



Residential Release Strategy

West Dubbo Urban Release Area

March 2011

Adopted by Council on 28 March 2011

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Executive Summary

Council has prepared two Residential Release Strategies to guide the timing and design and the nature of residential development in Residential Urban Release Areas in the west and south-east of the City.

This Residential Release Strategy is designed to provide a greater level of detail and certainty as to the timing and level of residential development in the Urban Release Areas identified in the north-west and south-west of the City.

The Urban Release Strategy further informs the landuse zoning decisions made by Council in the Comprehensive Local Environmental Plan for the City and the Dubbo City Planning and Transportation Strategy undertaken by Stapleton Transportation and Planning in 2009 as a review of the Urban Areas Development Strategy Future Directions and Structure Plan 1996 and the Review of the Urban Areas Development Strategy in 2007.

The Comprehensive Local Environmental Plan for the City proposes to zone extensive areas in the north-west and south-west of the City for residential development. This Residential Release Strategy provides the mechanism and the basis for the provision of residential development within these areas.

1.0 Strategic Context

1.1 Dubbo Urban Areas Development Strategy

Development within the urban and some environmental protection zones is guided by the Dubbo Urban Areas Development Strategy 1996 (UADS). The Dubbo Urban Areas Development Strategy is implemented through the provisions of the Dubbo Local Environmental Plan 1998 - Urban Areas.

The first review of the Dubbo Urban Areas Development Strategy was undertaken by Council in 2007 with the production of a Discussion Paper, which reviewed the five components of the Urban Areas Development Strategy namely:

- Residential Areas Strategy;
- Commercial Areas Strategy;
- Industrial Areas Strategy;
- Institutional Areas Strategy; and
- Recreational Areas Strategy.

The review of the Strategy was undertaken as an initial step to the preparation of a new Comprehensive Local Environmental Plan for the Dubbo Local Government Area in accordance with the Standard Instrument (Local Environmental Plans) Order 2006.

1.2 Dubbo Urban Areas Development Strategy and West Dubbo

The 1996 Urban Areas Development Strategy outlines the economic basis for a coordinated and logical evolution of urban development to the west of the City, where new development will 'balance' the predominant easterly spread of Dubbo.

The West Dubbo Precinct was originally estimated to accommodate the potential for 4,272 lots (*UDS, [Residential Areas Development Strategy] 1996*).

Conservatively, the West Sub district proposed to be zoned for residential development will have the potential to accommodate an additional 5,881 lots.

In order to accommodate a large future population, the land has to be assessed for capability and suitability and then 'reserved' for future growth. The 1(e) Urban Expansion zone included in the Dubbo LEP 1998 Urban Areas currently achieves this requirement however; the Comprehensive Local Environmental Plan does not contain a similar 'holding' zone for lands referred to in the Urban Areas Development Strategy as being suitable for future urban development.

Development of land zoned 1(e) Urban Expansion in west Dubbo was originally contingent on two processes being undertaken:

- The preparation of a detailed Structure Plan(s); and
- Preparation of a new Local Environmental Plan reflecting the results of the Structure Plan and the aspirations of the community.

After initial environmental assessment, the west Dubbo 1(e) Urban Expansion zone was designated and located adjacent to existing residential zones.

Rather than preparing a detailed Structure Plan for this area, Council undertook a broader review of the Urban Areas Development Strategy: Future Directions and Structure Plan document which was prepared by Council in December 1996 to accompany the Urban Areas Development Strategy to provide a City-wide Structure Plan. The Dubbo City Planning and Transportation Strategy 2036 has been prepared by Stapleton Transportation and Planning Pty Ltd to advance the Structure Planning for this part of the City. This Strategy underpins the future development of the West Dubbo Urban Release Area and the South-east Dubbo Urban Release Area (incorporating the Southern and South-eastern Sub districts).

1.3 Dubbo City Planning and Transportation Strategy 2036

The Stapleton Strategy forms the basis for review of the Future Directions and Structure Plan document prepared in 1996 as an integral part of the Urban Areas Development Strategy. The Stapleton Strategy also provides a review of the directions taken in the Review of the Urban Areas Development Strategy undertaken in 2007.

The Stapleton Strategy forms the 'Master' Structure Plan for the future transport and planning considerations to guide development with the Urban Release Areas in the north-west, south-west and south-east areas of the City. The Stapleton Strategy has been used in the preparation of this Urban Release Strategy and provides the basis for the landuse decisions to be made in the formulation of the Comprehensive Local Environmental Plan for Dubbo.

The Stapleton Strategy, finalised in October 2009, *"is based on the completion of 7,500 additional dwellings in Dubbo. The population forecast is based on this development occurring over a 30 year period; an additional 250 dwellings per year. This population will be housed in three sectors; the south-east sector, the south-west sector and the north-west sector"* (Dubbo City Planning and Transportation Strategy 2036; 2009).

1.4 Role of a Residential Urban Release Strategy

The role of this Residential Urban Release Strategy for West Dubbo is to provide the appropriate mechanisms and controls to ensure the orderly residential development of the West Dubbo Urban Release Area having regard to the following:

- Location of lands;
- Environmental capability of lands;
- Effective provision of required infrastructure without undue cost to the community;
- Ability for residential development to be within close proximity to community service facilities and employment networks;
- For development to be undertaken in a staged manner reflecting market aspirations and the needs of the community; and
- Affordable housing opportunities.

This Residential Urban Release Strategy guides implementation of the recommendations of the Urban Areas Development Strategy and Review, the Dubbo City Planning and Transportation Strategy 2036 and the Comprehensive Local Environmental Plan for Dubbo.

2.0 Urban Release Area Principles

2.1 Introduction to the West Dubbo Urban Release Area

Located at the edge of the established urban area of the City are areas that have been identified for future urban development. This land (Figure 1 and Figure 2) is currently zoned 1(e) Urban Expansion zone under Dubbo Local Environmental Plan 1998 - Urban Areas and is set aside for future residential landuse.

The West Dubbo Urban Release Area has also been identified as two separate sub-districts based of the north-west and south-west of the area as detailed in the Stapleton Strategy.

