



# Vision Bathurst 2040

Bathurst Region Local Strategic Planning Statement

# Acknowledgment of Country

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Bathurst Regional Council acknowledges the Wiradjuri people who are the traditional custodians of the land and pays respect to Elders both past and present.

# Table of Contents

The Bathurst Region land use vision	1
Introduction	3
Legislative Requirements	3
Relationship to the NSW Strategic Planning Framework	4
The Bathurst Region in the context of the Central West	10
Themes and Planning Priorities	18
The Bathurst Region Structure Plans	31
<b>Infrastructure and Transport</b>	
Planning Priority 1: Plan for water security	35
Planning Priority 2: Align development, growth and infrastructure	38
Planning Priority 3: Connect the Bathurst Region	44
<b>Diverse and strong economy</b>	
Planning Priority 4: Maintain a thriving local business and retail economy	54
Planning Priority 5: Ensure a suitable supply of employment and urban services land	58
Planning Priority 6: Protect Mount Panorama (Wahluu) as a motor sport and event precinct	61
Planning Priority 7: Leverage new opportunities	64
Planning Priority 8: Become a Smart city	68
<b>Heritage and sustainable environment</b>	
Planning Priority 9: Protect Indigenous cultural heritage	72
Planning Priority 10: Protect European and non-Indigenous heritage	75
Planning Priority 11: Maximise the Region's tourism opportunities	78
Planning Priority 12: Enhance environmentally sensitive land and biodiversity	81
Planning Priority 13: Protect primary production land	86
Planning Priority 14: Create a sustainable Bathurst Region	90
Planning Priority 15: Improve resilience to natural hazards and extreme weather events	94
<b>Dynamic and healthy communities</b>	
Planning Priority 16: Provide new homes	99
Planning Priority 17: Create vibrant and sustainable rural villages and settlements	105
Planning Priority 18: Deliver public spaces and recreation	110
Planning Priority 19: Deliver social, community and cultural infrastructure	114
Implementation and monitoring	119

# The Bathurst Region land use vision

Bathurst is the oldest European inland settlement on mainland Australia and one of the fastest growing inland centres in NSW. Council's Local Strategic Planning Statement, known as Vision Bathurst 2040, proposes a future focussed planning approach to achieve forecast, desired and sustainable growth for the Bathurst Region. In achieving the land use future:

- Bathurst will have a sustainable water supply that will meet the forecast population growth.
- Bathurst will be the premier motor racing venue for Australia, with an audience that showcases the Bathurst Region on an international stage.
- The Bathurst Region will have housing diversity that meets the needs of the changing demographic of the Region. It will have a compact urban form, acknowledging the importance of protecting the agricultural resource of the Bathurst Region.
- The Bathurst Region will have a moderate living density, maintaining the rural character of the Region and being different from metropolitan Sydney.
- The Bathurst Region will protect and enhance the Region's Indigenous and non-Indigenous heritage, including its built heritage, heritage parks and gardens and natural landscapes and vistas.
- Bathurst will align development, growth and infrastructure to meet the changing needs of the Region.
- The Bathurst Region will value its natural environment, plan for a changing climate and improve the community's resistance to natural hazards and extreme weather events.
- The Bathurst Region will maintain its cultural and sporting heritage and continue to develop and enhance its cultural, sporting and recreation facilities to a regional level.
- The Bathurst Region will be a smart community which embraces education, knowledge and technological change.







# Introduction

Vision Bathurst 2040 is the Bathurst Region's Local Strategic Planning Statement. The purpose of the Local Strategic Planning Statement (LSPS) is to outline the Bathurst Region's economic, social and environmental land use needs over the next 20 years as the Region grows and changes. It highlights those characteristics that make the Region special and outlines how growth and change in land uses will be managed into the future.

The NSW Department of Planning, Industry & Environment (DPIE) established a strategic direction for the Central West and Orana region through the Central West and Orana Regional Plan. Vision Bathurst 2040 implements relevant sections of the Regional Plan at the local level. It sets clear priorities for how land use change will support jobs, housing, infrastructure and services, and the environment over the next 20 years.

Vision Bathurst 2040 identifies the strategic planning work, in the form of studies and strategies that Council needs to undertake, complete, implement or review. The LSPS will help inform a review of the Region's planning controls to ensure they protect and enhance the values and characteristics that matter most to the community. Vision Bathurst 2040 will guide the Region through time and, as new information comes to hand, Council will update and review the LSPS to reflect current knowledge and information.

Vision Bathurst 2040 has been prepared based on feedback from the community about their priorities, needs and challenges. Vision Bathurst 2040:

- outlines how Council will maximise opportunities presented by change;
- protect the characteristics that the Bathurst Region community values; and
- sets immediate and ongoing actions for the implementation of the plan.

