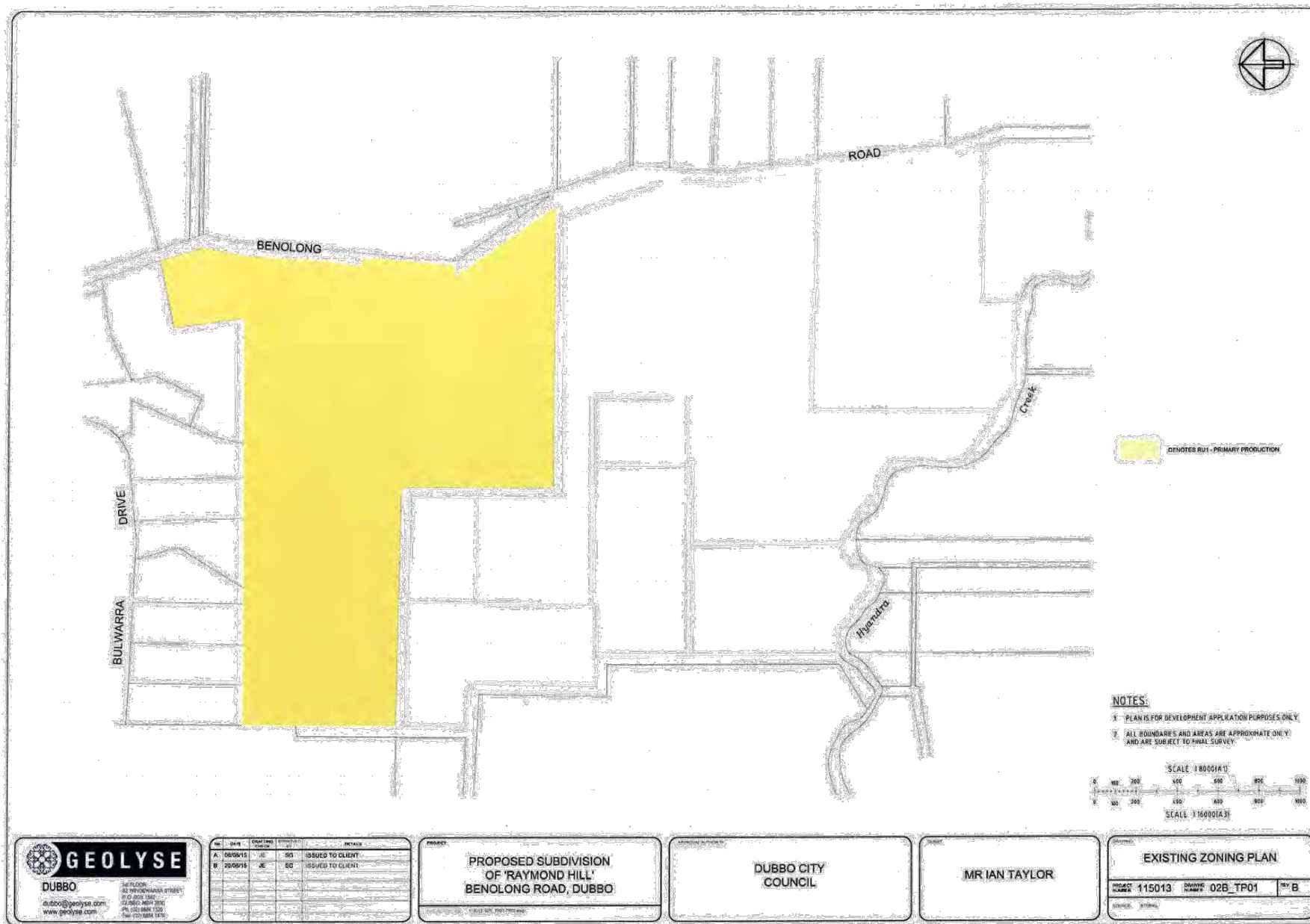
Morgan and Terry, 1992, Nature Conservation in Western New South Wales, National Park Association, Sydney.

NSW Department of Planning (DoP), 2009a, A Guide to Preparing Local Environmental Plans, DoP, Sydney.

Drawings







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NO.	DATE	DESCRIPTION	BY	REVISION
A	08/08/16	ISSUED TO CLIENT	GEOLYSE	
B	20/09/16	ISSUED TO CLIENT	GEOLYSE	

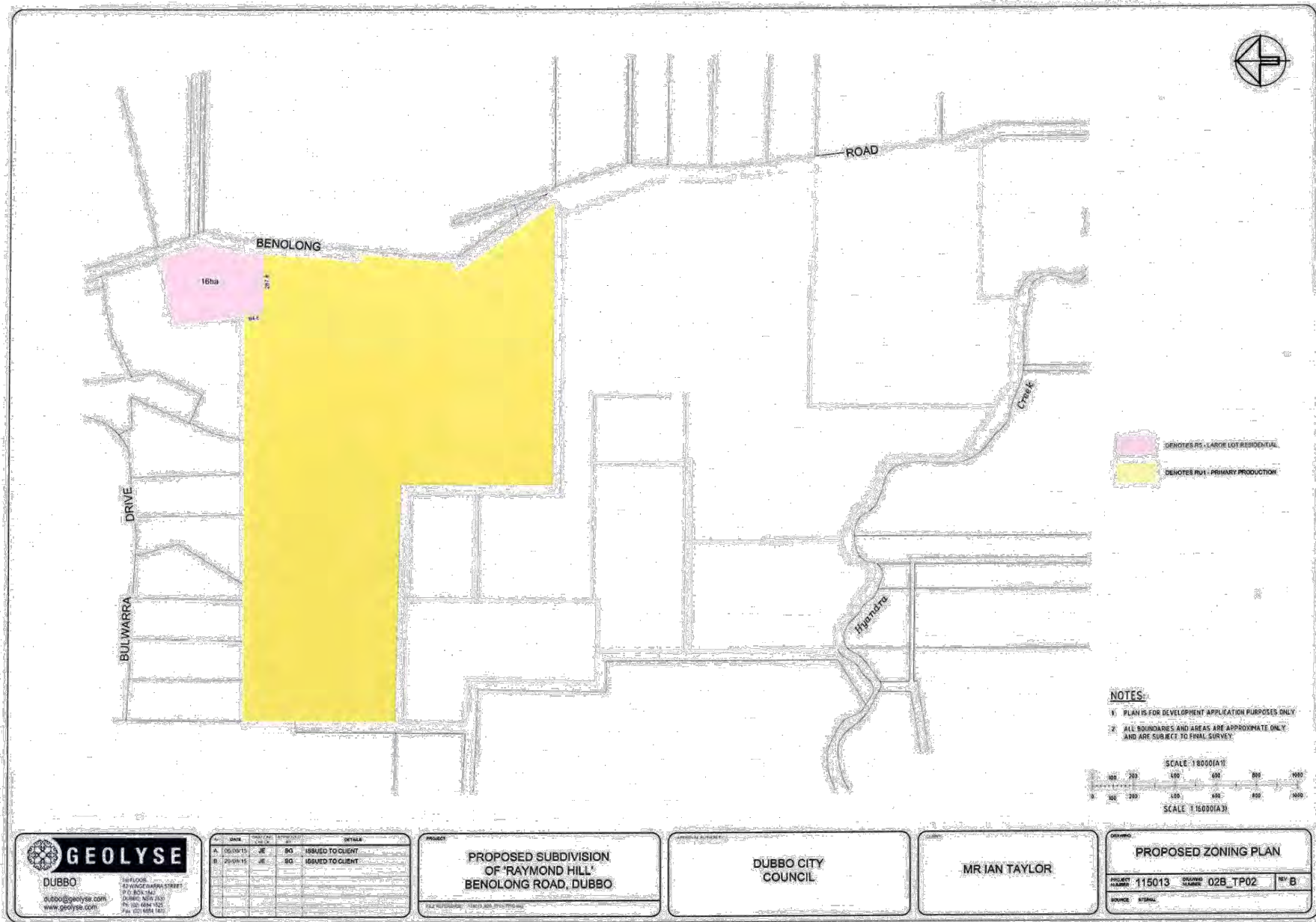
PROPOSED SUBDIVISION OF 'RAYMOND HILL' BENOLONG ROAD, DUBBO

DUBBO CITY COUNCIL

MR IAN TAYLOR

EXISTING ZONING PLAN

PROJECT NO: 115013 DRAWING NO: 02B_TP01 REV: B



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 www.geolyse.com

DATE	TIME	BY	REVISION
26/04/15	10:00	SG	ISSUED TO CLIENT
26/04/15	10:00	SG	ISSUED TO CLIENT

PROPOSED SUBDIVISION OF 'RAYMOND HILL' BENOLONG ROAD, DUBBO

DUBBO CITY COUNCIL

MR IAN TAYLOR

PROPOSED ZONING PLAN

PROJECT NUMBER: 115013	DRAWING NUMBER: 02B_TP02	REV: B
SOURCE: STRAL		

Appendix A

AHIMS



**AHIMS Web Services (AWS)
Search Result**

Purchase Order/Reference : 115013_REO_001_PP

Client Service ID : 185890

Jock Rodgers
Level, 62 Wingewarra Street
Dubbo New South Wales 2830
Attention: Jock Rodgers
Email: jrodders@geolyse.com

Date: 14 August 2015

Dear Sir or Madam:

**AHIMS Web Service search for the following area at Lot : 2, DP:DP22685 with a Buffer of 50 meters,
conducted by Jock Rodgers on 14 August 2015.**

The context area of your search is shown in the map below. Please note that the map does not accurately display the exact boundaries of the search as defined in the paragraph above. The map is to be used for general reference purposes only.



A search of the Office of the Environment and Heritage AHIMS Web Services (Aboriginal Heritage Information Management System) has shown that:

<input type="checkbox"/>	Aboriginal sites are recorded in or near the above location.
<input type="checkbox"/>	Aboriginal places have been declared in or near the above location. *

If your search shows Aboriginal sites or places what should you do?

- You must do an extensive search if AHIMS has shown that there are Aboriginal sites or places recorded in the search area.
- If you are checking AHIMS as a part of your due diligence, refer to the next steps of the Due Diligence Code of practice.
- You can get further information about Aboriginal places by looking at the gazettal notice that declared it. Aboriginal places gazetted after 2001 are available on the NSW Government Gazette (<http://www.nsw.gov.au/gazette>) website. Gazettal notices published prior to 2001 can be obtained from Office of Environment and Heritage's Aboriginal Heritage Information Unit upon request.

Important information about your AHIMS search:

- The information derived from the AHIMS search is only to be used for the purpose for which it was requested. It is not to be made available to the public.
- AHIMS records information about Aboriginal sites that have been provided to Office of Environment and Heritage and Aboriginal places that have been declared by the Minister.
- Information recorded on AHIMS may vary in its accuracy and may not be up to date. Location details are recorded as grid references and it is important to note that there may be errors or omissions in these recordings.
- Some parts of New South Wales have not been investigated in detail and there may be fewer records of Aboriginal sites in those areas. These areas may contain Aboriginal sites which are not recorded on AHIMS.
- Aboriginal objects are protected under the National Parks and Wildlife Act 1974 even if they are not recorded as a site on AHIMS.
- This search can form part of your due diligence and remains valid for 12 months.



**REPORT: Draft Development Control Plan -
Sheraton Road Estate**

AUTHOR: Manager City Strategy Services

REPORT DATE: 11 October 2016

TRIM REFERENCE: ID16/1862

EXECUTIVE SUMMARY

Council has been provided with a draft site-specific Development Control Plan by the owner of Lot 1 DP 880413, Sheraton Road, Dubbo included here as **Appendix 1**. The subject land is situated in the South-East Dubbo Residential Urban Release Area under the provisions of the Dubbo Local Environmental Plan 2011 (LEP).

The draft Development Control Plan (draft DCP) has been prepared as a requirement of Clause 6.3 of the LEP to facilitate development of the subject land. The draft DCP is required to be prepared prior to any development on the land including development for the purposes of residential land subdivision.

The draft DCP has been prepared utilising a similar structure, form and content as the Dubbo Development Control Plan 2012 (Dubbo DCP 2012). It is considered that this will aid in the understanding of the Plan by the Dubbo Building and Development Industry and ensure a level of parity between the expectations of the Dubbo DCP 2012 and the draft DCP.

The proponent has also provided an associated Development Application to Council which seeks to subdivide the land into 51 lots. It should be noted that the Development Application cannot be determined by Council without a valid site-specific Development Control Plan being in place.

The draft DCP has been prepared in a number of separate components which are consistent with the structure of the Dubbo DCP 2012. The draft DCP consists of the following components:

- Introduction;
- Residential Subdivision Controls (Dwellings and Dual Occupancies); and
- Residential Design (Dwellings and Dual Occupancies).

The subject land is situated on the eastern edge of the South-East Residential Urban Release Area and is not directly connected to any adjoining residential development currently being

undertaken in the Keswick Estate or the Southlakes Estate. The location of the land presents a number of key servicing issues for the future development of the land including stormwater infrastructure, sewer servicing and access to the land. Specific provisions have been included in the draft DCP to ensure any development on the land can be provided in accordance with Council's requirements.

This report recommends that the draft Sheraton Road Estate Development Control Plan be adopted by Council for the purposes of public exhibition and placed on public display in accordance with the requirements of the Environmental Planning and Assessment Regulation, 2000 for a period of not less than 28 days.

Following completion of the public exhibition period, a further report will be provided to Council for consideration.

FINANCIAL IMPLICATIONS

The proponent has provided payment of the applicable fee for the preparation and assessment of a Development Control Plan in accordance with Council's Revenue Policy.

POLICY IMPLICATIONS

If adopted by Council, the draft DCP will form a Council Policy which will guide development on the subject site and be required to be considered by Council in the assessment and determination of any future development applications on the subject site.

RECOMMENDATION

- 1. That the draft Sheraton Road Estate Development Control Plan as provided here in Appendix 1 be adopted for the purposes of public exhibition.**
- 2. That the draft Sheraton Road Estate Development Control Plan be placed on public exhibition for a period of no less than 28 days in accordance with Clause 18 of the Environmental Planning and Assessment Regulation, 2000.**
- 3. That a further report be presented to Council for consideration following completion of the public exhibition period.**

Steven Jennings
Manager City Strategy Services

BACKGROUND

The Dubbo Local Environmental Plan 2011 (LEP) was gazetted on 11 November 2011. The LEP identifies three Residential Urban Release Areas including the following:

- North-west Residential Urban Release Area;
- South-west Residential Urban Release Area; and
- South-east Residential Urban Release Area.

The LEP zoned land in the defined Dubbo Residential Urban Release Areas for the purpose of residential development could yield approximately 5,881 residential allotments.

The defined Dubbo Residential Urban Release Areas have been identified in the Dubbo Residential Urban Areas Development Strategy since 1996 as providing for the logical expansion of residential development opportunities in the City.

The general location of the defined Dubbo Residential Urban Release Areas is shown in Figure 1.