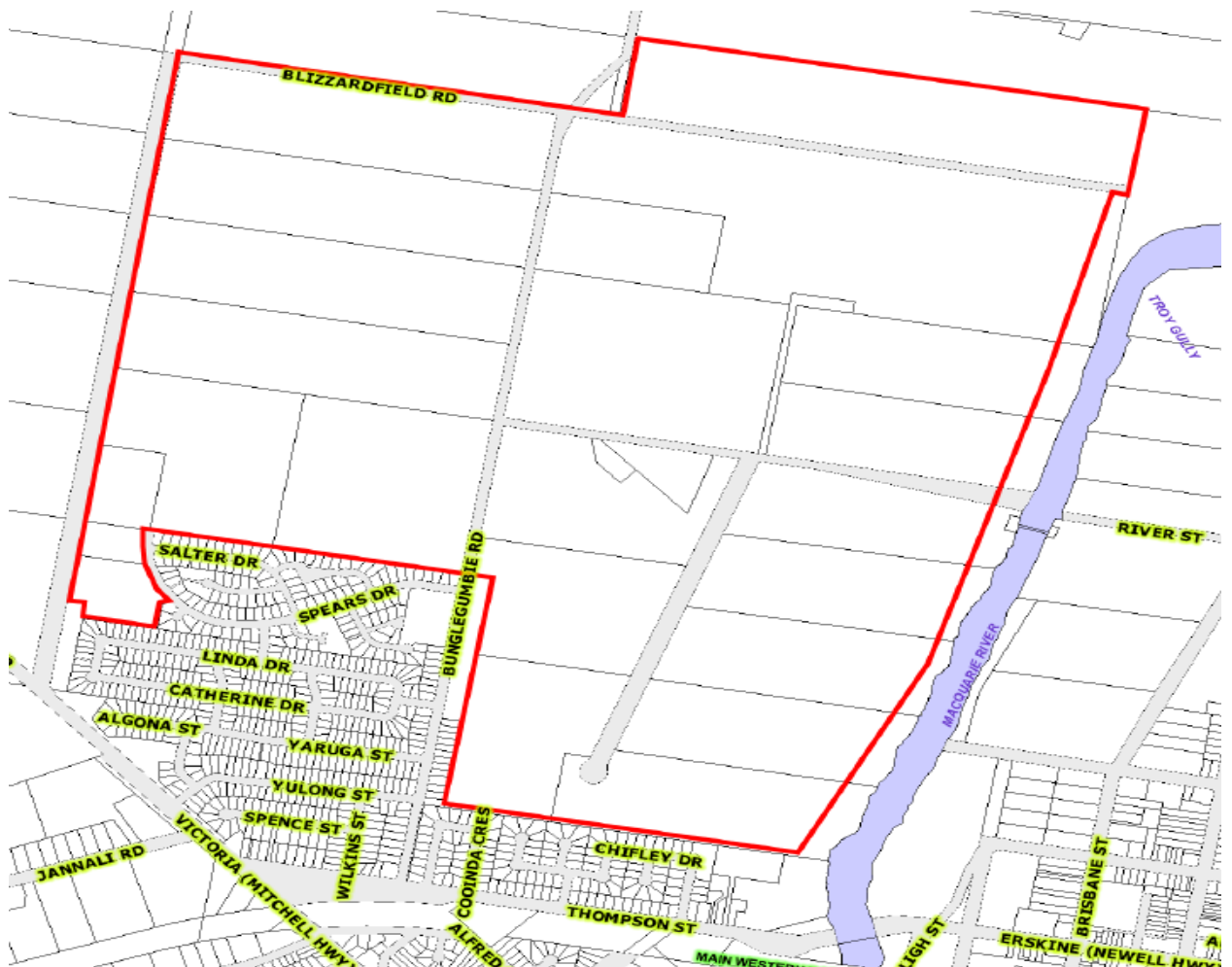


Figure 1 - Outline of the extent of lands in the North-West Sub-District considered as part of this Residential Release Strategy.



Figure 2 - Outline of the extent of lands in the South-West -District considered as part of this Residential Release Strategy.

The 1(e) Urban Expansion zoning has served to protect these areas from inappropriate and/or premature development while the long term capabilities of these lands are assessed and the future development opportunities for the lands are considered.

2.2 The South-Western and North-Western Sub-Districts

Both the South-Western and North-Western Sub-Districts are identified in the Residential Areas Strategy and are directly relevant to the Urban Release Area and have been slightly redefined in the Stapleton Strategy as shown in Figures 3 and 4.

The Residential Areas Strategy followed from a broad-scale investigation to establish the essential suitability of the area and defined the long-term roles of the South-Western

Sub-District and North Western Sub-District as providing fully serviced residential expansion opportunities westward.