## Legislative Requirements

A Local Strategic Planning Statement (LSPS) is a requirement of the Environmental Planning and Assessment Act (EP&A Act), and every Council in NSW is required to have one in place. Vision Bathurst 2040 is the first version of the LSPS for the Bathurst Region. It is important to note that Vision Bathurst 2040 is not a stand-alone document. It is supported by a range of strategic land use documents. It will guide the ongoing decisions of Council, future budget expenditure and future directions of Council in terms of land use decisions. Vision Bathurst 2040 and the Bathurst 2040 Community Strategic Plan will integrate with each other as well as other existing and future strategic documents to provide an integrated land use direction for

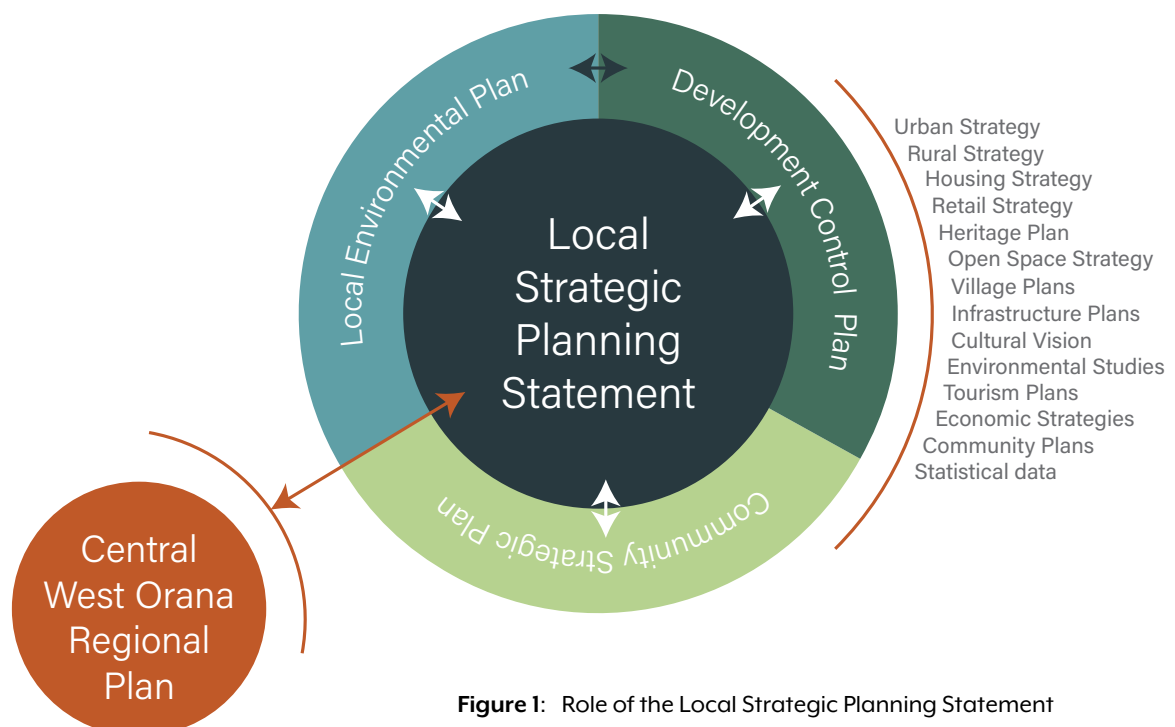
Council over the next 20 years.

Section 3.9 of the Environmental Planning and Assessment Act 1979 requires Councils to prepare a LSPS and review it at least every seven years. The LSPS must include or identify the following:

- the basis for strategic planning in the area, having regard to economic, social and environmental matters,
- the planning priorities for the area,
- the actions required to achieve those planning priorities, and
- the basis for which Council will monitor and report on the implementation of the actions.

## Relationship to the NSW Strategic Planning Framework

Vision Bathurst 2040 is informed by both local and state government plans and policies and describes how these initiatives and their strategic direction will affect the local area, from a land use perspective. Vision Bathurst 2040 has been prepared in response to, and consistent with, the initiatives and direction of the NSW strategic planning framework. The NSW Strategic Planning framework identifies a suite of documents that guide the direction of Councils. The image below illustrates the Vision Bathurst 2040 Local Strategic Planning Statement within this context.



**Figure 1:** Role of the Local Strategic Planning Statement

An explanation of these plans, strategic direction and key initiatives is outlined below.

### 1. Central West and Orana Regional Plan

Regional Plans have been prepared by the NSW Government to plan for the future population's need for housing, jobs, infrastructure and a healthy environment. The Regional Plan outlines the goals and actions for the Central West and Orana Region to achieve a sustainable future. It applies to 19 local government areas including the Bathurst Region, covering a total area of 125,666 square kilometres. The vision for the Central West and Orana Region closely reflects the vision and priorities identified in the Bathurst 2040 Community Strategic Plan. There are direct linkages between the goals, objectives and actions in both plans for the next 20 years.

The Regional Plan establishes four goals for the Central West and Orana Region.

- The most diverse regional economy in NSW.
- A stronger, healthier environment and diverse heritage.
- Quality freight transport and infrastructure network.
- Dynamic, vibrant and healthy communities.

### 2. Bathurst 2040 Community Strategic Plan

Guidelines were developed in 2009 by the NSW Government to help improve the way Local Government plans for the future. All local councils in NSW are required to plan and report in line with the NSW Government's Integrated Planning & Reporting Framework (IP&R). Its specific aim is: "To inform the community about the major directions and programs Council is undertaking in shaping the future of the Bathurst Region".