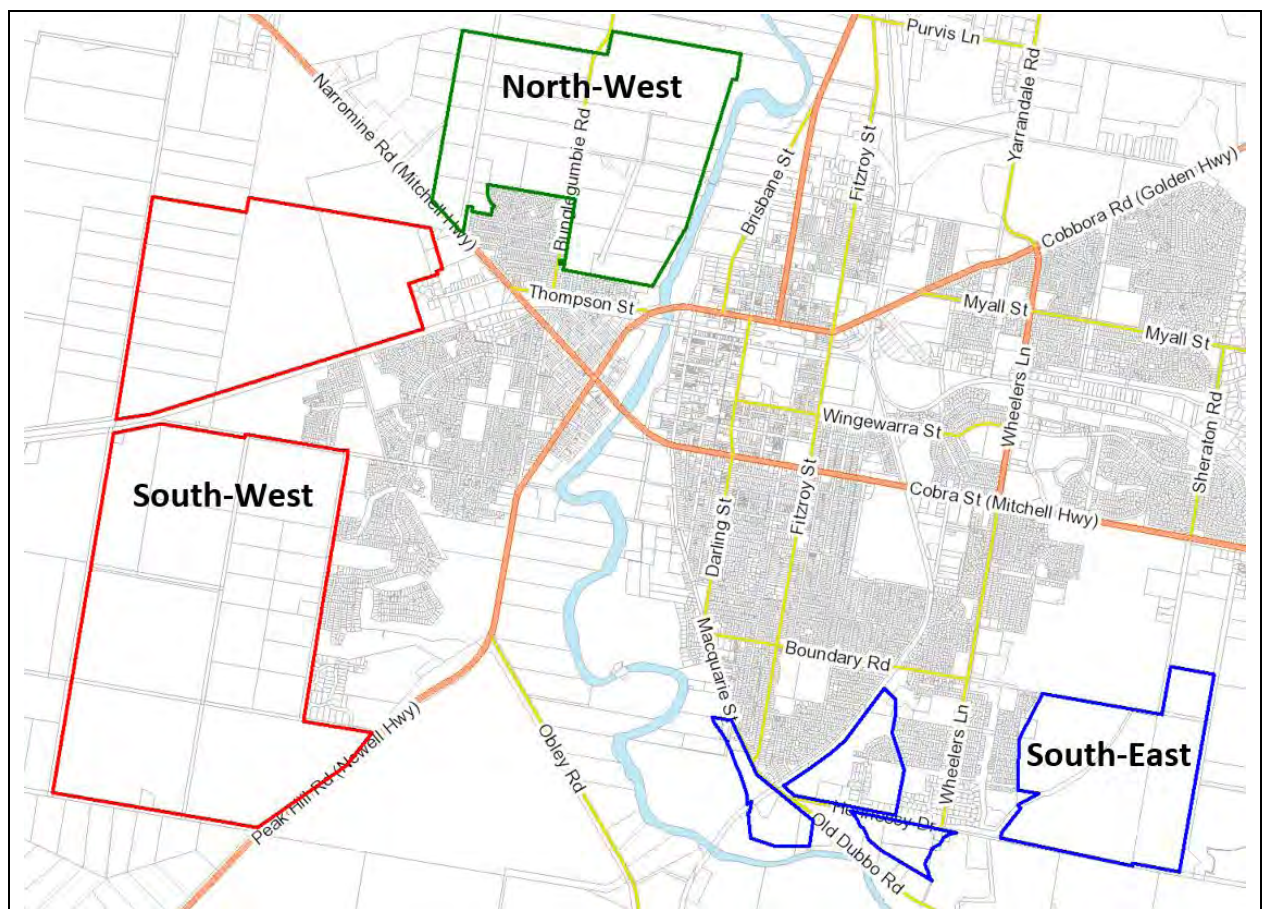


Figure 1. Defined Residential Urban Release Areas – Dubbo Local Environmental Plan 2011

The subject lands of the draft DCP as contained in the South-East Residential Urban Area are shown in Figure 2.



Figure 2. Sheraton Road Estate within the South-East Dubbo Residential Urban Release Area

1. South-East Dubbo Residential Urban Release Area Structure Plan

Council at its meeting held on 25 May 2016 adopted the South-East Dubbo Residential Urban Release Area – Stage 1 Structure Plan. The role of the Structure Plan was to analyse opportunities and constraints relating to land in the area and provides associated strategic residential growth principles for the ultimate development of this land.

The Structure Plan also provides high level consideration of infrastructure requirements including traffic and access across the precinct and sets a variety of development densities which are consistent with the provisions of the Dubbo Residential Areas Development Strategy, 1996 and will have the ultimate potential to provide for a variety of housing types and styles.

The draft DCP has been prepared in accordance with the residential growth principles as included in the Structure Plan.

REPORT

1. Dubbo Local Environmental Plan 2011

Part 6 of the Dubbo Local Environmental Plan 2011 provides specific requirements for the development of land situated within defined Residential Urban Release Areas (URAs). In particular, Clause 6.3 of the Dubbo LEP 2011 states as follows:

“6.3 Development control plan

- (1) The objective of this clause is to ensure that development on land in an urban release area occurs in a logical and cost-effective manner, in accordance with a staging plan and only after a development control plan that includes specific controls has been prepared for the land.*
- (2) Development consent must not be granted for development on land in an urban release area unless a development control plan that provides for the matters specified in subclause (3) has been prepared for the land.*
- (3) The development control plan must provide for all of the following:*
 - (a) a staging plan for the timely and efficient release of urban land, making provision for necessary infrastructure and sequencing,*
 - (b) an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists,*
 - (c) an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,*
 - (d) a network of passive and active recreational areas,*
 - (e) stormwater and water quality management controls,*
 - (f) amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,*
 - (g) detailed urban design controls for significant development sites,*
 - (h) measures to encourage higher density living around transport, open space and service nodes,*
 - (i) measures to accommodate and control appropriate neighbourhood commercial and retail uses,*
 - (j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.”*

Accordingly, a site-specific Development Control Plan is required to be prepared in accordance with Clause 6.3 prior to any subdivision of land situated in a Residential Urban Release Area. This will mean that the Dubbo Development Control Plan 2012 will not apply for any residential development undertaken on the subject lands.

2. Sheraton Road Estate Development Control Plan

The owner of Lot 1 DP 880413, Sheraton Road, Dubbo has prepared a draft site-specific Development Control Plan (draft DCP) in accordance with Clause 6.3 of the Dubbo LEP to facilitate development of the subject lands as shown in Figure 3.



Figure 3. Sheraton Road Estate Development Control Plan – Subject Lands

The draft DCP has been prepared utilising a similar structure, form and content as the Dubbo Development Control Plan 2012 (Dubbo DCP 2012). It is considered that this will aid in understanding of the Plan by the Dubbo Building and Development Industry and ensure a level of parity between the expectations of the Dubbo DCP 2012 and the draft DCP.

The draft DCP has been prepared in a number of separate components which is consistent with the structure of the Dubbo DCP 2012. The draft DCP consists of the following components:

- Introduction;
- Residential Subdivision Controls (Dwellings and Dual Occupancies); and
- Residential Design (Dwellings and Dual Occupancies).

(i) Part 1 Introduction

This section of the draft DCP provides a number of administrative components required by the provisions of the Environmental Planning and Assessment Act, 1979 and details where this specific Plan will be applicable to development undertaken.

In addition, this section also specifies how Council will publicly notify any residential development applications undertaken on the subject land.

(ii) Part 2 Residential Development and Subdivision

Residential Subdivision Controls (Dwellings and Dual Occupancies)

This section of the draft DCP guides and provides specific requirements to assist in the residential subdivision of the subject lands. The role of this section is to also ensure the design of subdivisions takes into account a number of planning and infrastructure provisions in the following areas:

- Element 1 Neighbourhood design
- Element 2 Lot layout
- Element 3 Landscaping
- Element 4 Infrastructure
- Element 5 Street design and road hierarchy
- Element 6 Stormwater management
- Element 7 Water quality management

Residential Design (Dwellings and Dual Occupancies)

This section of the draft DCP guides and provides specific requirements to assist in the planning, design and undertaking of residential development. The role of this section (and indeed the draft DCP) is not to provide prescriptive standards for how development should look; it is to ensure development proponents can be guided in understanding how site responsive design should be undertaken. This section of the draft Plan provides guidance across a number of elements including the following:

- Element 1 Streetscape character
- Element 2 Building set-back
- Element 3 Solar access
- Element 4 Private open space and landscaping
- Element 5 Infrastructure
- Element 6 Visual and acoustic privacy
- Element 7 Vehicular access and car parking
- Element 8 Waste management
- Element 9 Non-residential uses
- Element 10 Signage

2. Key Issues for Development of the Land

The subject land is situated on the eastern edge of the South-East Residential Urban Release Area and is not directly connected to any adjoining residential development currently being undertaken in the Keswick Estate or the Southlakes Estate. The location of the land presents a number of key servicing issues for the future development of the land.

Provisions have been included in the draft DCP to ensure any development undertaken on the land can be economically provided with the required urban infrastructure in accordance with the requirements of Council. The following information details a number of the key servicing considerations for the land.

(i) Keswick Stormwater Drainage Review

The Keswick Stormwater Drainage Review was prepared by consultants, Cardno in August 2010 and was subsequently adopted by the former Dubbo City Council. The Keswick Stormwater Drainage Review provides Council's Strategic Plan for the delivery of stormwater infrastructure in the south-east area of the City.

The Keswick Stormwater Drainage Review identifies the provision of a stormwater retarding basin on the land consisting of an overall area of 2.11 hectares of land at the top-water-level, with a maximum water depth of 3.09 metres, equating to a storage volume of approximately 31.37 mega litres.

Specific provisions have been included in the draft DCP to require any development proponent for subdivision of the land to ensure compliance is achieved with the requirements of the Keswick Stormwater Drainage Review. In addition, provisions have also been included in the draft DCP which allow a development proponent to prepare their own independent stormwater drainage study for the consideration of Council if they do not comply with the requirements of the existing adopted Keswick Stormwater Drainage Review.

(ii) Sewer Infrastructure

Any future development on the land will be required to be connected to Council's sewer infrastructure system. Given the location of the land at the eastern edge of the residential footprint of the City, additional requirements have been included in the draft DCP in respect of sewerage infrastructure.

The draft DCP includes provisions which require any development application for subdivision of the land to include information showing the results of investigations into how the land can be economically serviced with Council's existing gravity sewerage infrastructure. In addition, the draft DCP also includes specific requirements for circumstances where a subdivision may not be able to directly connect into Council's gravity sewerage infrastructure at the present time.

In circumstances where development on the land cannot connect to Council's gravity sewer infrastructure and the construction of a temporary sewerage pump station is required, the draft DCP will require a development proponent to undertake the preparation of an Economic Feasibility Analysis. This feasibility analysis is required to include figures/calculations regarding the anticipated running cost(s) and maintenance cost(s) associated with any temporary sewerage pump station for a period of not less than 10 years. This assessment is also required to consider all costs associated with disconnection of any temporary sewerage pump station and subsequent connection to Council's gravity sewerage infrastructure at a time connection may be available.

(iii) Vehicular Access

The subject land is situated on the corner of Sheraton Road and the unformed road reserve of Boundary Road. A provision has been included in the draft DCP, which restricts direct vehicular access to Sheraton Road and the unformed Boundary Road reserve.

3. Future Direction

Following Council's consideration of this report, the draft DCP is required to be placed on public exhibition for a period of no less than 28 days in accordance with the requirements of Clause 18 of the Environmental Planning and Assessment Regulation, 2000. In addition, Council will notify adjoining and adjacent property owners of the public exhibition.

Following completion of the public exhibition period, a further report will be provided to Council for consideration.

It should be noted that Council cannot grant approval to any subdivision development undertaken on the subject land until the draft DCP has been publicly exhibited and adopted by Council.

SUMMARY

The owner of Lot 1 DP 880413, Sheraton Road, Dubbo has prepared a draft site-specific Development Control Plan (draft DCP) in accordance with Clause 6.3 of the Dubbo Local Environmental Plan 2011 (LEP) to facilitate development of the subject lands.

The draft DCP has been prepared utilising a similar structure, form and content as the Dubbo Development Control Plan 2012 (Dubbo DCP 2012). It is considered that this will ensure a level of parity between the expectations of the Dubbo DCP 2012 and the draft DCP.

The subject land is situated on the eastern edge of the South-East Residential Urban Release Area and is not directly connected to any adjoining residential development currently being undertaken in the Keswick Estate or the Southlakes Estate. The location of the land presents a number of key servicing issues for the future development of the land including stormwater infrastructure, sewer servicing and access to the land. Specific provisions have been included in the draft DCP to ensure any development on the land can be provided in accordance with Council's requirements.

The proponent has also provided an associated Development Application to Council which seeks to subdivide the land into 51 lots. It should be noted that the Development Application cannot be approved by Council without a valid site-specific Development Control Plan being in place.

This report recommends that the draft Sheraton Road Estate Development Control Plan be adopted by Council for the purposes of public exhibition and placed on public display in accordance with the requirements of the Environmental Planning and Assessment Regulation, 2000 for a period of no less than 28 days.

Appendices:

- 1 Draft Development Control Plan - Sheraton Road Estate



DRAFT DOCUMENT ONLY -

NOT ADOPTED BY COUNCIL

DRAFT
Development Control Plan -
Sheraton Road Estate

Lot 1 DP 880413 Sheraton Road, Dubbo

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Part 1 Introduction

1.1 Name and Application of this Plan

This Development Control Plan is known as Development Control Plan for the Sheraton Road Estate Lot 1 DP 880413, Sheraton Road, Dubbo.

1.2 Purpose of this Plan

The purpose of this Plan is to:

- Provide guidance to developers/applicants in the design of development proposals for land situated within Lot 1 880413;
- Promote the achievement of residential amenity and an attractive neighbourhood;
- Reinforce the aims and objectives of the R2 Low Density Residential Zone under the provisions of the Dubbo Local Environmental Plan 2011; and
- Promote quality urban design outcomes within the context of environmental, social and economic sustainability.

1.3 Land to which the Plan applies

This Plan applies specifically to Lot 1 DP 880413, Sheraton Road, Dubbo and any allotment resulting from subdivision of the land. The land is shown in Figure 1 below.



Figure 1. Subject land

The land is located approximately 5 kilometres south-east of the Dubbo Central Business District (CBD). The land comprises 14 hectares and is vacant of development. The land was previously used for agricultural purposes (grazing and cropping) and is cleared of any major vegetation. The land has gentle inclines to the south west.

1.4 Land Zoning

The land is zoned R2 Low Density Residential under the Dubbo Local Environmental Plan 2011. The land has a minimum lot size of 2000 m² under the Dubbo Local Environmental Plan 2011.

1.5 Statutory Context

This Plan has been prepared by Council in accordance with Section 74C of the Environmental Planning and Assessment Act, 1979 (the Act) and Part 3 of the Environmental Planning and Assessment Regulation, 2000.

The Plan was adopted by Council at its meeting on _____.
The Plan commenced on _____.

The Plan should be read in conjunction with the Dubbo Local Environmental Plan 2011.

1.6 Background

This Plan has been written to guide residential development of the subject land. The development controls provided here rely on proponents demonstrating how development of the land meets the objectives of each relevant element and the associated performance criteria.

1.7 Relationship to other plans and documents

Under the Environmental Planning and Assessment Act, 1979 (the EP&A Act), Council is required to take into consideration the relevant provisions of this Plan in determining an application for development on land to which this Plan applies.

In the event of any inconsistency between an Environmental Planning Instrument (EPI) and this Plan, the provisions of the EPI will prevail.

Council in the assessment of a development application will consider all matters specified in Section 79C of the Environmental Planning and Assessment Act, 1979. Compliance with any EPI or this Plan does not infer development consent will be granted.

1.8 How to use this Plan

When preparing a development application, all relevant sections of the Plan are required to be considered.

The majority of sections in the Plan incorporate design elements that are required to be considered and addressed by a proponent in the design process.

Each section of the Plan has a consistent format to allow for ease of use and understanding. The objectives of each section are stated at the top of the page and the proposed development is required to focus on satisfying these objectives.

Below the objectives is a table with two columns. The column on the left outlines the aim of the design element, while the column on the right offers default design guidelines that an applicant can choose to use in their development in lieu of designing to satisfy the intent of the column on the left.

In summary, the column on the left provides more flexibility in design, while the column on the right provides standard solutions that are acceptable to Council.

If a proponent chooses not to use the 'Acceptable Solutions' in the right hand column, written detail must be provided with any development application of how the design satisfies the 'Performance Criteria' in the left hand column.

An example of how an element of the Plan is structured is provided as follows.

Performance criteria The streetscape character objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Built form P1 The frontage of buildings and their entries are readily apparent from the street.	A1.1 Buildings adjacent to the public street, address the street by having a front door or living room window facing the street. A1.2 Where dual occupancies are situated on corner blocks (where one is not a lane), the development is designed to face each street frontage.