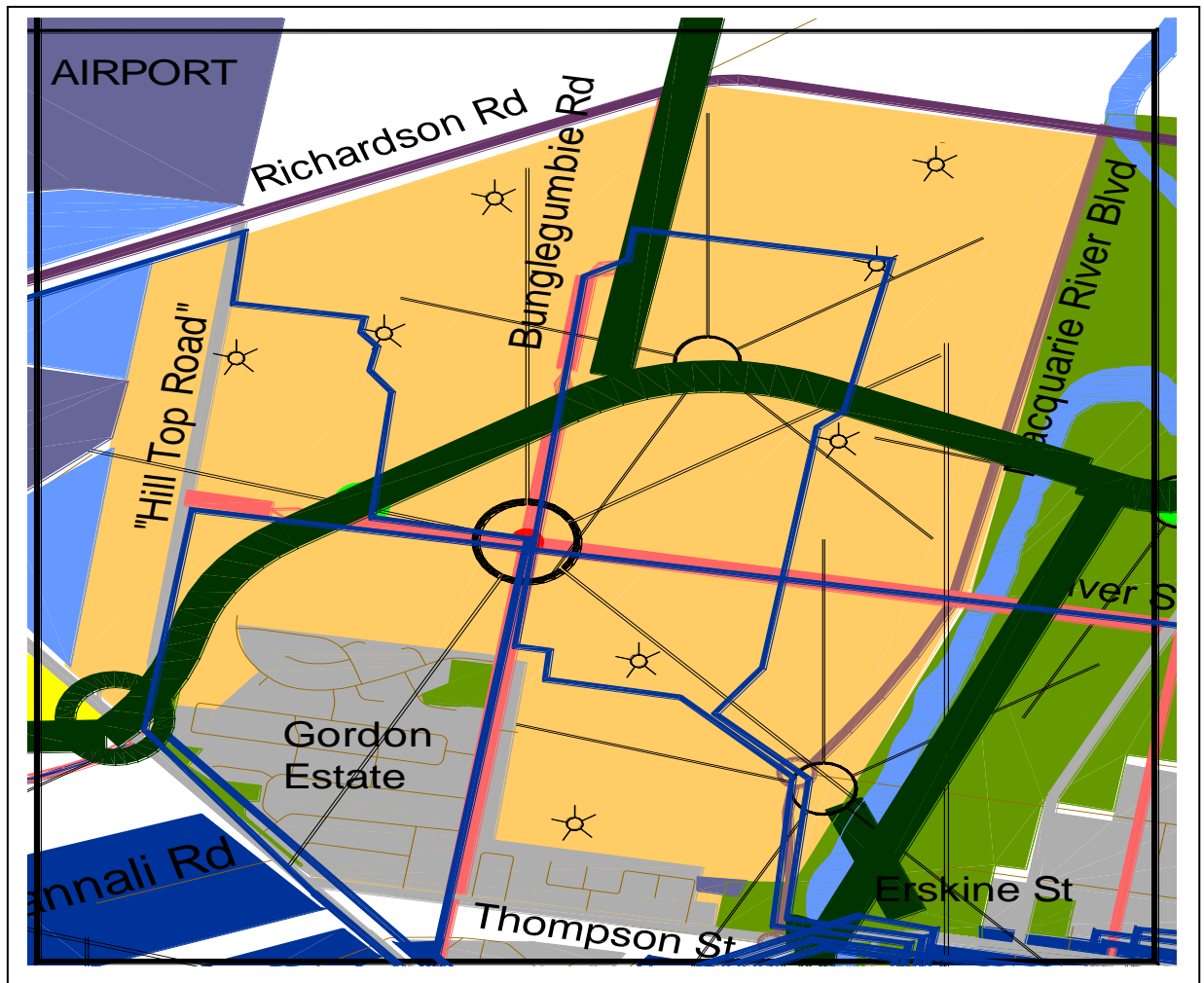


Figure 3 - North-West Sector Strategic Context (Dubbo City Planning and Transportation Strategy 2036; 2009).

Guide to Reading Figure 3

- Thin blue line – bus routes through the area.
- Thick dark line – major connector roads through the area.
- Yellow areas – education establishment sites.
- Large black circles – neighbourhood activity centres or focal points.
- Black stars – small neighbourhood activity centres including parks or similar facilities.

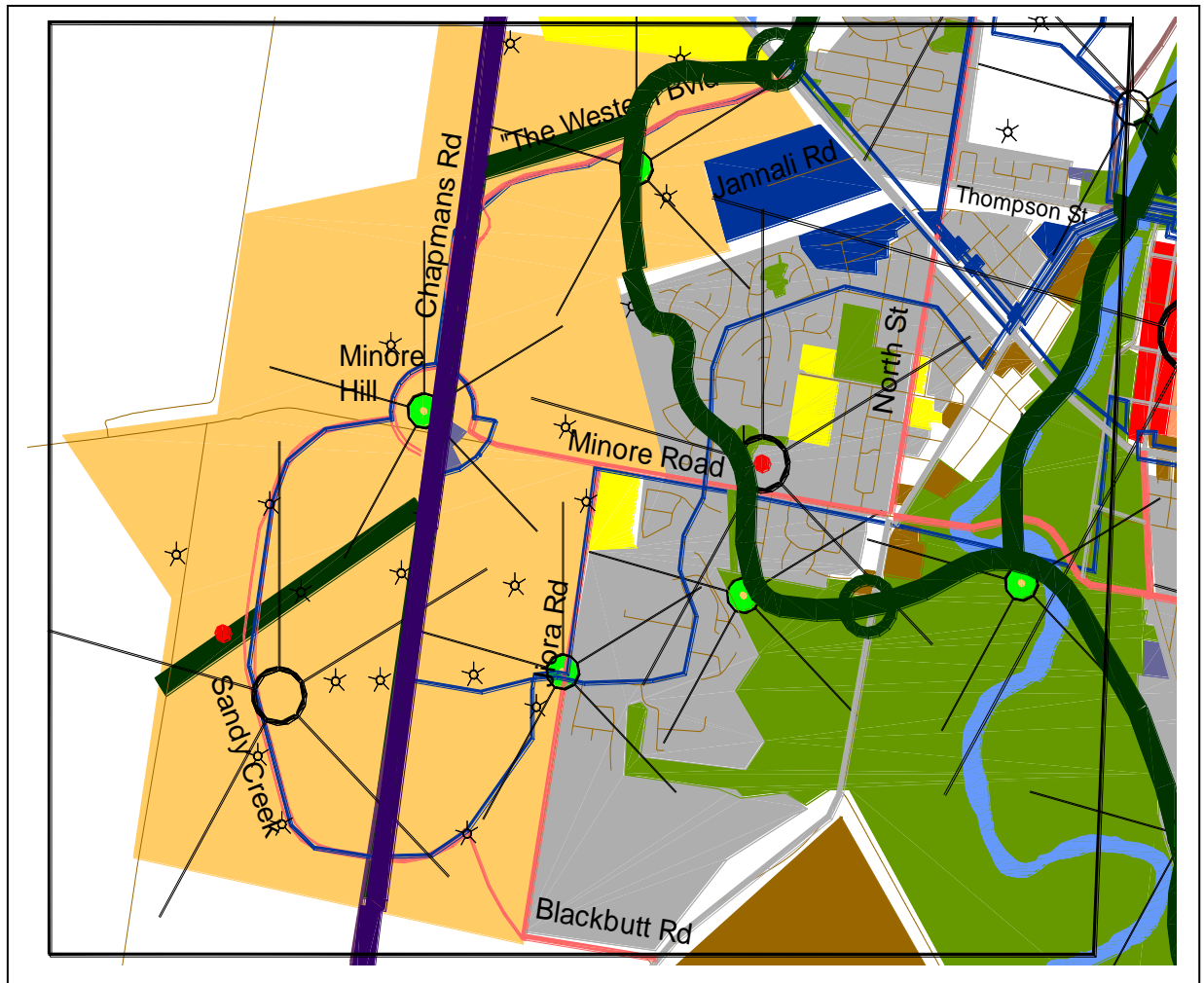


Figure 4 - South-West Section Strategic Context (Dubbo City Planning and Transportation Strategy 2036).