The Community Strategic Plan (CSP) represents the blueprint for the future, describing the focus of all Council's activities. It also recognises that others in the community (individuals, businesses, governments and agencies) must help with those outcomes. The CSP will be revised at the commencement of each new term of Council in consultation with the community. At the end of a council term, a report card will be developed showing what Council has achieved.

### 3. Council strategies that have informed Vision Bathurst 2040

In preparing Vision Bathurst 2040, reference is made to a range of Council's existing strategies. Reference is also made to various State Government strategies. A brief description of the various key strategies have been included in the table below.



Bathurst Regional Council Plans	Strategy Name	Description	Adopted
	Bathurst Region Rural Strategy	A broad land use strategy to guide future land management and development of rural lands, villages and settlements in the Bathurst region. It outlines how rural lands should be protected from urban encroachment, landuse conflict and further fragmentation. The strategy establishes rural settlement growth focussed on the existing village locations.	2008
	Bathurst Region Urban Strategy	A broad land use strategy to guide the future land management and development of the urban areas and urban villages (Eglington, Perthville and Raglan) of the region. It considers opportunities for residential, industrial and business expansion.	2007
	Bathurst Open Space Strategy	The Strategy undertakes an analysis of the open space that has been provided by Council and establishes the minimum quantity and condition of open space to be provided to meet the needs of a growing population.	2020
	Bathurst CBD & Bulky Goods Business Development Strategy	The Strategy is a comprehensive and detailed review of retailing and bulky goods development in Bathurst. It examined the role, structure and function of the existing system and assessed future floorspace requirements to meet the needs of the city and its regional catchment area (RCA) over the period 2010 – 2036. The Strategy establishes the City's retail hierarchy (retail centres policy).	2011
	Bathurst 2036 Housing Strategy	The Strategy is a strategic document which will assist Council to encourage a range of housing that meets the existing and future housing needs of the city of Bathurst.	2018
	Bathurst Region Heritage Plan	The Plan directs the management of the region's Indigenous and non-Indigenous heritage assets in light of changing values and a greater level of knowledge.	2018

Bathurst Region Economic Development Strategy	The Strategy provides a guiding framework for Council and the community, to drive economic growth. The purpose of the Strategy is to drive vigorous and sustainable economic development and recognises the need for collaborative effort across all levels of government, the community, and not-for-profit groups to achieve the objectives of the Strategy.	2018
Bathurst Smart Community Strategy	The Strategy provides a blueprint to encourage business investment and industry incentives to drive the economy. It will also guide how Council will deliver services in the future and ensure all members of the community are able to participate in the digital age.	2019
Bathurst Disability Inclusion Action Plan	The purpose of the Plan is to set out the strategies and actions that Council will deliver to enable people with disability to have greater access to the built environment and Council information, services, facilities and events.	2017
A Cultural Vision 2036	A 20-year vision for the cultural facilities of the Bathurst region.	2018
Bathurst Urban Waterways Management Plan	The Plan reports on the 2010 condition of Bathurst urban waterways and provides long-term strategies for their management and restoration in line with existing policy frameworks. The Plan has been developed to guide future development, rehabilitation/ restoration of the waterways that will work towards sustaining catchment health and supporting the natural functioning of waterway ecosystems.	2010
Bathurst Region Destination Management Plan	A 4-year plan that identifies opportunities that are important to help grow the visitor economy on a sustainable basis and meet the objectives of the Plan.	2019
Bathurst Biodiversity Management Plan	This plan contains recommendations for the protection of biodiversity across the region.	2012

Bathurst Region Vegetation Management Plan	The Plan provides strategies and recommendations for vegetation management across the region, particularly land under the care and control of Council. It has been developed in recognition of the vegetation within the City, the rural villages, significant natural bushland, riverine environments, floodplains and agricultural landscapes across the region.	2019
Bathurst Southern Ring Road Route Study	The Study identified the need for establishing a southern distributor for Bathurst, connecting its employment areas, the Great Western, Mid-Western and Mitchell Highways and providing an alternative route for heavy vehicles.	2008
Climate Change and Water Supply Security Plan	This plan responds to the forecasted climate change and associated uncertainty to future water supply security in the Bathurst Region. It looks at specific actions that will help the Bathurst Region to adapt to a future with less water.	2011
Bathurst Library Strategic Plan	The strategy identifies the strategic priorities, direction and supports Council's direction of the Bathurst Library.	2019
Village Strategic Plans	The Village Plans provide a framework for the preferred futures for each of the Village communities that will inform Council's strategic planning for the region.	2013
Bathurst Floodplain Management Plan	The Plan outlines flood protection measures for flooding associated with the Macquarie River and Queen Charlotte's Creek at Perthville. The Plan makes recommendations for the voluntary purchase of residential properties located on the Macquarie River floodplain and sets out a series of flood levees.	1995
Integrated Water Cycle Management (IWCM) Plan	The Strategy explores options for the sustainable management of the provision of water supply, sewerage and stormwater services. This strategy documents the IWCM study undertaken and the recommended IWCM Strategy for Council.	2009