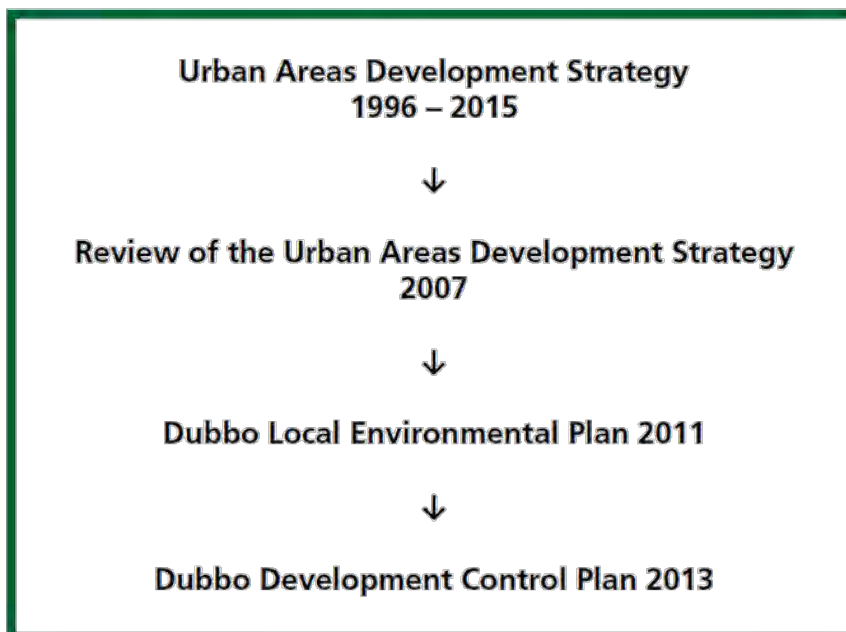
1.9 Strategic Context

Dubbo Urban Areas Development Strategy 1996

The Dubbo Urban Areas Development Strategy 1996 has facilitated the creation of a range of lifestyle options for the urban area of the city. Through the restriction of urban development to a defined area, Council is seeking to protect the long-term future of agricultural land located beyond the urban area.

These lifestyle options have been developed through the Dubbo Urban Areas Development Strategy (UADS) adopted by Council in 1996 and the Review of the UADS adopted by Council in 2007. The Dubbo Local Environmental Plan (LEP) 2011 facilitates achievement of the Strategy components in zoning land for the sustainable development of the city.

The following figure details the context of the planning documents applicable to residential lands.



The Dubbo Urban Areas Development Strategy consists of the following components:

- Residential Areas Development Strategy;
- Commercial Areas Development Strategy;
- Industrial Areas Development Strategy;
- Institutional Areas Development Strategy;
- Recreational Areas Development Strategy; and
- Future Directions and Structure Plan

The Urban Areas Development Strategy was created to manage the development and conservation of land within the urban area of the city through ensuring the Central Business District is at the centre of the City.

Re-centralisation of the Dubbo Central Business District will be facilitated by further residential development being undertaken in west Dubbo. The Strategy includes extensive areas in north-west and south-west Dubbo as being suitable for further residential development to incorporate the following:

North-west sector – 2,600 lots (approximately)

South-west sector – 3,281 lots (approximately)

The Dubbo Local Environmental Plan 2011 offers a range of lot sizes in the West Dubbo Urban Release Areas, ranging from 600 square metres to 20 ha. This ensures a variety of lifestyle opportunities can be provided within a close proximity to the city centre.

The Strategy also allows for infill subdivision opportunities in the south-east sector with the Dubbo LEP 2011 allowing for the potential development of 1,059 lots within this sector. The subdivision considered by this Plan is in the south-east sector.

The Strategy does not provide for any further reduction in the minimum lot size for subdivision in the eastern sector of the city based on centralisation of the Central Business District to the west, environmental constraints, infrastructure provision and transport requirements.

South-East Dubbo Residential Urban Release Area Stage 1 Structure Plan

Council has adopted a Stage 1 Structure Plan for the South-East Dubbo Residential Urban Release Area. The role of the Stage 1 Structure Plan is to set the overall direction for development in the South-East Dubbo Residential Urban Release Area and in particular the Southlakes Estate. The Stage 1 Structure Plan also informs land use decisions in the Dubbo LEP 2011 and will allow developers in the area to pursue partial development having regard to overall infrastructure and servicing constraints.

The objectives of the Stage 1 Structure Plan are to:

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

The Stage 1 Structure Plan raised a number of key considerations for development of the subject land, including the following:

- Traffic and transport infrastructure
- Stormwater Drainage

1.10 Urban Release Areas

Development of the subdivision considered in this Plan has been undertaken in accordance with Part 6 of the Dubbo Local Environmental Plan 2011. The relevant Clauses contained in Part 6 of the Dubbo LEP 2011 are provided below:

“Clause 6.1 Arrangements for designated State public infrastructure

- (1) *The objective of this clause is to require satisfactory arrangements to be made for the provision of designated State public infrastructure before the subdivision of land in an urban release area to satisfy needs that arise from development on the land, but only if the land is developed intensively for urban purposes.*
- (2) *Development consent must not be granted for the subdivision of land in an urban release area unless the Director-General has certified in writing to the consent authority that satisfactory arrangements have been made to contribute to the provision of designated State public infrastructure in relation to that land.”*

The Department of Planning and Environment has undertaken consultation with State Public Agencies to consider the provision of State infrastructure in the South- East Residential Urban Release Area.

The former Dubbo City Council was provided with certification from the Director General of the Department of Planning on 17 December 2012 for the provision of State public infrastructure. This certification means that no contributions are required from developers in the South-East Dubbo Residential Urban Release Area towards the provision of State public infrastructure.

Clause 6.2 Public Utility Infrastructure

- (1) *Development consent must not be granted for development on land in an urban release area unless the Council is satisfied that any public utility infrastructure that is essential for the proposed development is available or that adequate arrangements have been made to make that infrastructure available when it is required.*

Subdivision of the land is required to provide all urban infrastructure to facilitate residential development. This includes road infrastructure, power, sewerage, water, stormwater drainage and telecommunications prior to residential development being undertaken.

“Clause 6.3 Development Control Plan

- (1) The objective of this clause is to ensure that development on land in an urban release area occurs in a logical and cost-effective manner, in accordance with a staging plan and only after a development control plan that includes specific controls has been prepared for the land.*
- (2) Development consent must not be granted for development on land in an urban release area unless a development control plan that provides for the matters specified in subclause (3) has been prepared for the land.*
- (3) The development control plan must provide for all of the following:*
 - a) a staging plan for the timely and efficient release of urban land, making provision for necessary infrastructure and sequencing,*
 - b) an overall transport movement hierarchy showing the major circulation routes and connections to achieve a simple and safe movement system for private vehicles, public transport, pedestrians and cyclists,*
 - c) an overall landscaping strategy for the protection and enhancement of riparian areas and remnant vegetation, including visually prominent locations, and detailed landscaping requirements for both the public and private domain,*
 - d) a network of passive and active recreational areas,*
 - e) stormwater and water quality management controls,*
 - f) amelioration of natural and environmental hazards, including bush fire, flooding and site contamination and, in relation to natural hazards, the safe occupation of, and the evacuation from, any land so affected,*
 - g) detailed urban design controls for significant development sites,*
 - h) measures to encourage higher density living around transport, open space and service nodes,*
 - i) measures to accommodate and control appropriate neighbourhood commercial and retail uses,*
 - j) suitably located public facilities and services, including provision for appropriate traffic management facilities and parking.”*

This Plan has been prepared in accordance with Clause 6.3 and contains all applicable information.

1.11 Notification of Development

Council will generally not publicly notify any development applications for residential accommodation within the area to which the Plan applies. However, if in the opinion of the Council a proposed development could impact the amenity of surrounding development, Council may publicly notify and/or advertise the development application in the local newspaper.

Any development application received by Council for non-residential development will be publicly notified to adjoining and adjacent property owners in the immediate locality who in the opinion of Council may be impacted by the proposed development.

Part 2 Residential Development and Subdivision

2.1 Residential Subdivision Controls (Dwellings and Dual Occupancy)

This section is designed to encourage current 'best practice' solutions for the design of residential subdivision on the land. The achievement of a pleasant, safe and functional subdivision is the main objective for design of any subdivision on the land.

This section lists subdivision design elements under the following headings:

- Element 1 Neighbourhood design
- Element 2 Lot layout
- Element 3 Public open space and landscaping
- Element 4 Infrastructure
- Element 5 Street design and road hierarchy
- Element 6 Pedestrian and cycle links
- Element 7 Stormwater management
- Element 8 Water quality management
- Element 9 Water sensitive urban design
- Element 10 Environmental management

Each design element has been structured so that it contains:

- 'Objectives' for each design element that describe the required outcomes;
- 'Performance criteria' which outlines the range of matters which shall be addressed to satisfy the objectives (i.e. the performance criteria explains how an objective is to be achieved);

Note: Not all performance criteria will be applicable to every development.

- 'Acceptable Solutions' which are specific measures which illustrate one way of meeting both the performance criteria and objectives of an element. They are examples only and are not mandatory; and
- 'References' to relevant clauses of the Dubbo LEP 2011, other relevant legislation, Council policies and literature relevant to the design element.

Element 1. Neighbourhood Design

Introduction

A successful neighbourhood has a sense of community, is designed to promote social interaction, pleasant and has a high level of safety for residents and visitors. Good neighbourhood design assesses how residents will interact within the neighbourhood and considers the street and pedestrian networks in addition to future housing provision.

Objectives

- To provide a neighbourhood that offers opportunities for social interaction;
- To encourage aesthetically pleasing neighbourhood design that caters for a broad diversity of housing needs;
- Ensures motor vehicles do not dominate the neighbourhood; and
- To encourage walking and cycling.

Performance criteria The streetscape character and building design objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Natural and cultural features in the area are emphasised and enhanced in the design of the subdivision.	A1.1 Where practicable, watercourses and natural vegetation are retained and emphasised in the design of the subdivision.
P2 The subdivision layout provides for community focal points and public open space that promotes social interaction.	A2.1 Pedestrian connectivity is maximised within the development with a particular focus on pedestrian routes connecting to public open space, bus stops, nearby educational establishments and recreation facilities in the extended locality.
P3 Neighbourhood design provides for passive surveillance of residences and public areas to enhance personal safety and minimise the potential for crime.	<p>A3.1 Layout of the subdivision minimises narrow pedestrian pathways between or behind development.</p> <p>A3.2 The subdivision layout enhances legibility and way-finding through an easily-understood street layout.</p> <p>A3.3 The subdivision is designed with high levels of physical connectivity for pedestrians, cyclists and vehicles.</p>

Performance criteria		Acceptable solutions	
The streetscape character and building design objectives may be achieved where:		The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P4	Street networks provide good external connections for local vehicle, pedestrian and cycle movements. Street design promotes functional movement while limiting speed and detours through traffic.	A4.1	The overall subdivision development shall achieve a minimum Internal Connectivity Index (ICI) score of 1.30. Note: The importance of a well-connected subdivision which can be achieved through a good ICI is further explained in the following section.

Internal Connectivity Index

The Internal Connectivity Index (ICI) is calculated by the number of street links divided by the number of street nodes (Ewing, 1996). A link is defined as a segment of road between two intersections or from an intersection to a cul-de-sac, including road segments leading from the adjoining highway network or adjacent development.

A node is defined as an intersection and the end of a cul-de sac. They do not include the end of a stub-out at the property line. The higher the connectivity index, the more connected the roadway network. Residential subdivisions that are dominated by cul-de-sacs provide discontinuous street networks, reduce the number of footpaths, provide few alternate travel routes and tend to force all trips onto a limited number of arterial roads.

Figure 2 shows two examples of a subdivision. Example 1 shows a well-connected subdivision layout that minimises the distances to travel from a dwelling house to a focal point. Example 2 shows the same trip through a poorly connected subdivision.

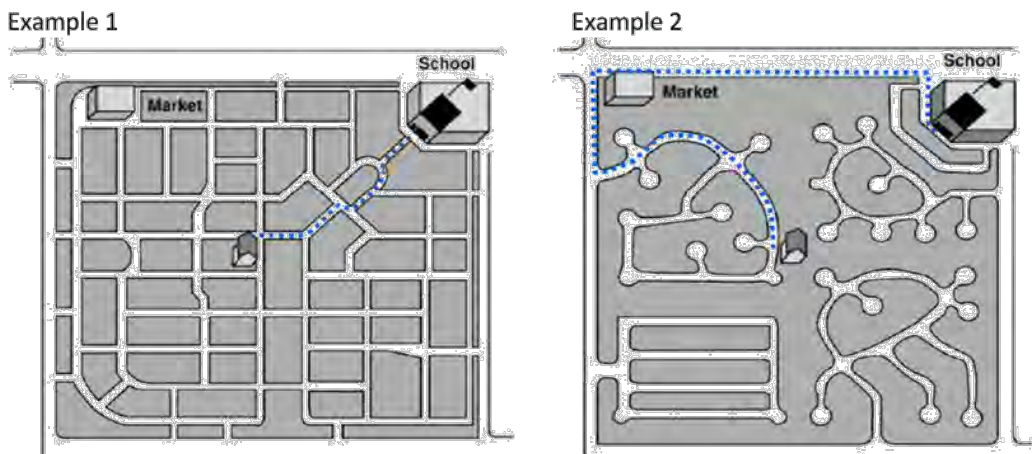
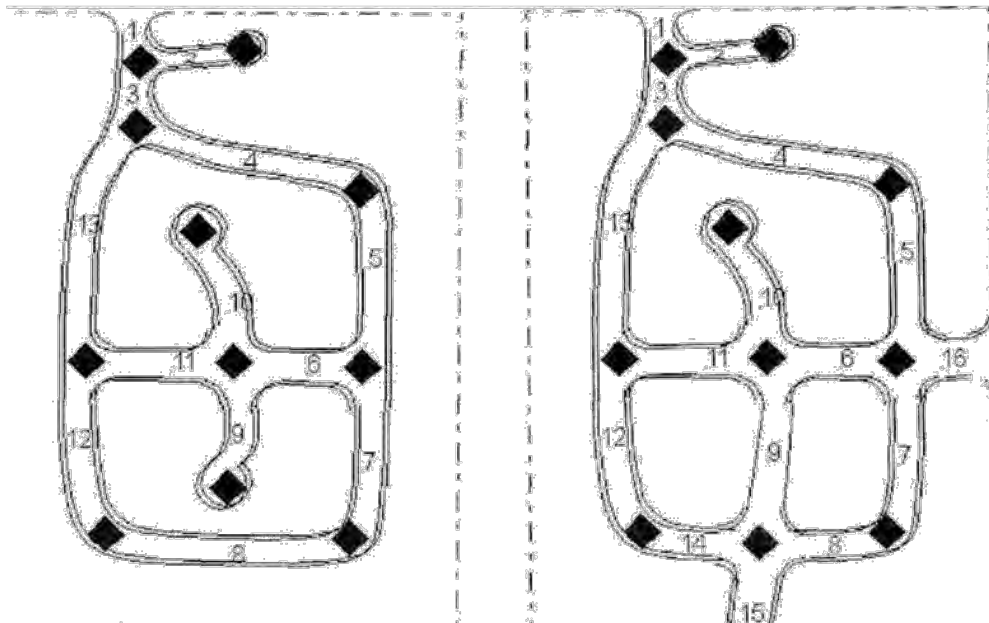


Figure 2. Subdivision connectivity example

Figure two (2) shows how the Internal Connectivity Index is calculated on two specific example subdivisions.

Example calculation of ICI:



Example 1
 13 links/11 nodes = 1.18 ratio

Example 2
 16 links/11 nodes = 1.45 ratio

Figure 3. Calculation of the Internal Connectivity Index

Element 2. Lot Layout

Introduction

The provision of an efficient and effective lot layout can allow for the creation of a neighbourhood that encourages connectivity and achieves quality urban design outcomes.

The arrangement of future dwellings will have an important influence on the quality of the neighbourhood that develops on the land.

Objectives

- To provide a range of lot sizes to suit a variety of household types and requirements whilst considering the characteristics of the surrounding locality.
- To create attractive residential streets that promote variation in housing types and styles.