Guide to Reading Figure 4

- Thin blue line – bus routes through the area.
- Thick dark line – major connector roads through the area.
- Yellow areas – education establishment sites.
- Large black circles – neighbourhood activity centres or focal points.
- Black stars – small neighbourhood activity centres including parks or similar facilities.

A combination of residential densities was foreshadowed in each Sub-District, with the South-Western Sub-District being the location of the majority of 'suburban' residential development. The North-Western Sub-District includes the former Bunglegumbie Sewage Treatment Plant (BSTP), Mitchell Highway, Dubbo Airport and the associated industrial area and land north of Minore Road.

The Review of the Urban Areas Development Strategy identified the need to close and remediate the BSTP with its eventual conversion to residential land, and to protect land in the upper Sandy Creek/Rosedale Road area for long-term suburban residential development. The continuation of the existing urban fringe/country lifestyles within the rural buffer where compatible is another objective. The North-Western Sub-District also

specifies necessary protection of the transport corridors, Dubbo Airport and related industrial development.

The residential market targets for the South-Western Sub-District are predominantly 'suburban' with possibly some urban fringe development. The North-Western Sub-District market targets are also primarily long-term suburban, however, this applies to the Bunglegumbe area and the area generally north of Minore Road and south-east of Rosedale Road. The North-Western Sub-District has been identified with limited environmental constraints, subject to further geological, archaeological and soils testing (Residential Areas Strategy).

In both sub-districts it is necessary to identify and protect areas necessary for habitat protection (flora and fauna), and to protect existing watercourses and remnant vegetation in the event of future subdivision for suburban development and urban fringe development.

In 1996 there was minimal development activity in West Dubbo with only 20 development approvals per annum. However, since the adoption of the 1996 Urban Development Strategy, West Dubbo has experienced an increase in new residential development. This trend is predominately the result of high quality suburban development established in the newer residential estates such as Delroy Park, Grangewood and Kintyre Estates, providing a variety of residential landuse options.

2.3 Comprehensive Local Environmental Plan

As previously discussed, Council is undertaking preparation of a new Comprehensive Local Environmental Plan for the Local Government Area in accordance with the requirements of the Standard Instrument (Local Environmental Plans) Order 2006.

2.3.1 North-Western Sub-District

The Comprehensive LEP proposes to zone all additional lands in the North-Western Sub-District currently zoned 1(e) Urban Expansion to R2 Low Density Residential. The Comprehensive LEP proposes to zone 312 hectares within the North-Western Sub-District for the purposes of residential development. This area will have a minimum allotment size for subdivision of 600m². The Stapleton Strategy lists this area as being suitable to be developed in conjunction with the further development of residential lands in the South-Western Sub-District situated on the eastern side of the Minore Hill ridgeline.

A copy of the draft Comprehensive Local Environmental Plan zoning map extract detailing this sub-district area is provided here as Figure 5.

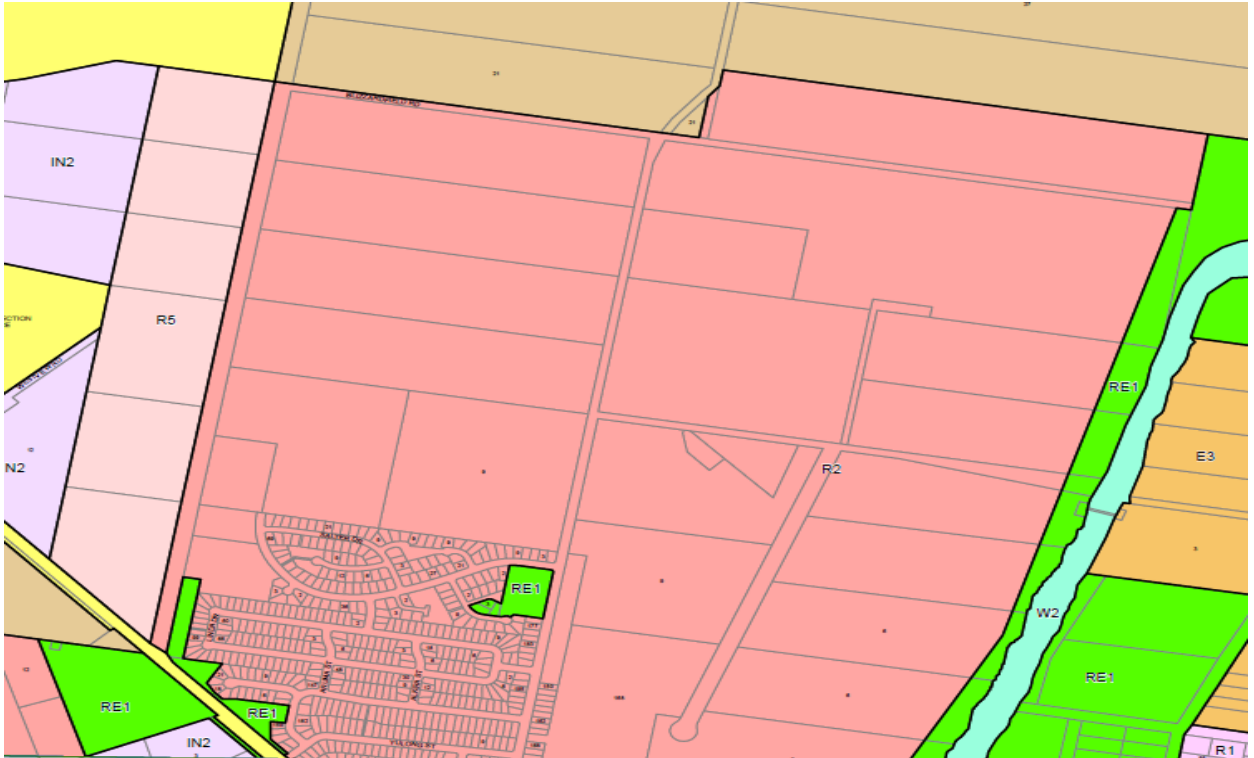


Figure 5. Extract draft Dubbo Local Environmental Plan 2010. Refer to Figure 1 for the approximate area.