NSW State Government Plans	Central West and Orana Regional Plan	Produced by the NSW Department of Planning, the Regional Plan is a 20-year blueprint for the future of the Central West and Orana region.	2017
	Future Transport 2056	Produced by Transport for NSW, the Strategy sets the 40-year vision, directions and outcomes framework for customer mobility in NSW, which will guide transport investment over the longer term. It will be delivered through a series of supporting plans.	2018
	NSW Energy Strategy	The Strategy is the NSW Government's plan for a reliable, affordable and sustainable electricity future that supports a growing economy.	2018
	NSW Premier's Priorities	Developed by the NSW Government, each priority has an ambitious target and have been set with the purpose of delivering on the government's key policy priorities.	2019
	Better Placed/Urban Design for Regional NSW/ Greener Places	Developed by the NSW Government Architect, Better Placed is a suite of policies aimed at implementing an integrated design policy for the built environment/regional cities and towns/urban green infrastructure of NSW.	2017/2020
	NSW Freight and Ports Plan 2018-2023	Developed by the NSW Government for Government and industry to collaborate on clear initiatives and targets to make the NSW freight task more efficient and safe.	2018
	NSW Heavy Vehicle Access Policy Framework	Developed by the NSW Government. The framework outlines a strategic approach to heavy vehicle access in NSW for state, regional and local roads.	2018

The Bathurst Region Urban Strategy (2007) and the Bathurst Region Rural Strategy (2008) are the core landuse strategies that inform Vision Bathurst 2040. These strategies will require major review in the short to medium term.

4. What is the difference between a Local Strategic Planning Statement and a Community Strategic Plan?

The Local Strategic Planning Statement is focused on land use only, the Community Strategic Plan is focused on the direction of all of Council's functions. The Local Strategic Planning



Statement will be consistent with the Community Strategic Plan, and must be consistent with the Central West and Orana Regional Plan.

## The Bathurst Region in the context of the Central West

The Wiradjuri people are the traditional owners and custodians of the Bathurst Plains. Their occupation of the area extends thousands of years to the time of Gudyiin ('the beginning', time immemorial).

Bathurst is the oldest inland European settlement on mainland Australia. Rich in built, natural and cultural history, it sits at the heart of the Bathurst Regional Local Government Area.

With a population estimated at 43,206 in 2018 (id.com.au), the Bathurst region is a progressive regional city with a growing population, attracting families to new growth areas such as Abercrombie, Eglinton, Kelso and Windradyne.

Bathurst services a regional catchment of over 146,000 people and the Local Government Area contributed \$2.13 billion to gross regional product (GRP) in 2017 (Bathurst Regional Economic Development Strategy 2018). Key economic sectors include manufacturing, public administration and safety, education and training, health care and social assistance, services (electricity, water and gas), construction and retail. Several NSW Government regional and head offices have relocated to Bathurst, while a thriving retail sector contributes to more than 3,200 established businesses. Council undertook an audit of the vacant shopfronts within the CBD during October 2019. The findings of the audit showed that the Bathurst CBD had an occupancy rate of over 90%, showing the strength of the CBD.

Rural areas support livestock, grazing, market garden and wool production, as well as a forestry industry and a number of mining and quarry activities.

Tourism is a major economic driver. Over 250,000 people visit Bathurst during iconic race events at the internationally famous Mount Panorama motor racing circuit. The city attracts students to over 60 educational institutions including Charles Sturt University, Western Institute of TAFE and the Western Sydney University's clinical education facility at Bathurst Base Hospital.

44,182 (2019)  
55,250 (2036)  
20.8% 2019-2036  
1.2% Average annual growth

## POPULATION

### TOP 5 INDUSTRIES we work in

- 1 Health Care and Social Assistance  
13.4%
- 2 Education and Training  
12.0%
- 3 Retail Trade  
10.5%
- 4 Public Administration and Safety  
8.7%
- 5 Construction  
8.3%

82.6

Separate houses

15.8

Medium density

1.6

Other

## HOUSING %

Household  
Size

2016 = 2.48

2036 = 2.32

Median

resident age

is 37

947,000 annual tourism visitors

Bathurst Region at a glance

### OUR COMMUNITY

5% need assistance  
due to age or  
disability

5.4% identify as  
Aboriginal or Torres  
Strait Islander

8.6% were born  
overseas

28% of families  
are **couples** with  
**children**

18.9%

Professionals

14.5%

Technicians & Trades

13.5%

Community & Personal Service

### OCCUPATION

84% of the  
workforce are **local**  
residents

Cars  
per

household

85% of  
households have  
access to at least one  
vehicle.

Priorities for the Bathurst Region, as outlined in the Central West and Orana Regional Plan, are to:

- Support the delivery of residential land release areas and increase the range of housing options in existing urban areas.
- Support the development of an internationally recognised motor sport precinct inclusive of a second world class circuit and associated research and development business park and supporting infrastructure and facilities.
- Promote Bathurst as a centre of excellence for technology and education.
- Recognise, enhance and promote cultural, heritage, rural and environmental values.