Performance criteria	Acceptable solutions
The lot layout objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
Lot frontage P1 Where practicable, the subdivision is designed to optimise outlook and proximity to public open space and to utilise the rural outlook of the land.	There is no applicable Acceptable Solution to this Performance Criteria.
Lot Types P2 Lots shall be provided with varying dimensions and street frontages to encourage a variety of housing types and styles.	A2.1 Lot frontages shall be provided with a width of no smaller than 20 metres.
P3 A variety in dwelling size, type and design is provided to promote housing choice and create attractive streetscapes with distinctive character.	A3.1 Lots should generally be rectangular in shape. Where lots are an irregular shape, they are to be of a sufficient size and orientation to enable siting of a dwelling house in compliance with the controls contained in this Plan. A3.2 Where residential development adjoins land zoned RE1 Public Recreation and/or the land is used for open space or drainage reserve functions, the subdivision is to create lots to enable a living area within a

Performance criteria The lot layout objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>dwelling to overlook the open space or drainage reserve.</p> <p>A3.3 Optimal lot orientation is east-west, or north-south where the road pattern requires. Exceptions to the preferred lot orientation may be considered where factors such as topography or drainage lines prevent achievement of the preferred orientation.</p>
<p>Battle-axe Lots</p> <p>P4 Battle-axe lots shall only be provided in limited circumstances where the topography and development orientation results in regular subdivision not being able to be achieved.</p>	<p>A4 Battle axe lots are provided in accordance with the principles for the location of battle-axe lots as shown in Figure 4.</p>
<p>Corner Lots</p> <p>P5 To ensure corner lots are of sufficient dimensions and size to enable residential controls to be met.</p>	<p>P5.1 Corner lots are to be designed to allow residential accommodation to positively address both street frontages as indicated in Figure 5.</p> <p>P5.2 Garages on corner lots are encouraged to be accessed from the secondary street frontage.</p>

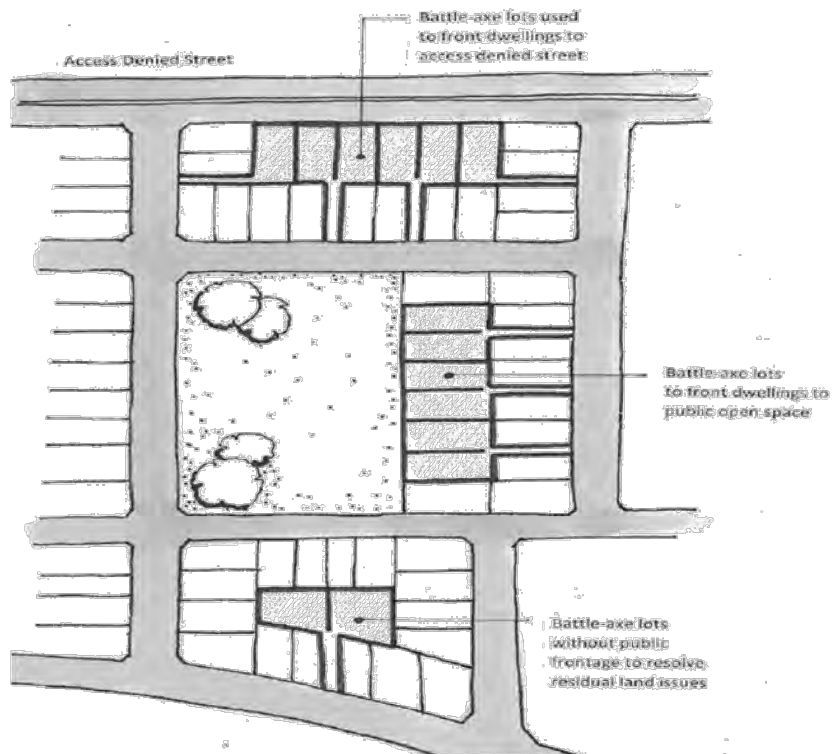


Figure 4. Examples of locations of battle-axe lots

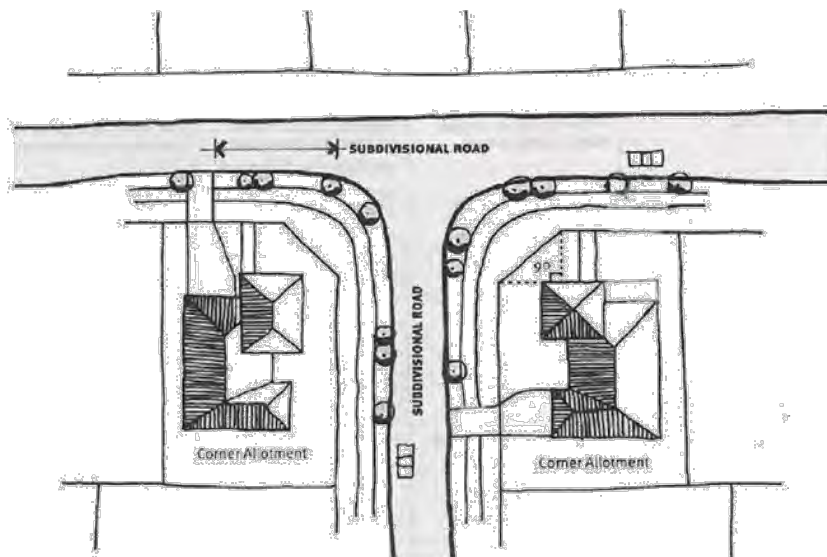


Figure 5. Corner lots

Element 3. Landscaping

Objectives

- To provide landscaping that contributes to the identity and environmental health of the community; and
- To ensure streetscape components do not detrimentally affect solar access to individual dwellings.

Performance criteria	Acceptable solutions
The public open space and landscaping objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
Landscaping – General	
P1 Landscaping is designed and located to not impact built infrastructure.	A1.1 Landscaping is provided in accordance with the requirements of a landscaping schedule that has been approved by Council’s Parks and Landcare Services Division.
P2 Landscaping is undertaken in an environmentally sustainable manner which limits the time and costs associated with maintenance.	A2.1 Species selected are suitable for the local climate. A2.2 Species selected require a minimal amount of watering. A2.3 Landscaping does not impact ground-water levels by encouraging over-watering resulting in groundwater level increases or the pollution of waters.
Street Trees	
P3 Street trees are selected to provide summer shading while not impeding solar access to dwellings in winter.	A3.1 Street trees are provided in accordance with the requirements of Council’s Parks and Landcare Services Division generally and any applicable Tree Planting Standards. A3.2 Deciduous trees are selected where shadows adversely impact solar access. A3.3 Taller tree species are planted on the northern side of east-west aligned streets, shorter species are planted on the southern side.

Performance criteria The public open space and landscaping objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<p>A3.4 Indigenous species or species with a proven tolerance to the local climate and conditions that preserve solar access of adjoining properties are provided.</p> <p>A3.5 Plantings with low maintenance and low water consumption are provided.</p> <p>A3.6 Evergreen species for windbreaks and planting along the south or west side of the area are protected against wind.</p>
Security and surveillance P4 A clear relationship between public open space and adjoining land is established by appropriate treatment including alignment, fencing, landscaping and lighting.	<p>A4.1 Parks include provision for lighting where appropriate in accordance with Australian and New Zealand Standard AS/NZ 1158.1.</p> <p>A4.2 Parks and drainage reserves are located so that at least 50% of their perimeter length has frontage to a public road.</p>
Fencing P5 Continual lengths of solid fencing along open space areas is avoided.	<p>A5.1 For any private allotment having a boundary with an area of public open space, open style fencing, low hedges or permeable vegetation shall be provided along the boundary.</p>

A landscape plan is required to be submitted with development application for subdivision of the land, where land may be sought to be dedicated to Council. Table 1 specifies the level of information required to be included on the landscape plan:

Minimum information standard

A separate landscape plan and planting schedule including the following:

1. Any land proposed to be dedicated to Council and the location of the landscaping on that site.
2. Scientific name of all plant material.
3. Height and characteristics of plant material at maturity.
4. Status of landscaping at planting.
5. Specification of a maintenance regime.
6. Specification of irrigation systems for maintenance of landscaping referencing Council's current standards.
7. Planting specifications showing staking, hole preparation, depth and root control devices.
8. Provision for mulching.
9. Specification that a horticultural professional will supervise implementation of the works in the landscape plan.
10. The plan shall be drawn to a recognised scale.

The landscape plan and supporting information shall be prepared by a suitably qualified and experienced horticultural professional or landscape architect.

Element 4. Infrastructure

Objectives

- To ensure residential is serviced with essential services in a cost-effective and timely manner;
- To ensure residential areas are adequately serviced with water and sewerage infrastructure; and
- To ensure any subdivision and development on the land adequately plans for the provision of required stormwater infrastructure in accordance with the requirements of Council.

Performance criteria	Acceptable solutions
The infrastructure objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Utilities</p> <p>P1 Design and provision of utility services including sewerage, water, electricity, gas, street lighting and communication services are cost-effective over their lifecycle and incorporate provisions to minimise adverse environmental impact in the short and long term.</p>	<p>A1.1 The design and provision of utility services conforms to the requirements of Dubbo Regional Council and all relevant service authorities.</p> <p>A1.2 Water and sewerage services are to be provided to each allotment at the full cost of the developer.</p> <p>A1.3 Water and sewerage services are to be designed and constructed in accordance with the requirements of NAT-SPEC (DCC version) Development Specification Series – Design and Development Specification Services – Construction.</p> <p>A1.4 Electricity supply is provided via underground trenching in accordance with the requirements of the energy supply authority.</p>
<p>Common Trenching</p> <p>P2 Compatible public utility services are located in common trenching in order to minimise the land required and the costs for underground services.</p>	<p>A2.1 Services are located next to each other in accordance with Council's policy for trenching allocation in footways (Standard Drawing 5268).</p>

<p>Availability of Services</p> <p>P3 Water supply and sewerage networks are available, accessible, easy to maintain and are cost-effective based on life cycle costs.</p>	<p>A3.1 Council will not consent to the subdivision of land until adequate water supply and facilities for sewage and drainage are available or until arrangements satisfactory to Council have been made for the provision of such supply and facilities.</p> <p>A3.2 As identified in the adopted Council South-East Dubbo Residential Urban Release Area Structure Plan, “further investigation will be required to be undertaken to ascertain how the lands situated on Sheraton Road can be economically connected to Council’s existing gravity sewerage infrastructure.”</p> <p>As such, should the subject land(s) not be able to directly connect into an existing Council gravity sewerage infrastructure system (i.e. should a temporary sewage pump station (SPS) be required) in conjunction with the lodgement of any Development Application, the applicant will need to provide economic feasibility figures/calculations regarding the anticipated running cost(s) and maintenance cost(s) associated with a temporary SPS for a period of not less than 10 years.</p> <p>In addition, the applicant will also be required to calculate the cost(s) anticipated to disconnect the temporary SPS and cross connect such system to a Council controlled gravity system when such system would be made available.</p>
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Performance criteria		Acceptable solutions	
The infrastructure objectives may be achieved where:		The acceptable solutions illustrate one way of meeting the associated performance criteria:	
P4	Stormwater infrastructure is provided on the land in accordance with the requirements of Council.	A4.1	The Cardno Keswick Drainage Review, August 2010 (Report No W4823.-) is the Council adopted strategy for the provision of stormwater infrastructure on the land. Any variation sought to the Strategy will require the development proponent to prepare an independent stormwater drainage study.
		A4.2	Any independent stormwater drainage Strategy shall detail how the projected stormwater volumes can be managed on the subject land and through to receiving waters.

Element 5. Street Design and Road Hierarchy

Objectives

- To ensure streets fulfil their designated function within the street network;
- To facilitate public service utilities;
- Encourage street designs that accommodate drainage systems, and;
- Create safe and attractive street environments.

Performance criteria	Acceptable solutions
The street design and road hierarchy objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Function and Width</p> <p>P1 The street reserve width is sufficient to cater for all street functions.</p>	<p>A1.1 The road hierarchy and access locations are in accordance with the South-East Dubbo Residential Urban Release Area Structure Plan.</p> <p>A1.2 The road hierarchy is designed and constructed in accordance with Aus-Spec (DCC version).</p> <p>A1.3 Roads within any subdivision on the land shall be constructed in accordance with the Road Typical Section as shown in Figure 6.</p> <p>A1.4 The road layout provides appropriate connectivity in accordance with the South-East Dubbo Residential Urban Release Area Structure Plan and as approved by Council, between adjoining residential estates for both vehicular and pedestrian movement.</p> <p>A1.5 No direct vehicle access from any of the proposed lots will be permitted onto Sheraton Road and/or the proposed Boundary Road extension.</p>
<p>P2 The verge width is sufficient to provide for special site conditions and future requirements.</p>	<p>A2.1 The verge width is increased where necessary to allow space for:</p> <ul style="list-style-type: none"> - Larger scale landscaping; - Indented parking; - Future carriageway widening; - Retaining walls;

Performance criteria The street design and road hierarchy objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<ul style="list-style-type: none"> - Cycle paths; and - Overland flow paths.
Design for Safety P3 Street design caters for all pedestrian users including the elderly, disabled and children by designing streets to limit the speed motorists can travel.	There is no Acceptable Solution for this Performance Criteria.
Driveway Access P4 Driveway egress movements do not create a safety hazard.	A4.1 Motorists can enter or reverse from a residential lot in a single movement. A4.2 Motorists enter and leave medium density and non-residential developments in a forward direction. A4.3 Lot design enables driveways on major collector streets and streets which carry more than 3,000 vpd to be designed to promote forward movement of vehicles across the verge.
Geometric Design P5 Bus routes have a carriageway width that: <ul style="list-style-type: none"> - Allows for the movement of buses unimpeded by parked cars; - Safely accommodates cyclists; and - Avoids cars overtaking parked buses. 	A5.1 The geometry of streets identified as bus routes provides suitable turning, stopping sight distance, grade and parking for buses.
P6 Geometric design for intersections, roundabouts and slow points is consistent with the vehicle speed intended for each street.	A6.1 Sufficient area is provided at the head of cul-de-sacs for waste disposal vehicles to make a three point turn.

Element 6. Stormwater Management

Objectives

- To provide major and minor drainage systems which:
 - Adequately protect people and the natural and built environments to an acceptable level of risk and in a cost effective manner in terms of initial costs and maintenance, and;
 - Contribute positively to environmental enhancement of catchment areas.
- To manage any water leaving the site (during construction and operation) with stormwater treatment measures.

Performance criteria	Acceptable solutions
The stormwater management objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Stormwater infrastructure is provided on the land in accordance with the requirements of Council.	<p>A1.1 The Cardno Keswick Drainage Review, August 2010 (Report No W4823.-) is the Council adopted strategy for the provision of stormwater infrastructure on the land. Any variation sought to the Strategy will require the development proponent to prepare an independent stormwater drainage study.</p> <p>A1.2 Any independent stormwater drainage Strategy shall detail how the projected stormwater volumes can be managed on the subject land and through to receiving waters.</p>
P2 Post development peak flows (up to 100 year ARI storm events) are limited to 'pre-development' levels.	A2.1 Water sensitive urban design or onsite bio-retention in the form of rain gardens, swales and absorption trenches are amalgamated into the design of the road network.
P3 The stormwater drainage system has the capacity to safely convey stormwater flows resulting from the relevant design storm under normal	A3.1 The design and construction of the stormwater drainage system is in accordance with the requirements of Australian Rainfall and Runoff 1987 and Aus-Spec (Former Dubbo City

<p>Performance criteria The stormwater management objectives may be achieved where:</p>	<p>Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:</p>
<p>operating conditions, taking partial minor system blockage into account.</p>	<p>Council version) Development Specification Series – Design and Development Specification Series – Construction.</p> <p>A3.2 Construction Certificate plans for the subdivision of the land shall show all minor and major stormwater systems clearly defined and identified.</p> <p>Minor systems for residential areas are designed to cater for the 10 year ARI, whilst ‘major’ systems are to be designed to cater for the 100 year ARI. 1 in 100 year storm event. These systems are to be evident as ‘self-draining’ without impacting or flooding of residential houses etc.</p>
<p>P4 The stormwater system/drainage network is designed to ensure that there are no flow paths which would increase risk to public safety and property.</p>	<p>A4.1 While addressing the statutory requirements stated above, the incorporation of sports grounds and other less flood-sensitive land uses into the drainage corridor and the appropriate placement of detention basins.</p>
<p>Site Drainage P5 The design and layout of the subdivision provides for adequate site drainage.</p>	<p>A5.1 Where site topography prevents the discharge of stormwater directly to the street gutter or a Council controlled piped system, inter-allotment drainage is provided to accept run-off from all existing or future impervious areas that are likely to be directly connected.</p> <p>A5.2 The design and construction of the inter-allotment drainage system are in accordance with the requirements of Australian Rainfall and Runoff (1987) and Aus-Spec (Former Dubbo City Council version) Development</p>

Performance criteria The stormwater management objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	Specification Series – Design and Development Specification Series – Construction.