Guide to Reading Figure 5

Light Brown – RU2 Rural Landscape.
 Light Pink – R2 Low Density Residential.
 Red – R3 Medium Density Residential.
 Green – RE1 Public Recreation.
 Yellow - SP2 Infrastructure.

2.3.2 South-Western Sub-District

The Comprehensive Local Environmental Plan proposes to zone land generally on the eastern side of the Minore Hill ridgeline that traverses the urban release area from north to south R2 Low Density Residential. The Comprehensive LEP proposes to zone 983 hectares in the South-Western Sub-District for the purposes of low density and large lot residential development.

Figure 6 shows the zoning boundary between the R2 Low Density Residential zone and the R5 Large Lot Residential zone to be the ridgeline discussed above.

The Comprehensive LEP proposes to zone land predominately to the eastern side of the Minore Hill ridgeline R2 Low Density Residential. This zoning reflects the characteristics of the land, its ability to be serviced for urban infrastructure and the suitability of the land for residential development.

Land generally between Joira Road and Chapmans Road and land to the north of the Main Western Rail Line not fronting Rosedale Road will have minimum allotment size for subdivision of either 600m² or 800m².

Land situated on the corner of Rifle Range Road and the Newell Highway will have a minimum allotment size for subdivision of 10 hectares, which reflects the environmental capability and the ability of the land to be serviced. This area of land will also not result in subdivision of sections of land containing native vegetation.

Land situated on the western side of the Minore Hill ridgeline is proposed to be zoned R5 Large Lot Residential under the Comprehensive LEP. These lands will have a minimum allotment size for subdivision of 10 hectares as the land cannot be reasonably serviced at the present time with regular urban infrastructure and the land has environmental values.

A copy of the draft Comprehensive Local Environmental Plan zoning map detailing this area is shown below as Figure 6.

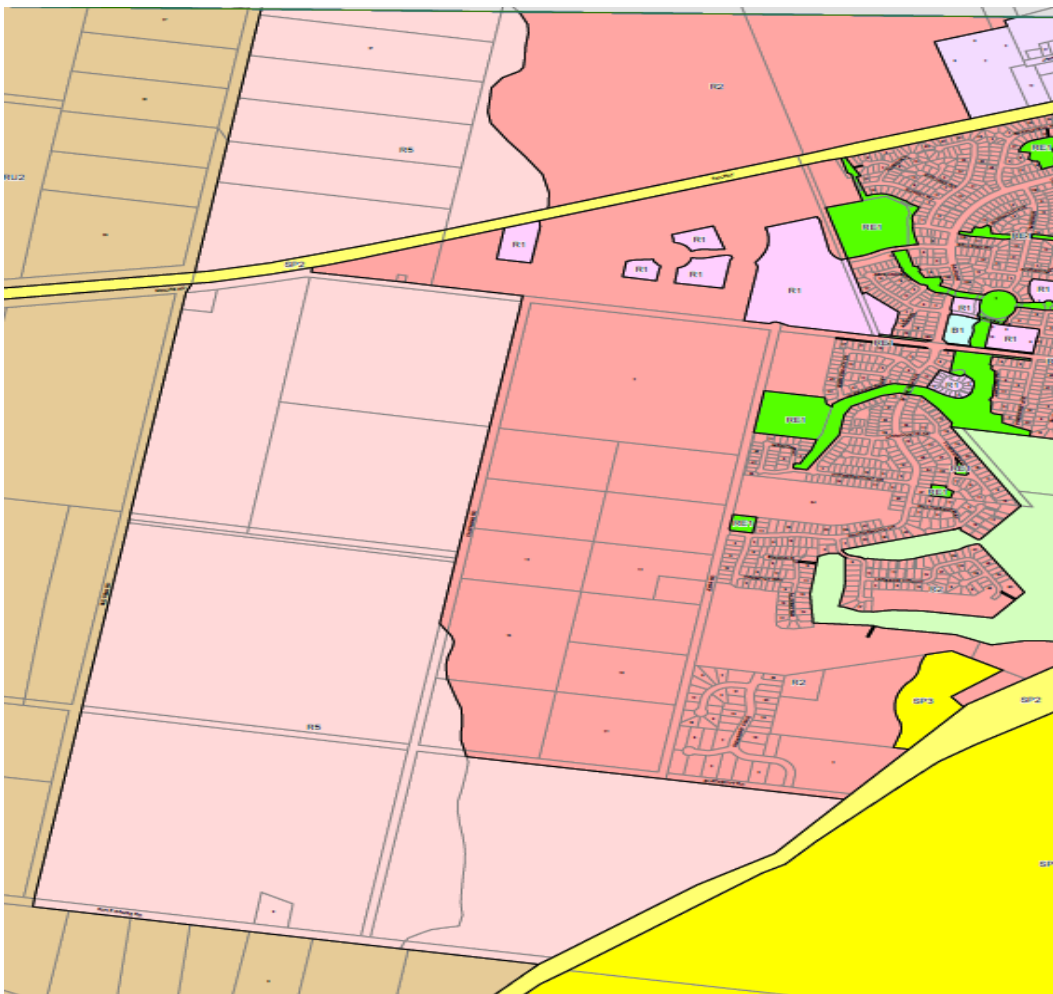


Figure 6 - South-West Sub-District Extract draft Dubbo Local Environmental Plan 2010. Refer to Figure 2 for the approximate area.