## Population change

Based on current population forecasts, by 2036 the Bathurst Region is expected to have a population of 55,250 (NSW Planning and Environment 2016), an increase of 12,600 persons. Council has had population forecasts completed by .id Consulting which were updated in January 2014 and are based on the 2011 Census data, together with local knowledge of anticipated development projections. Id Consulting predict that the Bathurst region will have a population of 52,851 in 2036. The NSW Department of Planning, Industry and Environment in 2019 projected a slightly lower population of 50,050 by 2041. Whilst the forecasts for the population of the Bathurst Region vary, they predict strong growth within the region.

Council's consultants, .id Consulting, have forecast that due to the COVID-19 pandemic 900,000 fewer people will be living in Australia by 2031, largely driven by a reduction in overseas migrants. This reduction is likely to have an impact on the forecast population of the Bathurst Region.

The purpose of the LSPS is to manage land use change in the region and the associated infrastructure provision as population changes. Whilst the LSPS acknowledges the official population projections, its priorities and actions and the associated structure plan maps are not limited by those projections and plan for longer term growth. As part of each subsequent review of the LSPS, the population projections will be reviewed and the LSPS actions and priorities adjusted as required as the region develops.

## Consultation for the Local Strategic Planning Statement: What the Community said

Council held a series of workshops in July 2019 to identify the community's land use vision and priorities. Over 60 individuals and groups contributed to the development of Vision Bathurst 2040. To focus the consultation, ten themes were suggested by Council. The key messages from each theme are outlined below.

### **Water Security:**

Water security was the paramount issue identified by the community during the consultation. At the time of the consultation and writing of Vision Bathurst 2040, severe drought and water restrictions were impacting the Bathurst Region. The community raised concerns that ongoing water security is critical to the growth of the Bathurst Region.

Water is a precious resource and water security is at the heart of thriving regional communities. It contributes to the appeal and prosperity of rural areas, regional towns and cities. Growing demands, uncertain climate impacts and shifting community expectations means Council needs to plan and invest in improved long-term regional water security. The community identified several challenges for the Bathurst Region as it grows, including:

- the use of recycled water;
- the use of water tanks beyond BASIX requirements;
- stormwater harvesting;
- sourcing water from several sources to meet the demands of residents;
- how best to balance the needs of irrigators; and
- how to support primary producers in time of drought.

These challenges are important for Council to address as the population grows.

### **Infrastructure and Transport:**

The Bathurst community values a well-connected Region by road, rail and air services. The community said that traffic congestion, CBD car parking, poor public transport options and lack of footpath infrastructure are challenges that Council needs to address as the Region grows. The community also suggested that alternative transport options, a city bypass, additional air services and rail services are areas that Council could advocate and plan for.



<b>Housing:</b>	The community values, and new residents are attracted to, the Region's wide open spaces and the lifestyle opportunities the Region affords. The community said that housing affordability, housing types, ageing in place, reducing urban sprawl, variety of lot sizes and creating neighbourhood character are challenges that Council needs to address. The community also suggested that requiring housing to be more sustainable (beyond BASIX) with insulation, stormwater storage and greater energy efficiency are areas where Council could advocate for.
<b>Education:</b>	The Region hosts over 60 educational establishments with in excess of 3,200 students. The community said that schools, particularly public high schools, are overcrowded and at or nearing capacity. Advocating for new and appropriately sized schools is a challenge that Council needs to address. The community also raised concerns about the youth needing to relocate to Sydney or other regional centres to attend university.
<b>Health:</b>	Having access to quality health services benefits the whole community and impacts on quality of life. The community identified challenges such as the need for the Bathurst Hospital to provide quality local health care, Bathurst to have adequate health care services, including aged care, and access to specialist services. These challenges need to be addressed and advocated by Council as the population increases.
<b>Heritage:</b>	The Bathurst community values and cherishes the Region's heritage, both Indigenous and non-Indigenous, and in particular the character of the Region's built heritage and streetscapes. The community identified several challenges that should be addressed by Council including: preserving and maintaining heritage assets; revitalising heritage; valuing and protecting Indigenous heritage; encouraging adaptive reuse; and integrating heritage tourism.

**Sport and Recreation:**

The Region boasts quality regional level sporting facilities, which are valued by the community. The community identified key challenges including: the irrigation of the fields and ongoing water security; the loss of agricultural land to recreation uses; poor quality open spaces within subdivisions (often without play equipment or seating/water stations); and the need to improve the architectural merit of the buildings within the recreation areas. The community supported Council's efforts in the development of the Mount Panorama motor racing precinct, new sporting facilities and the ongoing maintenance of the heritage parks such as Machattie Park and King's Parade.

**Shopping:**

Having access to quality shopping services creates a vibrant community and a strong local economy. The digital economy will change the traditional CBD shopping precinct and it needs to be carefully planned to maintain its social role and continue to be vibrant. The community raised issues such as the importance of the shopping areas as being social spaces, rather than just for shopping, keeping the Bathurst CBD vibrant, allowing the suburbs to be supported by smaller centres, parking within the CBD can be difficult and attracting a range of new types of shops to Bathurst.

**Environment:**

The natural environment and rural landscape is a major drawcard for the Bathurst Region. The community said that they want it protected and enhanced. They also identified the following challenges that need to be addressed: rural waste options; protection of the Region's waterways; climate change and extreme weather events; the need to balance developing land against the retention of the natural character of the Region; and reducing the carbon footprint of the Region. Council will need to balance population growth with the need to respect the environment, support agriculture and build on the Region's local fresh food production and other rural activities.