Element 7. Water Quality Management

Objective

- To provide water quality management systems which:
 - Ensure that disturbance to natural stream systems is minimised, and;
 - Stormwater discharge to surface and underground receiving waters, during construction and in developing catchments, does not degrade the quality of water in the receiving areas.

Performance criteria	Acceptable solutions
The water quality management objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Adequate provision is made for measures during construction to ensure that the land form is stabilised and erosion is controlled.	A1.1 An Erosion and Sediment Control Plan is prepared by suitably qualified professionals using the 'Blue Book – Managing Urban Stormwater: Soils and Construction' and provided to Council with the subdivision Construction Certificate.
P2 The system design optimises the interception, retention and removal of water-borne pollutants through the use of appropriate criteria prior to their discharge to receiving waters.	A2.1 The Erosion and Sediment Control Plan is to comply with the document 'Managing Urban Stormwater: Soils and Construction', produced by NSW Department of Housing.

2.2 Residential Design (Dwellings and Dual Occupancy)

This section is designed to encourage 'best practice' solutions and clearly explain requirements for the development of dwelling houses and dual occupancy development (attached or detached).

The objectives of this section are:

- To facilitate a mix of dwelling sizes complementing the character of the area and that provide accommodation for all sectors of the community; and
- To facilitate low density residential accommodation with an economic use of infrastructure.

This section lists design elements under the following headings:

- Element 1 Streetscape character
- Element 2 Building setbacks
- Element 3 Solar access
- Element 4 Private open space and landscaping
- Element 5 Infrastructure
- Element 6 Visual and acoustic privacy
- Element 7 Vehicular access and car parking
- Element 8 Waste management
- Element 9 Site facilities
- Element 10 Environmental Management
- Element 11 Non-residential uses
- Element 12 Signage

Each design element has been structured so that it contains:

- 'Objectives' describing the required outcomes;
- 'Performance criteria' outlining the range of matters that need to be addressed to satisfy the objectives (i.e. the performance criteria explains how an objective is to be achieved);

Note: Not all performance criteria will be applicable to every development.

- 'Acceptable solutions' are specific measures which illustrate one way of meeting both the performance criteria and objectives of an element. They are examples only and are not mandatory; and
- 'References' to relevant clauses of the Dubbo LEP 2011, other relevant legislation, Council policies and literature relevant to the design element.

Element 1. Streetscape Character**Objectives**

To design residential housing in keeping with the desired future streetscape and neighbourhood character.

Performance criteria The streetscape character objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Built form P1 The frontage of buildings and their entries are apparent from the street.	A1.1 Where dual occupancies are situated on corner blocks, the development is designed to face each street frontage.
P2 The development is to be designed to respect and reinforce the positive characteristics of the neighbourhood, including: <ul style="list-style-type: none"> - Built form; - Bulk and scale; - Vegetation; and - Topography. 	A2 Design elements to consider include: <ul style="list-style-type: none"> - Massing and proportions; - Roof form and pitch; - Façade articulation and detailing; - Window and door proportions; - Features such as verandahs, eaves and parapets; - Building materials, patterns, textures and colours; - Decorative elements; - Vehicular footpath crossing (location and width); - Fence styles; and - Building setbacks.
P3 Walls visible from the street are adequately detailed for visual interest.	A3.1 This may be achieved by recesses, windows, projections or variations of colour, texture or materials. A3.2 Walls longer than 15 m are articulated with a variation of not less than 600 mm for a minimum length of 4 m.
P4 Garages and parking structures (carports) are sited and detailed to ensure they do not dominate the street frontage, integrate with features of the dwelling and do not	A4.1 Garages or parking structures are located in line with or behind the alignment of the front façade/entrance of the dwelling, with a minimum setback of 5.5 m (see

Performance criteria The streetscape character objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
dominate views of the dwelling from the street.	Element 2 – Building Setbacks), where the street frontage is in excess of 12 m.
Fencing P6 Fencing is consistent with the existing character of the area.	A6 Fences shall take elements from neighbouring properties where elements are representative of the character of the street.
P7 Front fences enable outlook from the development to the street or open space to facilitate surveillance and safety.	<p>A7.1 Front fences have a maximum height of 1.2 m if solid or less than 20% transparent and 1.5 m if greater than 50% transparent.</p> <p>A7.2 A front fence on the secondary frontage may have a maximum height of 1.8 m for 50% of the length of the boundary to the secondary road, which is measured from the corner splay of the primary road boundary. In addition,</p> <ul style="list-style-type: none"> – The fence is constructed of materials which are consistent with those used in development on the site and adjoining developments; and – The fence is softened with the use of landscaping. – than solid metal panels or chain wire fencing); and – The fence is softened with the use of landscaping.
P8 Fencing style and materials reflect the local streetscape and do not cause undue overshadowing of adjoining development.	<p>A8.1 Side fences on corner allotments are setback and/or articulated to provide for vegetation screening to soften the visual impact of the fence.</p> <p>A8.2 Side fences forward of the building line are not constructed of solid metal panels or chain wire fencing</p>

Performance criteria		Acceptable solutions	
The streetscape character objectives may be achieved where:		The acceptable solutions illustrate one way of meeting the associated performance criteria:	
		(including factory pre-coloured materials).	
P9	Fencing on corner allotments does not impede motorists' visibility at the intersection.	A9.1	Fencing is either splayed, setback, reduced in height or transparent to maintain visibility for motorists.
P10	Gates are designed to ensure pedestrian and motorist safety. Note: Gates are not permitted to open across the footpath (Clause 21, Roads Regulation 2008).	A10.1	Where a driveway is provided through a solid fence, adequate visibility for the driver is maintained.

Element 2. Building Setbacks

Objectives

To ensure that the setback of a building from the property boundaries, the height and length of walls, site coverage and visual bulk are appropriate for a low density residential neighbourhood.

Performance criteria	Acceptable solutions
The building setback objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>P1 Front Boundary Setback – Dwellings and ancillary structures</p> <p>The setback of development from the front boundary of the allotment is consistent with the desired low density character of the subdivision.</p> <p>Note: The setback is measured from the property boundary to the first vertical structural element of the development. No portico, posts, etc shall be any closer than the stated setback.</p>	<p>Primary Frontage</p> <p>A1.1 Minimum setback of 4.5 m from the front property boundary where no streetscape setback has been established.</p> <p>Secondary Frontage</p> <p>A1.2 The secondary (side) setback is 3 m. Where the corner is splayed, residential development is designed accordingly.</p>
<p>P2 Side and rear boundary setbacks – dwellings</p> <p>The setback of development from the side and rear boundaries of the allotment is consistent with the desired low density character of the subdivision.</p> <p>Note: The setback is measured from the property boundary to the first vertical structural element of the development. No portico, posts etc. shall be any closer than the stated setback.</p>	<p>A2.1 Residential development is setback such that it complies with the requirements of the Building Code of Australia (BCA).</p>
<p>P3 Front boundary setback – garages and carports</p> <p>The location of garages and carports does not diminish the attractiveness of the streetscape, does not dominate views of the dwelling from</p>	<p>Primary frontage</p> <p>A3.1 Garages and carports are setback a minimum of 5.5 m from the front property boundary and in line with or behind the alignment of the front façade of the dwelling. This does not</p>

Performance criteria The building setback objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>the street and integrates with features of associated dwellings.</p>	<p>apply to allotments where the frontage is less than 12 m in width.</p> <p>Secondary frontage A3.2 Garages and carports on secondary frontages of corner allotments may extend beyond the alignment of the secondary façade of the dwelling and shall achieve a minimum 5.5 m setback from the secondary property boundary (see Figure 8).</p>
<p>P4 Side and rear boundary setbacks – garages and carports The location of garages and carports does not diminish the attractiveness of the locality and integrates with features of associated dwellings.</p>	<p>A4.1 Garages and carports are setback such that they comply with the requirements of the Building Code of Australia.</p> <p>Where a garage or carport is provided on a secondary street frontage, regular building setback requirements of this Plan are applicable.</p>

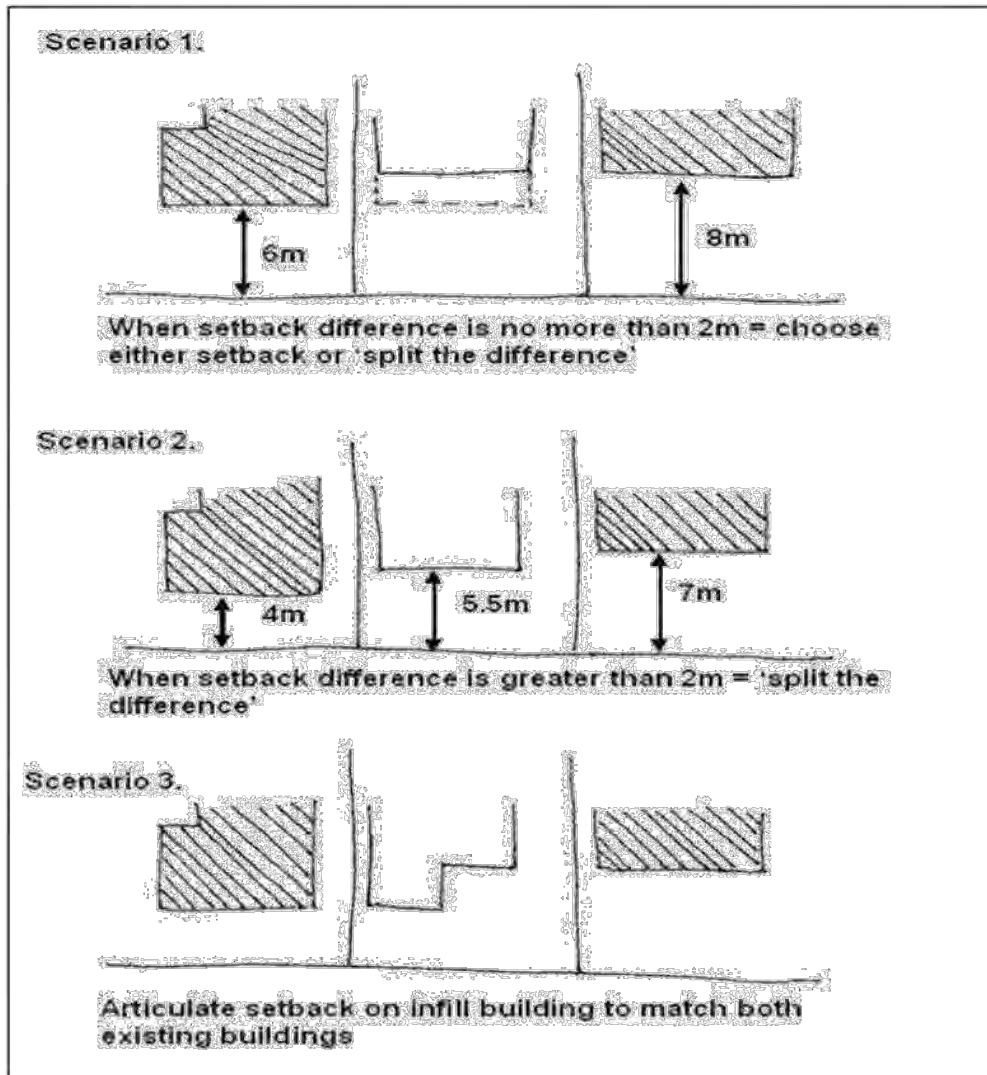


Figure 8. Setbacks for infill development in established areas

PRIMARY FRONTAGE

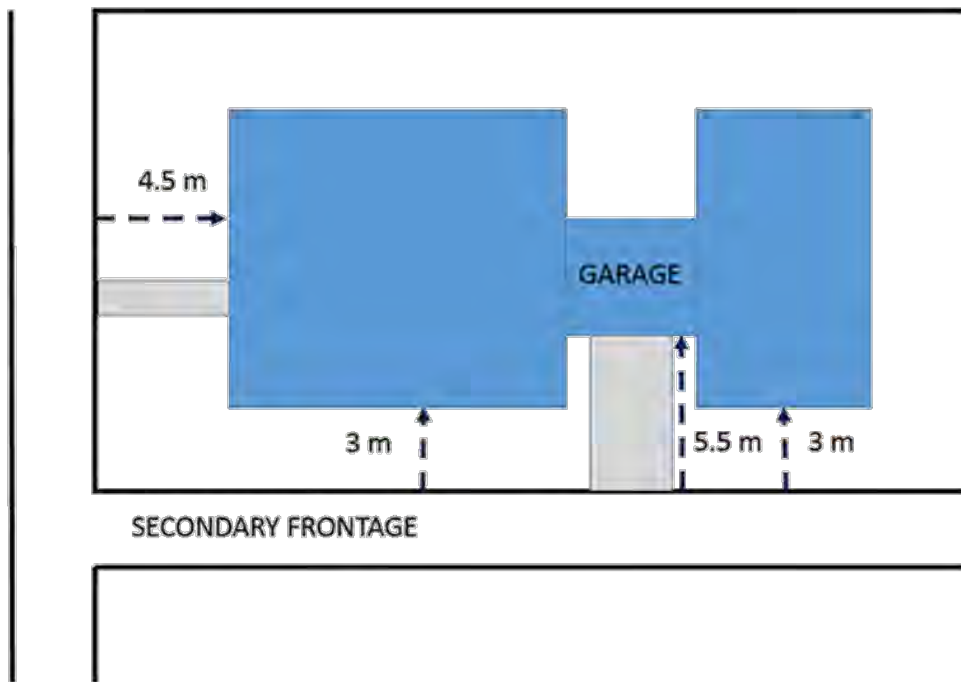


Figure 9. Corner allotment with the main entry to the primary road and the garage to the secondary road, with a setback minimum of 5.5 metres

Element 3. Solar Access

Objectives

- To ensure all development provides an acceptable level of solar access for occupants, and;
- To ensure development does not significantly impact on the solar access and amenity of adjoining and adjacent allotments.