Guide to Reading Figure 6

Light Brown – RU2 Rural Landscape.
 Light Pink – R2 Low Density Residential.
 Red – R3 Medium Density Residential
 Green – RE1 Public Recreation.
 Yellow - SP2 Infrastructure

2.4 Land Release Principles

2.4.1 Extent of Land Release

The Comprehensive Local Environmental Plan proposes to 312 hectares within the North-Western Sub-District for the purposes of residential development and 983 hectares in the South-Western Sub-District for the purposes of low density and large lot residential development.

The extent of land release in the South-West Sub-District is as follows:

- Land proposed to be zoned R2 Low Density Residential (minimum lot size 600m² or 800m²) is 384 hectares;
- Land proposed to be zoned R5 Large Lot Residential (2 hectare minimum allotment size) if 135 hectares;
- Land proposed to be zoned R5 Low Density Residential (10 hectare minimum allotment size) is 98 hectares;
- Land proposed to be zoned R5 Large Lot Residential (10 hectare minimum allotment size) is 334.5 hectares;

Based on the figures provided above the West Dubbo Residential Release Area has the ability to provide for the following allotments:

Sub-District	Land Use Zone	No. of Potential Lots
North-Western	R2 Low Density Residential (600m ² minimum lot size)	2,600
South-Western	R2 Low Density Residential (800m ² minimum lot size)	3,200
South-Western	R5 Low Density Residential (10 hectare minimum lot size)	8
South-Western	R5 Large Lot Residential (10 hectare minimum lot size)	28
South-Western	R5 Large Lot Residential (2 hectare minimum lot size)	45
Total		5881

(Note: The analysis above is indicative only based on lands zoned R2 Low Density Residential having a total area requirement including roads and public open space of 1,200m². Lands zoned R5 Large Lot Residential (2 hectare minimum lot size) having a total area requirement including roads and public open space of 3 hectares. Lot 172 DP 753233 zoned R5 Large Lot Residential (10 hectare minimum lot size) having a total area requirement including roads and public open space of 10.1 hectares). Lands zoned R5 Large Lot Residential (10 hectare minimum lot size) having a total area requirement including roads and public open space of 12 hectares. The figures stated above are indicative based on design of the subdivision.

This analysis shows that West Dubbo Residential Release Area can provide a total of approximately 5,881 lots. 5,800 of these lots can be provided within the R2 Low Density Residential zone, which has a minimum allotment size of either 600m² or 800m².

The Stapleton Strategy adopts a figure of 250 new lots (dwelling houses) being required per annum in the City. Based on the figure of 250 new lots required, the West Dubbo Residential Release Area can provide an additional 23 years of residential expansion. Furthermore, the Stapleton Strategy shows that the average household size in Dubbo is

2.7 persons per household. The provision of 250 new lots (dwelling houses) per annum would result in the City increasing in population by 675 persons a year. This presents an annual growth rate of 1.67%. An analysis of the last five (5) years shows that the population of the Dubbo Local Government Area has been growing at an average rate of 0.7% per annum.

Based on the information provided above, it could be reasonably concluded that the amount of land available within the West Dubbo Residential Release Area can conservatively cater for the future residential growth of the City for at least 23 years.

2.4.2 Principles for Additional Land Release

Based on the information provided above, it is not anticipated that additional lands will be required to be considered for rezoning for further residential development in West Dubbo for some time.

The accepted land supply “pipeline” for residential land to be provided for and zoned in a Local Environmental Plan for Dubbo is an estimated ten (10) years.

The Dubbo Urban Areas Development Strategy recognises additional lands within West Dubbo as being suitable for additional investigation for residential development once the land is required in the residential land release pipeline and that services are available at no additional cost to the community. The Dubbo Local Environmental Plan 1998 - Urban Areas zones an additional 746 hectares of land to the west 1(e) Urban Expansion. Based on servicing requirements of the land and the fact that the additional lands are not required for residential development at the present time, the new Comprehensive Local Environmental Plan for Dubbo proposes to zone the land RU2 Rural Landscape. However, the land continues to have a status of being suitable for further investigation and conversion to an urban zoning under the Dubbo Urban Areas Development Strategy.

However, no additional lands should be rezoned for the purposes of low density residential or large lot residential development until it can be demonstrated by a proponent that there is no less than ten (10) years supply of land zoned residential and appropriately serviced to the requirements of Dubbo City Council based on an average of the annual growth rate of the City for the last five (5) years.

2.4.3 Preferred Development Staging

The land shown in Figure 7 as Stage 1 in the North-Western Sub-District should be developed in conjunction with the land situated between Joira Road and Chapmans Road (Stage 1 as shown in Figure 8). This is predominately based on the location of the land, servicing capability and the proximity of the land to existing residential neighbourhoods. The North-West Sub-District should also be developed from south to north. If any properties remain undeveloped in between, development of adjoining properties must make allowance for road connection and service delivery for an overall coordinated approach to development.

The land situated north of the Main Western Rail Line proposed to be zoned R2 Low Density Residential cannot be developed until Chapmans Road extends further to the north to provide vehicular access to the land in accordance with the Stapleton Strategy. Figure 7 details the preferred development staging in the North-West Sub-District. Figure 8 details the preferred development staging in the South-West Sub-District.