**Jobs Growth:**

There are a variety of job opportunities locally, with over 87% of employed workers living in the Bathurst Region. Council is aware of the challenges within the food manufacturing industries. The community also identified a number of additional challenges including the desire to work and live in the Region, concerns with the decline of small business, casualisation of the workforce, focus on filling the empty spaces by attracting new businesses, and attract new industry to the Region.

**Top messages:**

Council continues to undertake consultation with respect to the development of a range of land use planning studies. Consultation undertaken as part of the development of these studies and strategies has also been considered in the preparation of the Local Strategic Planning Statement.

A range of issues were raised by the community in each of the categories as outlined above. The top messages Council heard from the consultation were:

- Water security.
- Housing choice and affordability.
- Health and education services for the Region.
- Jobs growth.
- Fostering the agricultural land uses.
- Resilience to climate change, including the protection of the environment.
- Manage growth to protect the Region's heritage and maintain local character.

These messages have been incorporated into the development of Vision Bathurst 2040, the Local Strategic Planning Statement for the Bathurst Region.

## Public exhibition of draft LSPS

Council exhibited the draft LSPS from 20 April to 20 May 2020. Fifty submissions were received from individuals, community groups and organisations and government agencies. A range of changes were made to the draft LSPS as a result of its public exhibition.

A Public Exhibition Feedback Report (2020) was prepared to summarise the public exhibition process. This report is available separately on Council's website and will continue to be a key reference document as the LSPS is implemented.







# Themes and Planning Priorities

Vision Bathurst 2040 provides:

- a 20 year land use vision for the Bathurst Region;
- an overall structure plan identifying the vision of the Bathurst Region community;
- planning priorities, including actions for each priority; and
- details on the implementation and monitoring of the Strategy.

Nineteen planning priorities have been identified and grouped into four themes. The planning priorities will help shape the land use future of the Bathurst Region.

## 1. Infrastructure and transport

Planning Priority 1 - Plan for water security

Planning Priority 2 - Align development, growth and infrastructure

Planning Priority 3 - Connect the Bathurst Region

## 2. Diverse and strong economy

Planning Priority 4 - Maintain a thriving local business and retail economy

Planning Priority 5 - Ensure a suitable supply of employment and urban services land

Planning Priority 6 - Protect Mount Panorama (Wahluu) as a motor sport and event precinct

Planning Priority 7 - Leverage new opportunities

Planning Priority 8 - Become a Smart city

## 3. Heritage and sustainable environment

Planning Priority 9 - Protect Indigenous cultural heritage

Planning Priority 10 - Protect European and non-Indigenous heritage

Planning Priority 11 - Maximise the Region's tourism opportunities

Planning Priority 12 - Enhance environmentally sensitive land and biodiversity

Planning Priority 13 - Protect primary production land

Planning Priority 14 - Create a sustainable Bathurst Region

Planning Priority 15 - Improve resilience to natural hazards and extreme weather events

#### 4. Dynamic and healthy communities

Planning Priority 16 - Provide new homes

Planning Priority 17 - Create vibrant and sustainable local villages and rural settlements

Planning Priority 18 - Deliver public spaces and recreation

Planning Priority 19 - Deliver social, community and cultural infrastructure

The identified actions for each of the planning priorities have been grouped into three category areas:

**Strategic documents and studies** – What additional information should Council be obtaining?

##### **Land Use Planning:**

- Immediate actions – changes that need to be made in the short term (up to 4 years);
- Ongoing actions – actions and policy directions that are relevant over the life of the Statement.

**Collaborate with partners** – Where does Council or the community need help from other partners?

The actions are supported by the Local Strategic Planning Statement structure plan maps:

**Figure 2** – Bathurst Region structure plan map

**Figure 3** – City of Bathurst structure plan map

Combined, they represent the vision to work to achieve the land use future.

Vision Bathurst 2040 will inform land use and development decisions. Relevant planning priorities and the structure plan maps will need to be addressed when evaluating growth, planning proposals or changes to land use in the Bathurst Region.

The table below illustrates how the LSPS links to the Bathurst Regional Community Strategic Plan 2040 and the Central West and Orana Regional Plan 2036.

## Vision Bathurst 2040 LSPS links

Bathurst Regional Community Strategic Plan 2040

Central West and Orana Regional Plan 2036

### Planning Priority 1 - Plan for water security

3.2	Protect the City's water supply
4.3	Ensure services, facilities and infrastructure meet the changing needs of our region
11.3	Plan for high-water use industries in locations with water access and security.
14.1	Adopt an integrated approach to water cycle management across the region that considers climate change, water security, sustainable demand and growth, and the natural environment.
14.3	Minimise the impacts of development on fish habitat, aquaculture, commercialised and recreational fishing, and waterways (including watercourses, wetlands and riparian lands) and meet the Water Quality and River Flow Objectives.
14.5	Plan for the effects of a changing climate on water availability and use for the environment, settlements, communities and industry.