Performance criteria	Acceptable solutions
The solar access objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Solar Access</p> <p>P1 Development is designed to ensure solar access is available to habitable rooms, solar collectors (photovoltaic panels, solar hot water systems etc.) private open space and clothes drying facilities.</p> <p>Note 1: Council requires the submission of a shadow diagram to demonstrate the impact of overshadowing on adjoining and adjacent allotments for any residential development above single storey.</p> <p>Shadow diagrams are to be prepared for 9 am, 12 noon and 3 pm on 22 June. The shadow diagrams are to demonstrate the extent of overshadowing of the proposed and existing development on the subject land and adjacent sites.</p>	<p>A1.1 Dwellings are sited in accordance with Figure 8.</p> <p>A1.2 On east/west orientated lots, the setback on the north-side of the lot is increased to allow for maximum solar access to habitable rooms located on the north-side of the dwelling.</p> <p>A1.3 A roof area sufficient to meet the space requirements for a solar hot water service is provided where it faces within 20° of north and receives direct sunlight between the hours of 9 am and 3 pm on 22 June.</p>
<p>P2 Development does not reduce the level of solar access currently enjoyed by adjoining or adjacent allotments.</p>	<p>A2.1 Habitable rooms of adjoining development receive a minimum of four hours solar access between the hours of 9 am and 3 pm on 22 June.</p>
	<p>A2.2 The solar impact of development shall be shown with the submission of shadow diagrams taken on 22 June (winter solstice).</p>

House orientation not encouraged

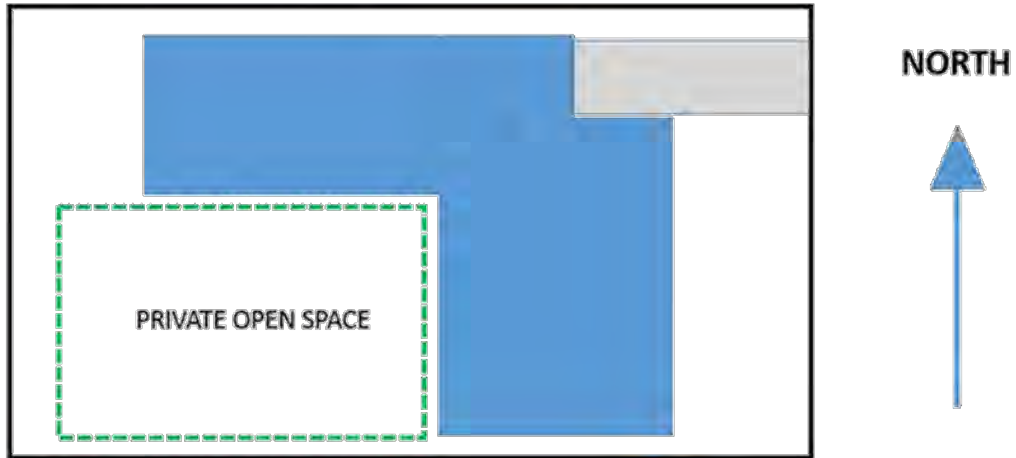


Figure 8. Siting of dwellings on east/west lots

Rationale

A dwelling built close to the northern boundary results in little to no winter sunlight being able to enter habitable rooms in the dwelling. The location of the house increases the shading of the private open space area.

House orientation encouraged

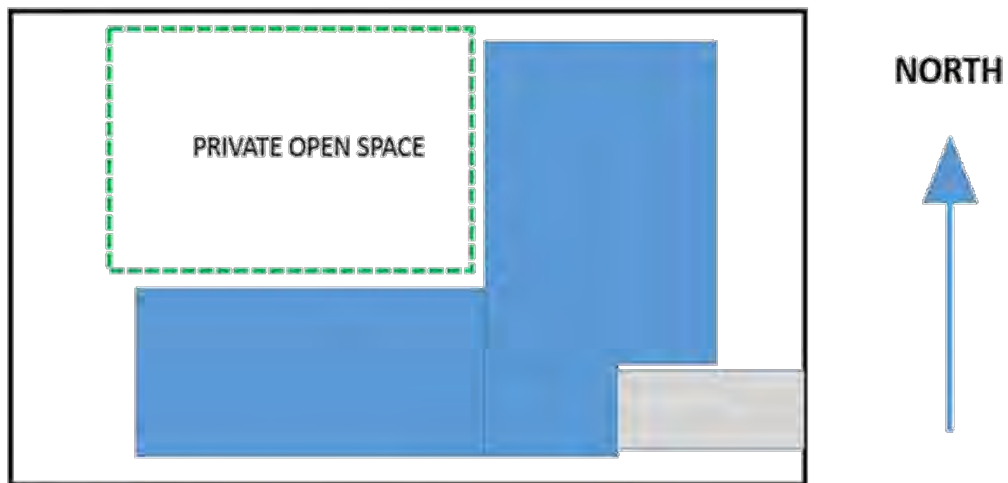


Figure 8. Siting of dwellings on east/west lots

Rationale

A dwelling built close to the southern boundary enables winter sunlight to enter habitable rooms in the dwelling. Good solar access is available to private open space during winter.

Element 4. Private Open Space and Landscaping

Objectives

- To provide private outdoor open space that is well-integrated with the development and is of sufficient area to meet the needs of occupants;
- To provide a pleasant, safe and attractive level of residential amenity, and;
- To ensure landscaping is appropriate in nature and scale for the site and the local environment.

Performance criteria	Acceptable solutions
The private open space and landscaping objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Private Open Space</p> <p>P1 Private open space is of an area and dimension facilitating its intended use.</p> <p>Note: See Element 3 – Solar Access requirements for private open space development in residential areas.</p>	<p>A1.1 Dwelling houses and dual occupancy developments shall have a Principal Private Open Space (PPOS) area, in addition to the general Private Open Space (POS).</p> <p>A1.2 The PPOS area has a minimum area per dwelling of 25 m² and a minimum dimension of 5 m. This area can include covered (not enclosed) outdoor entertainment areas.</p>
<p>P2 Private open space is easily accessible by the occupants of the development and provides an acceptable level of privacy.</p>	<p>A2.1 All Principal Private Open Space (PPOS) is directly accessible from the main living area.</p> <p>A2.2 All private open space is located behind the front building line and is screened to provide for the privacy of occupants and the occupants of adjoining properties.</p>

Performance criteria The private open space and landscaping objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Landscaping P3 Landscaping is provided at a scale and density which is appropriate for the development.	A3.1 The height and density of vegetation at maturity should be suitable to screen and soften the development. A3.2 A landscape plan is required to be provided for assessment with the lodgement of development applications for dual occupancy developments.
P4 Landscaping is located to not impact infrastructure, development on the site or development adjoining the site.	A4.1 Species are selected and located taking into consideration the size of the root zone of the tree at maturity and the likelihood of potential for the tree to shed/drop material. A4.2 Landscape species are selected and located to ensure the amenity of adjoining and adjacent properties is not impacted.
P5 Landscaping activities are undertaken in an environmentally sustainable manner which limits the time and costs associated with maintenance.	A5.1 Species selected are suitable for the local climate. A5.2 Species selected require a minimal amount of watering. A5.3 Landscaping does not impact ground-water levels by over watering resulting in ground-water level increases or the pollution of waters.

Element 5. Infrastructure

Objectives

- To encourage residential development in areas where it can take advantage of existing physical and social infrastructure;
- To ensure infrastructure has the capacity or can be economically extended to accommodate new residential development;
- To efficiently provide development with appropriate physical services, and;
- To minimise the impact of increased stormwater run-off to drainage systems.

Performance criteria	Acceptable solutions
The infrastructure objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
P1 Residential development shall not overload the capacity of public infrastructure including reticulated services, streets, open space and human services.	A1.1 Physical infrastructure is provided by the proponent in accordance with the former Dubbo City Council's adopted version of NAT Spec and relevant policies.
P2 Design and layout of residential development provides space (including easements) and facilities to enable efficient and cost-effective provision of telecommunication services.	A2.1 Development is connected to a telecommunication system provided in accordance with the requirements of the appropriate authority.
P3 The development is connected to reticulated sewerage, water supply and electricity systems and to natural gas where available.	<p>A3.1 Development is connected to Council's reticulated water supply, stormwater drainage and sewerage system to the former Dubbo City Council's adopted version of AUSPEC and relevant policies (including separate water meters where the development is to be subdivided).</p> <p>A3.2 Development is located where ready access to an electricity supply is available or where electricity supply can be easily extended.</p>

Element 6. Visual and Acoustic Privacy

Objectives

- To limit overlooking of private open space and views into neighbouring development;
- To substantially contain noise within each dwelling and to limit noise from communal areas or shared facilities affecting nearby dwellings, and;
- To protect internal living and sleeping areas from inappropriate levels of external noise.

Performance criteria	Acceptable solutions
The visual acoustic and privacy objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Visual Privacy</p> <p>P1 Private open spaces and living rooms of adjacent residential accommodation are protected from direct overlooking by an appropriate layout, screening device and distance.</p> <p>Note: No screening is required if:</p> <ul style="list-style-type: none"> - Bathrooms, toilets, laundries, storage rooms or other non-habitable rooms have translucent glazing or sill heights of at least 1.5 m. - Habitable rooms having sill heights of 1.5 m or greater above floor level or translucent glazing to any window less than 1.5 m above floor level. - Habitable rooms facing a property boundary have a visual barrier of at least 1.5 m high (fences and barriers other than landscaping are not to be any higher than 1.8 m) and the floor level of the room is less than 0.6 m above the level of the ground at the boundary. 	<p>A1.1 Windows of habitable rooms with an outlook to habitable room windows in adjacent development within 10 m:</p> <ul style="list-style-type: none"> - Are offset a minimum distance of 1 m from the edge of the opposite window in the proposed development; - Have a sill height of 1.5 m above floor level; - Have a fixed obscure glazing in any window pane below 1.5 m above floor level; or <p>A1.2 Screens are solid, translucent or perforated panels or trellis which:</p> <ul style="list-style-type: none"> - Have a minimum of 25% openings; - Are permanent and fixed; - Are of durable materials such as galvanised steel, iodised aluminium or treated timber; and <p>A1.3 Windows and balconies of residential accommodation shall be designed to prevent overlooking of more than 50% of the private open space of any adjoining residential accommodation.</p>

Performance criteria The visual acoustic and privacy objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Acoustic Privacy P2 The transmission of noise to and the impact upon habitable rooms within the proposed development and adjoining and adjacent development is minimised.	A2.1 Residential development is constructed to ensure habitable rooms are not exposed to noise levels in excess of the standards contained in the relevant Australian Standard(s) including AS 3671 – Road Traffic.

Element 7. Vehicular access and car parking

Objectives

- To provide adequate and convenient parking for residents, visitors and service vehicles;
- To ensure street and access ways provide safe and convenient vehicle access to dwellings and can be efficiently managed; and
- To avoid parking and traffic difficulties in the development and the neighbourhood.

Performance criteria	Acceptable solutions
The vehicular access and car parking objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Parking Provision</p> <p>P1 Car parking is provided according to projected needs, the location of the land and the characteristics of the immediate locality.</p>	<p>A1.1 Dwelling houses and dual occupancy development provides the following vehicle parking:</p> <ul style="list-style-type: none"> - One bedroom dwelling – one car parking space per dwelling, situated behind the front building setback; and - Dwelling with two or more bedrooms – two car parking spaces per dwelling.
<p>Design</p> <p>P2 Car parking facilities are designed and located to conveniently and safely serve users including pedestrians, cyclists and vehicles.</p>	<p>A2.1 The dimensions of car spaces and access comply with AS2890.1.</p> <p>A2.2 The design and appearance of garages and carports shall:</p> <ul style="list-style-type: none"> - Be in line with or behind the alignment of the front façade of the dwelling (noting that they cannot be less than 5.5 m from the front property boundary in the R2 zone); - Garages and carports on secondary frontages of corner allotments may extend beyond the alignment of the secondary façade of the dwelling but shall achieve a minimum 5.5 m setback from the secondary property boundary;

<p>Performance criteria The vehicular access and car parking objectives may be achieved where:</p>	<p>Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:</p>
	<ul style="list-style-type: none"> - Lots with a narrow frontage of 15 m or less have a single width garage/carport; - Large parking areas are broken up with trees, buildings or different surface treatments; - Parking is located so that the front windows of a dwelling are not obscured; - The dwelling design highlights the entry and front rooms rather than the garage; and - Garages are located under the roof of two-storey dwellings.
<p>Emergency Vehicle Access P3 Standing and turning areas for service, emergency or delivery vehicles are provided where access to any dwelling from a public street is remote or difficult.</p>	<p>A3.1 Access ways are designed to cater for an 'AUSTROADS 8.8 m length Design Service Vehicle'.</p>
<p>Surface Treatment P4 Driveways, car parks and access points are designed in accordance with Section 3.5 Parking.</p>	<p>A4.1 Car spaces, accessways and driveways are formed, defined and drained to a Council drainage system and surfaced with:</p> <ul style="list-style-type: none"> - An all-weather seal such as concrete, coloured concrete, asphalt or mortared pavers. - Stable, smooth, semi-porous paving material (such as brick, stone or concrete pavers) laid to the paving standard of light vehicle use.

Element 8. Waste Management**Objective**

- To ensure waste disposal is carried out in a manner which is environmentally responsible and sustainable.

Performance criteria The waste management objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
Domestic Solid Waste P1 Domestic solid waste is disposed of in an environmentally responsible and legal manner.	A1.1 Residential development shall participate in Council's garbage and recycling materials collection service. A1.2 Recycling of wastes such as paper (mulch in garden), plastics, glass and aluminium. A1.3 Reuse of waste such as timber. A1.4 Dispose of waste to a Council-approved waste facility or transfer station.
P3 Adequate space is provided to store waste collection bins in a position which will not adversely impact upon the amenity of the area.	A3.1 Waste collection bins are stored behind the building line.

Element 9. Non-Residential Uses

Objective

- To ensure non-residential development is of a type, scale and character which will maintain an acceptable level of amenity.

Performance criteria	Acceptable solutions
The non-residential uses objective may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Amenity</p> <p>P1 Non-residential use does not result in detrimental impacts to residential amenity having regard to traffic, parking, noise, odour, signage and safety.</p>	<p>A1.1 The level of noise and volume of traffic is not greater than the expected level associated with the regular activities of a residential area.</p> <p>A1.2 Car parking is provided and designed appropriate for the site, such that adequate off-street car parking will be provided so that it can be demonstrated that there will be no requirement for on-street car parking.</p> <p>A1.3 Traffic can manoeuvre in and out of the site in a forward direction.</p> <p>A1.4 Noise from the development does not exceed the background noise level (LA90) by more than 5dB(A) during approved business hours and does not exceed the background noise level at any frequency outside approved business hours.</p> <p>A1.5 Hours of operation are to be restricted to normal business hours.</p>

Element 10. Signage

Objectives

- The residential character of the locality is maintained; and
- Any signage is appropriate for the locality and does not detract from the development or the street character.

Performance criteria	Acceptable solutions
The signage objectives may be achieved where:	The acceptable solutions illustrate one way of meeting the associated performance criteria:
<p>Signage</p> <p>P1 Signs are appropriate for the nature of the business and the locality.</p>	<p>A1.1 Signage shall:</p> <ul style="list-style-type: none"> - Be non-moving; - Relate to the lawful use of the building (except for temporary signs) on which the sign is located; - Not be detrimental to the character and functioning of the building; - Not cover mechanical ventilation inlet or outlet vents; - Not obstruct the sight line of vehicular traffic; - Not obstruct pedestrian traffic; and - Not be illuminated or flashing.
<p>Business Identification Signage</p> <p>P2 Signs are appropriate for the nature of the business and the locality.</p>	<p>A2.1 Home-based child care, home business, home industry and home occupation development signage shall:</p> <ul style="list-style-type: none"> - Meet the general requirements for signage (P1); - Have one sign per premises. - Have a maximum area — 0.75 m²; and - Not advertise specific products or brands. <p>Note: Signs meeting the above requirements will not require development approval.</p>

<p>Performance criteria The signage objectives may be achieved where:</p>	<p>Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:</p>
	<p>A2.2 Permissible non-residential development signage shall:</p> <ul style="list-style-type: none"> - Meet the general requirements for signage (P1); - Have one sign per premises; and - Have a maximum area 1.5 m². <p>Note: Signs meeting the above requirements will not require development approval.</p>
<p>Real Estate Signs (Advertising Premises or Land Sale or Rent) P3 Signs are appropriate for the residential locality and are of a temporary nature.</p>	<p>A3.1 Real estate signage shall:</p> <ul style="list-style-type: none"> - Meet the general requirements for signage (P1); - Have a maximum area—3 m²; and - Be removed within seven days after the premises or land is sold or let. <p>Note: Signs meeting the above requirements will not require development approval.</p>
<p>Temporary Signs (Special Events) P4 Signs are appropriate for the residential locality and are of a temporary nature.</p>	<p>A4.1 Temporary (special events) signage shall:</p> <ul style="list-style-type: none"> - Meet the general requirements for signage (P1); - Have a maximum of two signs onsite; - Have a maximum one sign off site, which if located in a road reserve shall be acceptable to the relevant road authority in terms of location, traffic and pedestrian safety; - Have a maximum area 1.5 m² and maximum height of 1.5 m;

Performance criteria The signage objectives may be achieved where:	Acceptable solutions The acceptable solutions illustrate one way of meeting the associated performance criteria:
	<ul style="list-style-type: none"> - Not include commercial advertising apart from the name of any event sponsors; and - Not be displayed earlier than one month before or later than two days after the event. <p>Note: Signs meeting the above requirements will not require development approval.</p>



REPORT: Dubbo CBD Precincts Plan - Status Report

AUTHOR: Manager City Strategy Services

REPORT DATE: 11 October 2016

TRIM REFERENCE: ID16/1864

EXECUTIVE SUMMARY

The Dubbo CBD Precincts Plan was adopted by the former Dubbo City Council at its meeting held on 29 March 2016 and includes four (4) separate and distinct implementation programs which are reflective of the core pillars of success for the Dubbo Central Business District (CBD). The implementation programs included in the Dubbo CBD Precincts Plan are as follows:

- 'Ignite' Placemaking Program;
- Fast Track Approvals Program;
- CBD Infrastructure Improvements Program; and
- Development Incentive Program.