Figure 7 - North-west sub-district staging. This information must be considered in the overall staging of the West Dubbo Residential Release Area

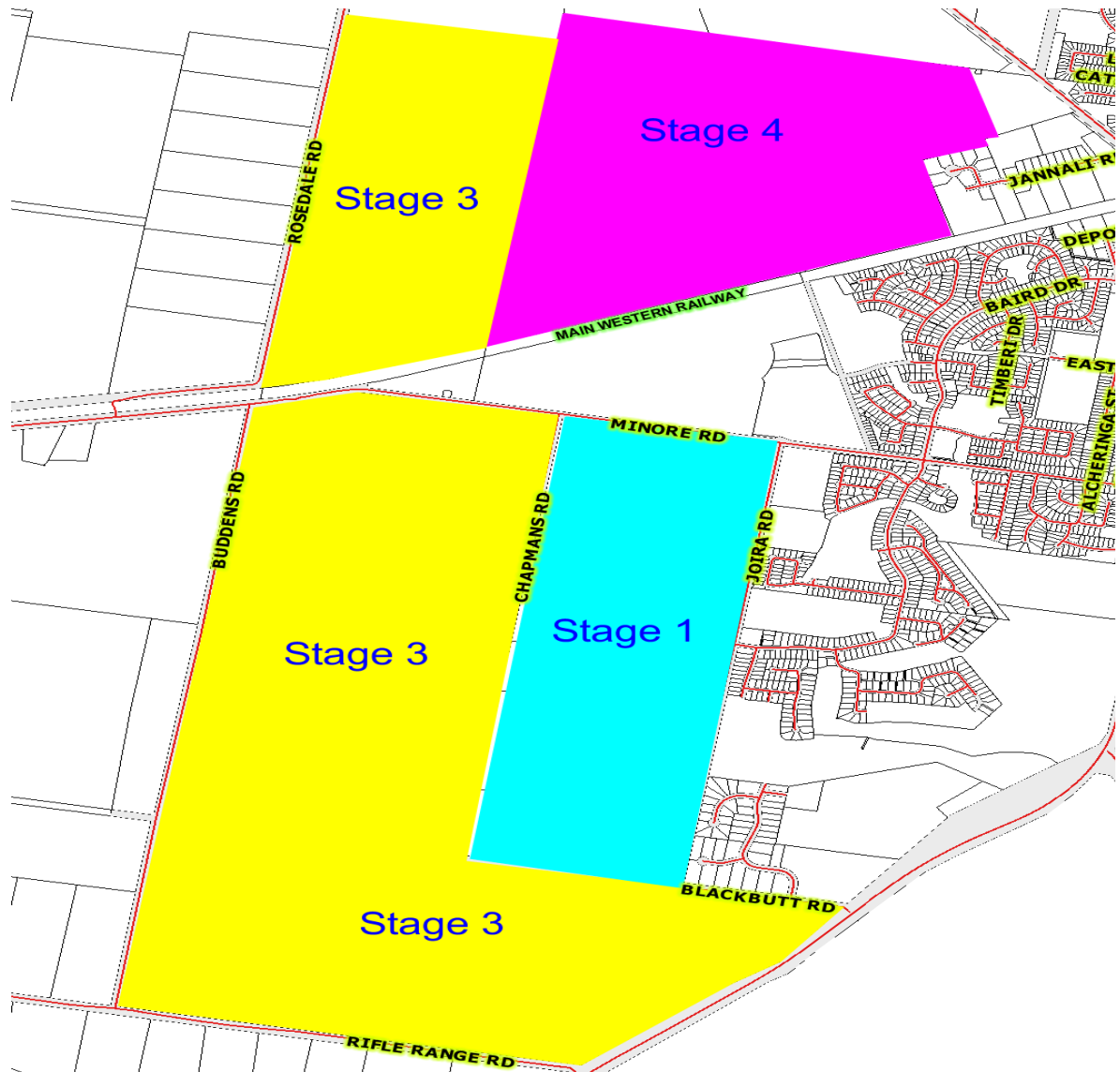


Figure 8 - South-West Sub-District staging. This information must be considered in the overall staging of the West Dubbo Residential Release Area

2.4.4 Out of Sequence Release

Based on the level of land proposed to be zoned and available for development, “leapfrogging” of lands is not to be encouraged. If the situation arises where this must be undertaken, such proposals should be considered but only on the basis of no cost to Council in terms of planning and infrastructure provision.

It should also be noted that if an owner of an allotment of land within the Urban Release Area wishes to develop prior to an adjoining neighbour, Council will consider the request only on the basis of the following:

- There is no additional costs to Council in infrastructure provision;
- All infrastructure is provided to the land by the applicant and/or registered proprietor or where Council has agreed to provide the infrastructure;

- The land is situated within a reasonable proximity to an established residential community;
- The land is situated within a reasonable proximity to education and community facilities; and
- The land can be serviced by a public transport provider.

Any request for out of sequence release must be considered by Council prior to consideration of a Development Application for subdivision of the land.

The land listed as release Stage 4 in Figure 8 may have the ability to be brought further forward in the release timetable if the owner of the land can address access to the land and also the proximity of the land to the Main Western Rail Line.

It is important to note that Council cannot consider rezoning of lands on the western side of the Minore Hill ridgeline (listed as stage 3 and further lands in Figure 8) to R2 Low Density Residential prior to land being developed in stages 2 and 3 as specified in Figure 3. Premature rezoning of lands within the area has the potential to geographically isolate a community and to result in heavy reliance is made on transport by private motor vehicle. Premature rezoning would also result in residents having limited access to community services and employment networks.

2.5 Rezoning Process

The rezoning of land in New South Wales must be undertaken in accordance with the requirements of Part 3 of the Environmental Planning and Assessment Act, 1979 (EP & A Act, 1979). NSW Planning has recently amended Part 3 of the EP & A Act with the introduction of the 'Gateway' system. This allows for the early consideration proposals to ensure time savings are gained for the development industry throughout the process.

An integral part of the 'Gateway' system is for rezoning applications, which are contained in and/ or are consistent with an adopted land use strategy to be processed quicker than has been experienced in the past.

The West Sub-District under the Residential Areas Strategy contains an additional 746 hectares, which is not being rezoned under the Comprehensive Local Environmental Plan for the purposes of residential development.

If at any time in the future the additional lands to the west of Buddens Road are demonstrated to be required for residential development, the rezoning of these lands could be undertaken in a quicker time frame than has been experienced in the past.

3.0 Urban Release Area Subdivision

3.1 Principles of Subdivision Design

All subdivision proposals for 'Greenfield' sites within the Urban Release Area must be designed in accordance with the following steps and design principles:

3.1.1 Identification of Local Context

An examination of the local context should be undertaken as an initial step in designing a subdivision within the Urban Release Area. The identification of local context involves the following:

- Identification of all natural or man-made barriers that may affect the site and development;
- Identification of the location of the “Green Ring” on adjoining lands and provision of open space throughout the development;
- Specify land use activities undertaken on adjoining allotments and the impact on the subject lands; and
- Identification of external attractors such as shops, education establishments, public open space, community facilities and medical centres etc.