### Planning Priority 2 - Align development, growth and infrastructure

4.2	Provide safe and efficient road, cycleway and pathway networks to improve accessibility
4.3	Ensure services, facilities and infrastructure meet the changing needs of our region
4.4	Provide parking to meet the needs of the City
8.1	Consult with the Division of Resources and Geosciences when assessing applications for land use changes (strategic land use planning, rezoning and planning proposals) and new development or expansions.
20.1	Identify development opportunities for appropriate and complementary land uses and limit the encroachment of incompatible development around Bathurst, Orange, Dubbo, Mudgee and Parkes airports.
21.2	Work with stakeholders and infrastructure providers to investigate new funding models for utility infrastructure.
21.3	Monitor development and ensure that infrastructure is responsive to investment opportunities.
25.3	Align infrastructure planning with new land release areas to provide adequate and timely infrastructure.

### Planning Priority 3 - Connect the Bathurst Region

4.2	Provide safe and efficient road, cycleway and pathway networks to improve accessibility
4.3	Ensure services, facilities and infrastructure meet the changing needs of our region
4.5	Work with partners to improve public transport, and passenger and freight transport connections to and from the region
2.3	Facilitate investment in the agricultural supply chain by protecting assets such as freight and logistics facilities from land use conflict and the encroachment of incompatible land uses.
18.1	Enhance the operation of freight and logistics facilities by limiting the encroachment of incompatible and sensitive land uses in local environmental plans.

18.4	Facilitate the ongoing performance of existing freight and logistics facilities, particularly those in regional cities and strategic centres.
18.5	Locate freight and logistics facilities to capitalise on connections to external markets, maximise the use of existing infrastructure and support future industrial development.
19.1	Build on existing work to identify the regional freight network, including key national, State, regional and local roads and the rail network.
19.2	Prioritise projects that address impediments to the regional freight network.
19.3	Identify, coordinate and prioritise local and regional road projects that will strengthen the regional freight network.
19.4	Assess the viability of bypasses and identify and safeguard future bypass corridors in local land use strategies.
19.5	Identify existing and proposed freight and transport corridors in local land use strategies to minimise the encroachment of incompatible land uses.
20.1	Identify development opportunities for appropriate and complementary land uses and limit the encroachment of incompatible development around Bathurst, Orange, Dubbo, Mudgee and Parkes airports.
22.3	Improve transport in regional cities and strategic centres, and their connections with regional communities.

#### **Planning Priority 4 - Maintain a thriving local business and retail economy**

2.1	Support local business and industry
2.2	Grow local employment, investment and attract new businesses by nurturing and supporting entrepreneurs, partnerships and local skill development
2.4	Support agriculture, local manufacturing, food production and education as significant contributors to the region's economy
4.1	Facilitate development in the region that considers the current and future needs of our community
4.4	Provide parking to meet the needs of the City
4.6	Plan for, assess and regulate development activity
5.1	Establish health precincts around hospitals in regional cities and strategic centres.
5.3	Facilitate the development of multipurpose, flexible and adaptable health and education infrastructure.
10.1	Encourage the sustainable development of industrial and employment land to maximise infrastructure and connect to the existing freight network.
10.2	Use local environmental plans to promote the development of specialised industry clusters and the co-location of related industries.
10.3	Encourage the consolidation of isolated, unused or underused pockets of industrial land to create long-term development opportunities.
10.4	Identify industrial and employment land opportunities and reduce land use conflicts through local land use strategies.

10.6	Accommodate future commercial and retail activity in existing commercial centres, unless there is a demonstrated need or social and economic benefits to locating this activity elsewhere.
10.7	Require proposals for new retail development to demonstrate how they: respond to retail demand; <ul style="list-style-type: none"> <li>• respond to innovations in the retail sector;</li> <li>• maximise public transport and community infrastructure commensurate with the scale of the proposal; and</li> <li>• enhance the quality of public areas.</li> </ul>
25.4	Locate higher density development close to town centres to capitalise on existing infrastructure and increase housing choice.

#### **Planning Priority 5 - Ensure a suitable supply of employment and urban services land**

2.1	Support local business and industry
2.2	Grow local employment, investment and attract new businesses by nurturing and supporting entrepreneurs, partnerships and local skill development
2.4	Support agriculture, local manufacturing, food production and education as significant contributors to the region's economy
4.1	Facilitate development in the region that considers the current and future needs of our community
4.6	Plan for, assess and regulate development activity
8.1	Consult with the Division of Resources and Geosciences when assessing applications for land use changes (strategic land use planning, rezoning and planning proposals) and new development or expansions.
10.1	Encourage the sustainable development of industrial and employment land to maximise infrastructure and connect to the existing freight network.
10.2	Use local environmental plans to promote the development of specialised industry clusters and the co-location of related industries.
10.5	Monitor the supply and demand of industrial land in strategic centres to inform the planning and coordination of utility infrastructure to support new development.
10.6	Accommodate future commercial and retail activity in existing commercial centres, unless there is a demonstrated need or social and economic benefits to locating this activity elsewhere.
10.7	Require proposals for new retail development to demonstrate how they: respond to retail demand; <ul style="list-style-type: none"> <li>• respond to innovations in the retail sector;</li> <li>• maximise public transport and community infrastructure commensurate with the scale of the proposal; and</li> <li>• enhance the quality of public areas.</li> </ul>
18.1	Enhance the operation of freight and logistics facilities by limiting the encroachment of incompatible and sensitive land uses in local environmental plans.