The purpose of this report is to provide an update as to the progress towards achievement of the 50 Bright Ideas as included in the Dubbo CBD Precincts Plan. The report includes a brief statement as to the status of the 50 Bright Ideas that have either been achieved or are currently underway. A full list of the 50 Bright Ideas included in the Dubbo CBD Precincts Plan is provided here in **Appendix 1**.

To facilitate achievement of the Lighter, Quicker, Cheaper projects, a separate Ignite Placemaking Program has been developed for the Dubbo CBD by the City Development and Communications Branch. The Ignite Placemaking Program is overseen by the Ignite Program Coordinator. Progress in respect of the 'Ignite' Placemaking Program has not been considered in this report and is subject to a separate reporting process as a component of the Economic Development Action Plan which is reported to Council on a biannual basis.

It is recommended that this report be noted and plan reporting in respect of the Fast Track Approvals Program, the CBD Infrastructure Improvements Program and the Development Incentive Program continue to be provided to Council on a six monthly basis in April and October annually.

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

That the information contained in this report be noted.

Steven Jennings
Manager City Strategy Services

BACKGROUND

The Dubbo CBD Precincts Plan provides the community's vision of a multi-functional, diverse and vibrant centre. The Plan identifies unique characteristics of the Dubbo CBD to be maintained including such things as the 'high street' shopping experience. However, the Plan also encourages such things as new and revitalised uses, including encouraging residential development in the CBD, making it easier to do business in the CBD and developing an Incentive program. The CBD Precincts Plan is also a practical plan which identifies bright ideas the community can pursue to help maintain and grow the CBD now and into the future.

The overarching goal of the Dubbo CBD Precincts Plan is to provide a concise and easily understood strategic plan that provides for appropriate systems and mechanisms to enable implementation and achievement of the 50 bright ideas identified by the community.

The former Dubbo City Council at its meeting on 29 March 2016 considered a report in respect of the CBD Precincts Plan and resolved as follows:

- 1. That the draft Dubbo CBD Precincts Plan provided here in Appendix 2 be adopted.*
- 2. That the people who provided the submissions included in Appendix 1 of this report be advised of the outcome of Council's considerations and thanked for their submissions.*
- 3. That an advertisement advising of the adoption of the Dubbo CBD Precincts Plan be placed in local media.*
- 4. That formal correspondence be provided to all persons involved in the 'Ignite Our Centre' Community Engagement Program and preparation of the Dubbo CBD Precincts Plan, thanking them for their assistance in these processes.*
- 5. That a further report be provided to Council for consideration in June 2016 detailing progress for the elements included in the four Implementation Programs included in the Plan."*

It is also important to note that the CBD Precincts Plan is a community-led Plan, with the actions areas and associated bright ideas coming directly from the Ignite Our Centre Community Engagement Program. As the CBD Precincts Plan was developed by the Dubbo community, it is also important to note that the actions are not solely the responsibility of Council. The actions and bright ideas identified in the Plan should continue to be achieved as a partnership with the community, businesses within the Precincts identified in the Plan and by Council.

REPORT

1. Implementation of the CBD Precincts Plan

The Dubbo CBD Precincts Plan includes four (4) separate and distinct implementation programs reflective of the core pillars of success for the Dubbo CBD which include as follows:

- 'Ignite' Placemaking Program;
- Fast Track Approvals Program;
- CBD Infrastructure Improvements Program; and
- Development Incentive Program.

The following provides a brief explanation of each of the four (4) Programs that will deliver many of the Bright Ideas included in the CBD Precincts Plan. In addition, a brief comment has also been provided in respect of the Bright Ideas which are completed and/or are currently underway. A full list of the Bright Ideas included in the CBD Precincts Plan is provided here in **Appendix 1**.

(i) 'Ignite' Placemaking Program

The 'Ignite' Placemaking Program is a Council-funded initiative, which aims to quickly implement many of the 50 Bright Ideas for placemaking in the Dubbo CBD. The program will initially run for two (2) years after which a detailed review of the program will be undertaken by Council.

The Dubbo 'Ignite' Placemaking Program has the following aims:

- To contribute to the distinctive branding and identification of the City Centre as a whole and to individual precincts within the CBD.
- To allow for quick implementation of small scale activation projects and to test concepts for larger scale implementation.
- To deliver many of the lighter and quicker projects identified by the community as part of the 50 Bright Ideas.
- To encourage and support stakeholders in the identification and development of further placemaking projects for delivery.
- To develop and implement metrics for assessing the impact of placemaking activities on retail trade, CBD foot traffic and new business attraction.

The Ignite Program Coordinator commenced in March 2016. The role of the Ignite Program Coordinator is to act as a first point of contact for Dubbo CBD stakeholders with Council in the delivery of the identified projects, to work with stakeholders to identify new projects and to act in a coordinating capacity to achieve the identified projects and initiatives and to facilitate new projects and initiatives.

It should be noted that plan reporting in respect of the 'Ignite' Placemaking Program has not been considered in this report and is subject to a separate reporting process as a component of the Economic Development Action Plan, which is reported to Council on a biannual basis.

(ii) Fast Track Approvals Program

The Dubbo CBD Precincts Plan identifies a comprehensive program of policy changes, streamlined processes, improved documentation and information guides to assist achievement of the following Bright Ideas. The Bright Ideas in respect of the Fast Track Approvals Program that are currently underway or completed are included in Table 1.

Bright Idea No.	Bright Ideas	Progress Comment
23	Streamline the process to obtain a busking approval across the CBD.	Complete.
24	Allow coffee shops/cafes to have longer trading hours and utilise social media and on-street advertising for promotions.	Complete and ongoing. Expressions of interest provided to coffee shops and cafes. A number have taken up the opportunity.
25	Enable pop-up eateries at key sites in the CBD, such as Bligh Street along the river corridor. Enable the use of mobile food trolleys, vans, shipping containers and other temporary structures for pop-up food and beverage.	Underway and ongoing. A review of all Council policies is currently being undertaken following the amalgamation of the former Dubbo City and Wellington councils to improve clarity of provisions. A new Statement of Environmental Effects template and guidance document is now available on Council's website for use for development in the Dubbo and Wellington CBDs. A new pop-up shop policy has been prepared and will shortly commence operation. The pop-up shop policy will also be available on Council's website.
26	Investigate options for a revised Street Trading Policy to allow retailers and traders to easily utilise the footpath for street trading and promotions.	Underway. A new draft Local Approvals Policy is currently being prepared for the Dubbo Regional Local Government Area.

Table 1. Bright Ideas in respect of the Fast Track Approvals Program that are currently underway or completed.

(iii) CBD Infrastructure Improvements Program

The CBD Precincts Plan identifies a number of areas where the structure and operation of current infrastructure supporting the CBD may need to be examined and targeted improvements developed. Such areas include (but are not limited to) street lighting, traffic and parking arrangements. However, a significant issue for consideration is vehicular access arrangements to and from the CBD, including access from the L H Ford Bridge.

The CBD Precincts Plan includes a number of ideas that require further detailed studies to be undertaken and to develop investment options for improvements to CBD infrastructure. This will enable the Dubbo CBD to be adequately prepared for the future, make it more resilient to economic change and able to accommodate future growth and development requirements.

The 50 Bright Ideas in respect of the CBD Infrastructure Improvements Program that are currently underway or completed are included in Table 2.

Bright Idea No.	The Big Ideas	Progress Comment
28	Plan for infrastructure upgrades to the Rotunda eg paint roof, maintain power points, installation of a permanent light show, etc.	Underway and ongoing Painting of the Cyril Flood Rotunda is proposed to be undertaken prior to the end of 2016.
29	Bike parking - Investigate current allocation and utilisation of bike parks in the CBD.	Underway and ongoing. Council is in receipt of the final report from Consultants Cardno who have completed the Dubbo Pedestrian Access and Mobility Plan and Dubbo Bike Plan. The results of the consultancy are proposed to be provided to Council for consideration prior to the end of 2016.

Bright Idea No.	The Big Ideas	Progress Comment
30	Investigate options to link the Tracker Riley Cycleway to the CBD (eg trail of LED-lit sculptures to the CBD, designed through a business-sponsored competition).	<p>Underway and ongoing.</p> <p>Council is in receipt of the final report from Consultants Cardno who have completed the Dubbo Pedestrian Access and Mobility Plan and Dubbo Bike Plan.</p> <p>The results of the consultancy are proposed to be provided to Council for consideration prior to the end of 2016.</p>
31	Plan for footpath extensions or removal of some car parking spaces to provide for alternatives such as street dining or parklets.	<p>Underway and ongoing.</p> <p>Options for the provision of street dining or parklets continue to be investigated. Work is currently centred on reviewing Council's systems and processes for street activities through the preparation of a new Local Approvals Policy for Dubbo and Wellington.</p>
33	Investigate the current vehicle parking requirements for various types of business activities and developments in the CBD.	<p>Underway and ongoing.</p> <p>A review of Council's vehicle parking requirements is currently underway as a component of a new comprehensive Development Control Plan for the Dubbo Regional Local Government Area.</p>
35	Investigate options for the provision of shade over Council-owned carparks in the CBD.	<p>Underway and ongoing.</p>

Bright Idea No.	The Big Ideas	Progress Comment
37	Investigate options for permanent lighting installations in the CBD at night time to improve safety and security.	Underway and ongoing A review of all heritage lighting in the CBD has been undertaken with all lighting now operational.
39	Consider further extension of existing bike paths along Bligh Street and make bike paths safer for children to ride in the CBD.	Underway and ongoing. Council is in receipt of the final report from Consultants Cardno who have completed the Dubbo Pedestrian Access and Mobility Plan and Dubbo Bike Plan. The results of the consultancy are proposed to be provided to Council for consideration prior to the end of 2016.
41	Consider access to/from the CBD for all road users, including active participation in lobbying for an upgrade of the L H Ford Bridge.	Underway and ongoing. As part of the State Government announcement for the proposed duplication of the L H Ford Bridge, Roads and Maritime Services are currently undertaking planning work in respect of the proposed duplication. It is understood that the preliminary results of this analysis will be provided in December 2016. This work will ultimately inform the future access network to the CBD.

Table 2. Bright Ideas in respect of the CBD Infrastructure Improvements Program that are currently underway or completed.

(iv) Development Incentive Program

The Dubbo CBD Precincts Plan promotes the need for the further Incentive of development in the City Centre to ensure the Dubbo CBD remains as the focal point for the Orana Region. A number of submissions from stakeholders and the community pointed to the need to consider options to encourage new businesses and entities to set up in the City Centre, through the provision of targeted development incentives.

The Bright Ideas in respect of the Development Incentive Program that are currently underway or completed are included in Table 3.

Bright Idea No.	The Bright Ideas	Progress Comment
45	Encourage use and activation of the former Post Office building.	Underway and ongoing. Examination of heritage grant funding and other mechanisms. Council staff and Heritage Advisor continue to facilitate numerous enquiries for use and development of the former Post Office building.
46	Develop a start-up kit and other mechanisms for new businesses to encourage new business in the CBD.	Underway.
47	Consider the provision of targeted development incentives through Section 94 and 94A contributions' regimes for the CBD to encourage development.	Underway. As part of the State Government announcement for the proposed duplication of the L H Ford Bridge, Roads and Maritime Services are currently undertaking planning work in respect of the proposed duplication. It is understood that the preliminary results of this analysis will be provided in December 2016.

Bright Idea No.	The Bright Ideas	Progress Comment
49	Seek a financial suitability and constraints assessment for undertaking residential development in the CBD.	<p>Underway.</p> <p>Preparation of fee proposal for consultancy undertaken.</p> <p>Assessment of a number of mechanisms and options for consultancy structure currently being undertaken.</p> <p>Preliminary consultancy results anticipated by end of 2016.</p>

Table 3. Bright Ideas in respect of the Development Incentive Program that are currently underway or completed.

It should be noted that plan reporting in respect of the 'Ignite' Placemaking Program has not been considered in this report and is subject to a separate reporting process as a component of the Economic Development Action Plan which is reported to Council on a biannual basis.

SUMMARY

This report provides an update to Council on the progress towards achievement of the 50 Bright Ideas as included in the Dubbo CBD Precincts Plan. The report includes a brief statement as to the status of the 50 Bright Ideas that have either been achieved or are currently underway. A full list of the Bright Ideas included in the Dubbo CBD Precincts Plan is provided here in **Appendix 1**.

It is recommended that the information contained in this report be noted.

Appendices:

- 1 50 Bright Ideas - Dubbo CBD Precincts Plan Implementation Program

CBD Precincts Plan 50 Bright Ideas – Implementation Program

PLACEMAKING

Ignite Placemaking Program

Bright Idea No.	Bright Idea
1	Trial the planting of a new tree species with less leaf and seed litter across the City including, but not limited to, the southern end of Macquarie Street.
2	Improve the ambiance of the CBD through undertaking activities such as: repainting seats, pressure cleaning pavers, attaching strings of lights across CBD areas, portable gardens, etc.
3	Investigate the development of a program to encourage and allow street art within the CBD.
4	Encourage more public art in the CBD.
5	Facilitate artists to undertake murals on vacant walls around the CBD, where required.
6	Encourage after-hours activation e.g.: themed evening precincts for dining, shopping and other activities.
7	Investigate the creation of additional food markets e.g.: bridge-to-bridge festival with food and wine activities.
8	Facilitate and encourage monthly markets in the CBD that are different from the current style of markets on offer in Dubbo.
9	Encourage live music at the Church Street Rotunda.
10	Facilitate a consultation and engagement program with CBD stakeholders and the community with respect to naming of the CBD.
11	Undertake marketing and promotion activities based on the results of stakeholder engagement in relation to naming and/or branding of the CBD.
12	Appoint an Ignite Program Coordinator for the City.
13	Work with key stakeholders with the intent to form a CBD traders/retailers group.
14	Make better use of the current Dubbo Events Network – Council to provide streamlined processes for festivals and events in the CBD.
15	Encourage laneway activation through better use of walkways for connectivity, facilities, shops and arcades, etc.
16	Investigate options for street closures or shared zones in the CBD.
17	Promote the location of free car parking spaces in the CBD through the installation of signage that allows for better way finding.
18	Encourage an increased police presence in the CBD through regular pop-up police patrols to discourage anti-social behaviour and increase safety and security for CBD users.
19	Provide free Wi-Fi locations in designated areas of the CBD.
20	Investigate the provision of portable toilet facilities in various locations in the CBD to consider whether an appropriate level of demand exists for Council to provide a new facility.
21	Investigate options for CBD shopping tours for tourists and locals that also highlights the heritage of our City Centre.
22	Undertake a shopfront promotion competition.