3.1.2 Definition of Access Points

Definition of the number of access points required from a subdivision is an important factor to ensure well connected and liveable neighbourhoods are developed. The number of street and access points for development is specified in the table below:

	Size of development											
Hectares Not exceeding	1.5	3	4	5	7	9	10	14	17	20	40	60
General size of Lots	Number of street connections required											
800m	2	4	4	5	6	7	7	8	9	10	14	14
600m	2	4	5	6	7	8	8	9	10	11	16	15
400m	4	5	6	6	8	9	9	11	12	13	18	18
300m	4	6	7	8	9	10	11	13	14	15	21	21

Guide to reading the information above:

- *Connections that have been provided by adjoining developments under construction or completed are to be utilised and can be included in the totals for access to the lots;*
- *Boundaries to adjoining properties that have not commenced construction (but may have approval) are considered as part of the edge available for access and can include access points to that edge (irrespective of the proposal for the adjoining property);*
- *The number of connections can be reduced if any part of the boundary adjoins an arterial road, or the edge of urban development. The reduction can be calculated as the ratio of the boundary that is unavailable for access to the total length of the boundary. Parks and the Green Ring and recreation space are included as edges requiring access; and*
- *Developments of less than 1.4 hectares may have one access street but must continue any additional connections from adjoining properties, this may be three or more access points.*

3.1.3. Internal Connectivity

The *Internal Connectivity Index* was developed by Ewing (1996) and has been applied to estate design in the US and Europe. The *Internal Connectivity Index* is the number of street links divided by the number of intersections and the end of a cul-de-sac is counted as one intersection. A ratio of greater than 1.5 indicates that movement is not constrained within the development.

Subdivision designs must be shown to comply with the Internal Connectivity Index. Examples of how to consider internal connectivity are to be included in the Comprehensive Dubbo Development Control Plan.

3.1.4 Direct Path Index

The *Direct Path Index* compares the internal part of a journey with the actual route taken in a direct line to that point. External points are chosen closest to selected destinations and internal points are chosen from a random selection of lots within the development. Hence a number of separate measurements are made.

If the average ratio between the actual route and the direct line is greater than 1.5, the design is considered inadequate and should be reviewed.

Internal Points

- For development of less than 80 lots, one sample lot is required for every 15 to 20 lots (start with a random number then add 25% of lots); and
- Thereafter one sample lot is required for every 100 lots (5/100; 6/200 etc).

External Points

External points are taken at the access street nearest to the destination to the following. There can be two access streets each serving a different part of the development:

- Dubbo CBD;
- Any shopping centre closer to the development than the CBD;
- The nearest major workplace; and
- Any district shopping within 1.5km of the development (the nearest point of the development).

Walking destinations can include an 'external point' as a pathway, including:

- The nearest school (or presumed site of the school);
- Any local places within 250m of any edge of the development including those in the development (from the Strategic Concept Plan); and
- Any district places within 800m of any edge of the development including those in the development (from the Strategic Concept Plan).

Each Street/Path Distance and the Direct Line Distance between each 'external point' and each 'internal point' is measured and summarised.

The *Direct Path Index* is the sum of the Street/Path Distance divided by the sum of the Direct Line Distance. If this ratio is less than 1.5 the scheme must be redesigned.

Individual results can also be compared to provide an indication of where the greatest improvements might be made.

Examples of how to calculate the direct path index are to be included in the Comprehensive Dubbo Development Control Plan.

3.2 Subdivision Design and Utility Provision in the Urban Release Area

The following information specifies general design and utility provision principles for subdivision in the urban release area:

3.2.1 Urban Utilities

All urban utilities must be provided on the land and serviced to service each allotment proposed as part of the subdivision including:

- a. Reticulated sewer;
- b. Reticulated water;
- c. Stormwater drainage system (provided in accordance with the requirements of the Dubbo Comprehensive Development Control Plan);
- d. Reticulated gas (to the requirements of the relevant service authority; and
- e. Reticulated electricity (to the requirements of the relevance service authority).

All required contributions under any Section 64 and 94 Contributions Plans applicable to the proposed development will be required to be paid at subdivision development stage.

The limitation of the provision of the R2 Low Density Residential zone in the South-Western Sub-District is based on the limitation of the provision of reticulated water and sewer to land on the western side of the Minore Hill ridgeline.

3.2.2 Allotment Design

The minimum allotment size for residential subdivision must comply with the minimum allotment sizes specified in the Comprehensive Local Environmental Plan. All allotments should provide a building envelope of a specific size to ensure all design and setback requirements as will be specified in the Comprehensive Dubbo Development Control Plan are complied with.

Any residential subdivision undertaken in the urban release area should not be designed with allotments adjoining (or backing onto) an area of public or private open space zoned RE1 Public Recreation or RE2 Private Recreation under the Comprehensive Local Environmental Plan.

Solar orientation of allotments should be considered at subdivision design stage. All allotments where practicable should be designed with solar access will be required to be provided in accordance with the Comprehensive Dubbo Development Control Plan.

3.2.3. Road Infrastructure

All road infrastructure should be provided to the land and to service the subdivision in accordance with the requirements of an Infrastructure Strategy.

All required contributions under any Section 64 and 94 Contributions Plans applicable to the proposed development should be required to be paid at subdivision development stage.

4.0 Conclusion

The West Dubbo Urban Release Area incorporating the North-West Sub-District and the South-West Sub-District under the Residential Areas Development Strategy has the potential to provide for 5,881 lots in the lands to be zoned for residential development under the Comprehensive Local Environmental Plan.

Any residential development to be undertaken within these areas must be in accordance with the staging specified in Figure 7 and 8 or if can be specifically demonstrated in accordance with the principles in the Strategy that other lands must be developed out of sequence.

The West Dubbo Urban Release Area can conservatively provide residential land sufficient to cater for the future growth of the City for the next 23 years.