CUTTING RED TAPE

Fast Track Approvals Program

Bright Idea No.	Bright Idea
23	Streamline the process to obtain a busking approval across the CBD.
24	Allow coffee shops/cafes to have longer trading hours, utilise social media and on-street advertising for promotions.
25	Enable pop-up eateries at key sites in the CBD, such as Bligh Street along the river corridor. Enable the use of mobile food trolleys, vans, shipping containers, and other temporary structures for pop-up food and beverage.
26	Investigate options for a revised Street Trading Policy to allow retailers and traders to easily utilise the footpath for street trading and promotions.

INFRASTRUCTURE DEVELOPMENT

CBD Infrastructure Improvement Program

Bright Idea Number	Bright Idea
27	Investigate the provision of seating and shade between Macquarie Street and the river to connect the CBD to the river and make it more pleasant and easy to access
28	Plan for infrastructure upgrades to the Rotunda e.g.: paint roof, maintain power points, installation of a permanent light show, etc.
29	Bike parking - investigate current allocation and utilisation of bike parks in the CBD.
30	Investigate options to link the Tracker Riley Cycleway to the CBD e.g.: trail of LED-lit sculptures to the CBD, designed through a business-sponsored competition.
31	Plan for footpath extensions or removal of some car parking spaces to provide for alternatives such as street dining or parklets.
32	Enforcement of requirements for light/heavy vehicle loading at certain times.
33	Investigate the current vehicle parking requirements for various types of business activities and developments in the CBD.
34	Investigate and undertake an audit of parking restrictions in the CBD.
35	Investigate options for the provision of shade over Council-owned carparks in the CBD.
36	Investigate options for a convenient and efficient shuttle transport system within the CBD.
37	Investigate options for permanent lighting installations in the CBD at night time to improve safety and security.
38	Investigate locations and options for the provision of a children's playground and family-friendly area in the CBD.
39	Consider further extension of existing bike paths along Bligh Street and make bike paths safer for children to ride in the CBD.
40	Provision of dog friendly infrastructure e.g.: tie posts, poo collection bags etc.
41	Consider access to/from the CBD for all road users, including active participation in lobbying for an upgrade of the L.H. Ford Bridge.
42	Investigate options for the consolidation of car parking and the freeing of land for development via the provision of a multistorey carpark in the CBD.
43	Based on a trial of a new tree species, consider progressively replacing trees along Macquarie Street

MAKING DEVELOPMENT EASIER

Development Incentivisation Program

Bright Idea No.	Bright Idea
44	Consider options to encourage the opening of the rear side of Macquarie Street for shops to face the Macquarie River.
45	Encourage use and activation of the former Post Office building.
46	Develop a start-up kit for new businesses and other mechanisms to encourage new business ventures in the CBD.
47	Consider the provision of targeted development incentives through Section 94 and 94A Contributions regimes for the CBD to encourage development.
48	Encourage establishment and expansion in the CBD of regional headquarters and service centres for both public and private sector organisations.
49	Seek a financial suitability and constraints assessment for undertaking residential development in the CBD.
50	Consider options to demolish the NPWS/Commonwealth Bank building to create a piazza space and open up the Old Dubbo Gaol onto Macquarie Street.



REPORT: Dubbo Developer Contributions System - Update Report

AUTHOR: Manager City Strategy Services

REPORT DATE: 11 October 2016

TRIM REFERENCE: ID16/1869

EXECUTIVE SUMMARY

Council commenced a review of the Dubbo Developer Contributions System in November 2014. The primary aim of the review was to ensure Council's suite of Contributions Plans remain current, allow for the delivery of required infrastructure without placing further stress on the land rating system, and ensure the continued economic growth of the City.

A core component of this review is to assess the level of contributions collected relative to development undertaken in the City, and to consider further incentives to development. Development of the Dubbo Developer Contributions System is currently being undertaken in three (3) separate stages, as provided below:

Stage 1

- Section 94 Contributions Plan for Dubbo Open Space and Recreation Facilities; and
- Section 94A Contributions Plan for Residential Infill Development.

Stage 2

- Section 94 Contributions Plan – Dubbo Road and Traffic Management Facilities.

Stage 3

- Section 64 Contributions Policy – Dubbo Urban Stormwater;
- Section 64 Contributions Policy – Dubbo Sewer;
- Section 64 Contributions Policy – Dubbo Water;
- Section 94A Contributions Plan – Dubbo Rural and Villages; and
- Section 94 Contributions Plan – Dubbo Central Business District Car Parking.

Works are currently underway across the many components of the Dubbo Developer Contributions System however, it is acknowledged that the planning process currently being undertaken by Roads and Maritime Services in respect of the proposed duplication of the L H Ford Bridge continues to delay progression of the Section 94 Contributions Plan for Dubbo Urban Roads and Traffic Management Facilities.

The purpose of this report is to provide an update on the development of various components of the System and to examine any significant delays that may arise in the development process.

FINANCIAL IMPLICATIONS

There are no financial implications arising from this report.

POLICY IMPLICATIONS

There are no policy implications arising from this report.

RECOMMENDATION

That the information contained in this report be noted.

Steven Jennings
Manager City Strategy Services

BACKGROUND

Council commenced a review of the Dubbo Developer Contributions System in November 2014. The primary aim of the review was to ensure Council’s suite of Contributions Plans remains current, allow for the delivery of required infrastructure without placing further stress on the land rating system, and ensure the continued economic growth of the City is maintained.

A core component of the review is to assess the level of contributions collected relative to development undertaken in the City and to consider further incentives to development.

The former Dubbo City Council at its meeting held on 24 November 2014 considered a report in relation to the review and resolved for the new Dubbo Developer Contributions System to consist of the following key elements:

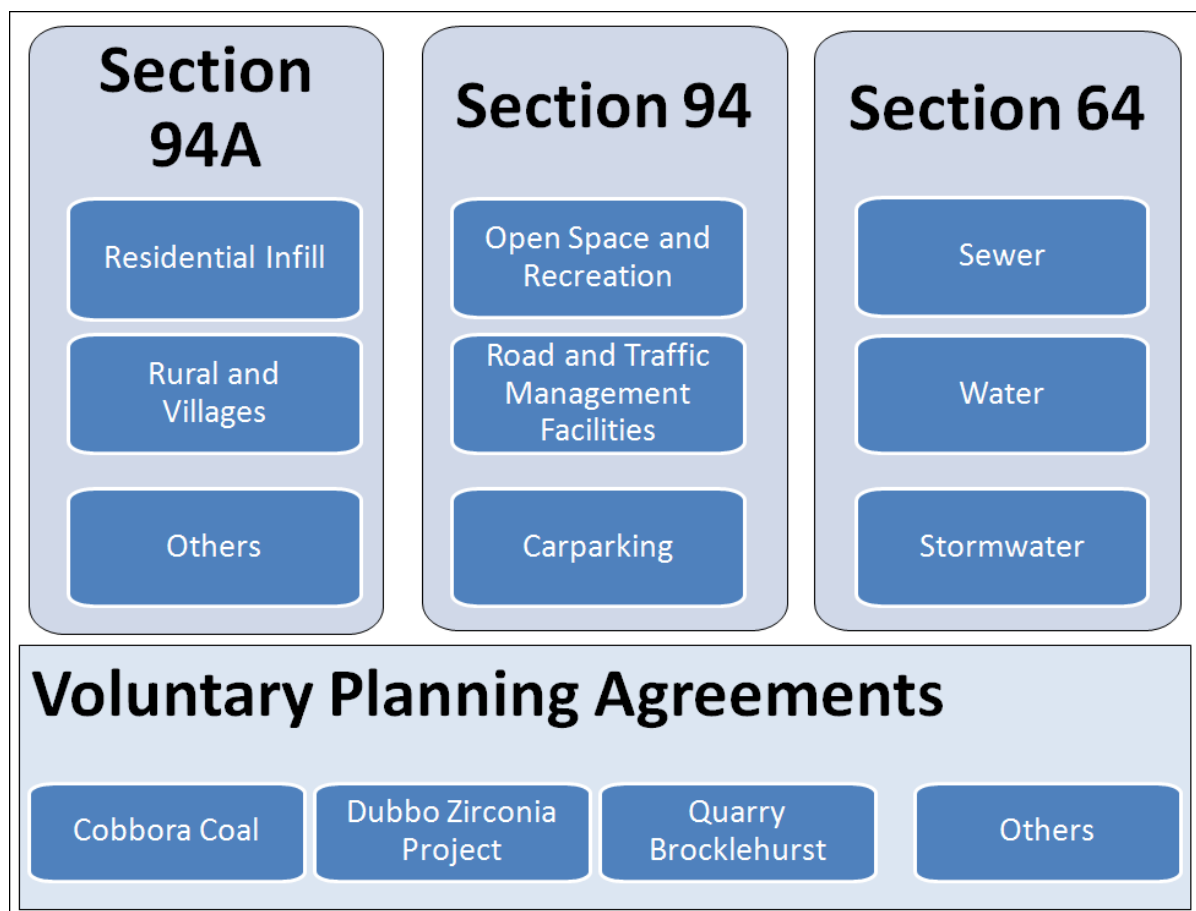


Figure 1. Dubbo Developer Contributions System

The Dubbo Developer Contributions System, as previously adopted by the former Dubbo City Council, is to consist of a number of plans and elements which will continue to facilitate development of Dubbo whilst ensuring infrastructure is provided that meets the needs of a growing population.

The following elements are included in Stage 1 of the System:

- Section 94 Contributions Plan for Dubbo Open Space and Recreation Facilities; and
- Section 94A Contributions Plan for Residential Infill Development.

Stage 2 of the System includes preparation of the following Plan:

- Section 94 Contributions Plan – Dubbo Road and Traffic Management Facilities.

Stage 3 of the System includes preparation of the following elements:

- Section 64 Contributions Policy – Dubbo Urban Stormwater;
- Section 64 Contributions Policy – Dubbo Sewer;
- Section 64 Contributions Policy – Dubbo Water;
- Section 94A Contributions Plan – Dubbo Rural and Villages; and
- Section 94 Contributions Plan – Dubbo Central Business District Car Parking.

The purpose of this report is to provide an update on the development of various components of the System and to examine any significant delays that may arise in the development process.

REPORT

1. Stage 1 of the Dubbo Developer Contributions System

Stage 1 of the Dubbo Developer Contributions System includes the following components:

- Section 94 Contributions Plan for Dubbo Open Space and Recreation;
- Section 94A Contributions Plan for Residential Infill Development; and

(a) Section 94 Contributions Plan for Dubbo Open Space and Recreation

The new Section 94 Contributions Plan for Dubbo Open Space and Recreation was adopted by Council at its meeting held on 22 June 2016. The new Plan commenced operation on 1 July 2016.

The new Plan presents a significant reduction in the contributions levied for open space and recreation facilities across Dubbo.

(b) Section 94A Contributions Plan for Residential Infill Development

Stage 1 of the Dubbo Developer Contributions System also includes the preparation of a new Section 94A Contributions Plan for Residential Infill Development. This Plan is proposed to apply to development undertaken on land zoned R1 General Residential and B4 Mixed Use which is adjacent to the Dubbo Central Business District.

A Section 94A Developer Contributions Plan levies contributions which are restricted to a flat percentage rate of the capital cost of development in accordance with the following:

- Development with a value of \$100,000 or less (no contribution applicable);
- Development with a value between \$100,001 and \$200,000 (contribution of 0.5% of the development value); or
- Development with a value of \$200,001 or more (contribution of 1% of the development value).

Following commencement of the new Section 94 Plan for Dubbo Open Space and Recreation Facilities, the location and overall use of the Section 94A Contributions Plan for Residential Infill Development is under review in line with current planning practices, expected development, and overall management of the Dubbo Developer Contributions System. Following this review, it is anticipated that similar mechanisms could be provided in the Section 94 Contributions Plan for Dubbo Urban Roads and Traffic Management Facilities. This will further reduce the complexity of the system whilst incentivising urban infill development through a similar Section 94A levy component.

2. Stage 2 of the Dubbo Developer Contributions System

Stage 2 of the Dubbo Developer Contributions System includes the preparation of a new Section 94 Contributions Plan for Dubbo Road Traffic Management Facilities.

At the core of the Plan is a detailed work schedule that includes specific transport infrastructure projects across Dubbo. Preparation of a detailed work schedule will be required to be identified and prepared by Council's Technical Services Division. Preparation of a new work schedule for the Section 94 Plan can only be progressed following completion of the planning processes by Roads and Maritime Services (RMS) in respect of the proposed duplication or otherwise of the L H Ford Bridge.

Depending on the specific bridge option and alignment chosen by the RMS, this may significantly impact Council's future transportation infrastructure planning for Dubbo. At the present time, the RMS has provided information that an approximate bridge location and alignment will be determined in late 2016.

Following the release of the specific bridge location and alignment, the Dubbo City Transportation Strategy to 2045 will be required to be suitably updated and an amended capital project schedule prepared. Following completion of these activities, a detailed transport infrastructure work schedule can be prepared that will form the basis of a new Section 94 Contributions Plan for Dubbo Roads and Traffic Management Facilities. In preparing a work schedule, Council can now only include works that are required to be delivered over a 10 year time period. In addition, Council has to ensure that an appropriate nexus exists between the works required and the level of new development likely to occur.

Ideally, a new draft Section 94 Contributions Plan for Dubbo Roads and Traffic Management Facilities can be prepared in a draft format by September 2017.

3. Stage 3 of the Dubbo Developer Contributions System

Stage 3 of the Dubbo Developer Contributions System includes development of the following Plans:

- Section 64 Contributions Policy (Developer Servicing Plan) – Dubbo Urban Stormwater;
- Section 64 Contributions Policy (Developer Servicing Plan) – Dubbo Sewer;
- Section 64 Contributions Policy (Developer Servicing Plan) – Dubbo Water;
- Section 94A Contributions Plan – Dubbo Rural and Villages; and
- Section 94 Contributions Plan – Dubbo Central Business District Car Parking.

Works have commenced in respect of a number of elements contained in Stage 3 of the system. This includes preparatory work towards the preparation of the Section 64 Contributions Policy for Dubbo Urban Stormwater and an Operational Review of the current Dubbo Section 64 Water and Sewerage Contribution Policy.

(a) Section 64 Contributions Policy (Developer Servicing Plan) – Dubbo Urban Stormwater

Following release of 2016 Developer Charges Guidelines for Water Supply, Sewerage and Stormwater by the Department of Primary Industries, further preparatory and planning activities can now be undertaken in respect of a new Section 64 Contributions Policy for Dubbo Urban Stormwater. A key component of a new Section 64 Contributions Policy for Stormwater is an understanding of the future stormwater drainage requirements in respect of the defined Residential Urban Release Areas under the provisions of the Dubbo Local Environmental Plan 2011.

To ensure adequate planning of the Urban Release Areas is undertaken, City Strategy Services are currently preparing Issue Papers in respect of the North-West and South-West Residential Urban Release Areas. The role of the Issue Papers is to provide a high level examination of overall development constraints, opportunities and to examine the process and requirements to be undertaken towards the preparation of detailed Structure Plans for each Urban Release Area. A core requirement of the structure planning process for the north-west and south-west is to also understand the role and focus of infrastructure provision in these areas.

(b) Operational Review – Section 64 Water and Sewerage Contribution Policy

Preparatory work towards an Operational Review of the Section 64 Water and Sewerage Contribution Policy has been recently commenced. The role of the review will be to undertake an assessment of the status of components included in the work schedule in the Policy and to undertake minor updates to the Policy including mapping and any other activities that will not necessitate public exhibition processes.

The results of the Operational Review will directly inform preparation of a new Water and Sewerage Contributions Policy as a component of the Dubbo Developer Contributions System.

4. Wellington Developer Contributions Plans

Development undertaken in the former Wellington Local Government Area is subject to the requirements of two (2) Developer Contributions Plans as provided below:

- DSP No. 1 – Wellington Development Servicing Plan 2006; and
- Wellington Section 94A Contributions Plan 2012.

Both plans apply to all lands within the former Wellington Local Government Area. An Operational Review of both the Wellington Development Servicing Plan and the Wellington Section 94A Contributions Plan will be undertaken prior to September 2017.

SUMMARY

It is recommended that the information contained in this report be noted.