18.4	4 Facilitate the ongoing performance of existing freight and logistics facilities, particularly those in regional cities and strategic centres.
18.5	Locate freight and logistics facilities to capitalise on connections to external markets, maximise the use of existing infrastructure and support future industrial development.
19.3	Identify, coordinate and prioritise local and regional road projects that will strengthen the regional freight network.
19.4	Assess the viability of bypasses and identify and safeguard future bypass corridors in local land use strategies.

#### **Planning Priority 6 - Protect Mount Panorama (Wahluu) as a motor sport and event precinct**

2.2	Grow local employment, investment and attract new businesses by nurturing and supporting entrepreneurs, partnerships and local skill development
2.5	Support Mount Panorama as a premier motor sport and event precinct

#### **Planning Priority 7 - Leverage new opportunities**

2.2	Grow local employment, investment and attract new businesses by nurturing and supporting entrepreneurs, partnerships and local skill development
2.5	Support Mount Panorama as a premier motor sport and event precinct
18.1	Enhance the operation of freight and logistics facilities by limiting the encroachment of incompatible and sensitive land uses in local environmental plans.
18.4	Facilitate the ongoing performance of existing freight and logistics facilities, particularly those in regional cities and strategic centres.
18.5	Locate freight and logistics facilities to capitalise on connections to external markets, maximise the use of existing infrastructure and support future industrial development.
19.1	Build on existing work to identify the regional freight network, including key national, State, regional and local roads and the rail network.
19.3	Identify, coordinate and prioritise local and regional road projects that will strengthen the regional freight network.
19.4	Assess the viability of bypasses and identify and safeguard future bypass corridors in local land use strategies.
19.5	Identify existing and proposed freight and transport corridors in local land use strategies to minimise the encroachment of incompatible land uses.
20.1	Identify development opportunities for appropriate and complementary land uses and limit the encroachment of incompatible development around Bathurst, Orange, Dubbo, Mudgee and Parkes airports.
20.3	Work with local transport operators and community transport providers to investigate delivery models for flexible transport and determine what works best for different areas.

#### **Planning Priority 8 - Become a Smart City**

2.3	Develop Bathurst as a Smart City
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### **Planning Priority 9 - Protect Indigenous cultural heritage**

1.1	Respect, protect and promote the region's Aboriginal heritage assets Strategy
1.3	Enhance the cultural vitality of the region
1.4	Protect and improve the region's landscapes, views, vistas and open space
4.6	Plan for, assess and regulate development activity
7.1	Work with the Local Aboriginal Land Councils on strategic assessments of their landholdings to identify priority sites with economic development potential.
7.2	Identify priority sites that can create a pipeline of potential projects for the Local Aboriginal Land Councils to consider.
16.1	Protect, manage and respect Aboriginal objects and places in accordance with legislative requirements.
16.2	Undertake Aboriginal cultural heritage assessments to inform local land use strategies and to identify any appropriate heritage management mechanism.
16.3	Consult with Aboriginal people and the broader community during strategic planning to identify and protect heritage values; minimise the impact of urban growth and development; and recognise their contribution to the character and landscape of the region.
24.1	Develop partnerships and engagement protocols with Aboriginal communities during the planning process.
24.2	Engage Aboriginal communities during the preparation of local housing strategies and local environmental plans.

### **Planning Priority 10 - Protect European and non-Indigenous heritage**

1.2	Protect, enhance and promote the region's European heritage assets and character
1.3	Enhance the cultural vitality of the region
1.4	Protect and improve the region's landscapes, views, vistas and open space
4.6	Plan for, assess and regulate development activity
17.1	Increase heritage protection and revitalise main streets and town centres through community education and development incentives in local plans.
17.2	Prepare, review and update heritage studies in consultation with the wider community to recognise and conserve heritage assets and items, and include appropriate local planning controls.
29.1	Develop regional urban design guidelines for planning, designing and developing healthy built environments.
29.3	Reflect local built form, heritage and character in new housing developments.

### **Planning Priority 11 – Maximise the Region's tourism opportunities**

1.4	Protect and improve the region's landscapes, views, vistas and open space Strategy
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2.6	Promote our City and Villages as a tourist destination
4.1	Align land use and tourism strategies with a Destination Management Plan for the Country and Outback NSW Destination Network.
4.4	Enable opportunities appropriate for tourism development and associated land uses in local environmental plans.
4.6	Encourage tourism development in natural areas that support conservation outcomes.

#### **Planning Priority 12 - Enhance environmentally sensitive land and biodiversity**

1.4	Protect and improve the region's landscapes, views, vistas and open space
3.1	Protect and improve our natural areas and ecosystems, including the Macquarie River and other waterways
3.3	Minimise the City's environmental footprint, live more sustainably and use resources more wisely
3.4	Protect and improve the region's biodiversity
3.5	Increase resilience to natural hazards and climate change
13.1	Protect high environmental value assets through local environmental plans.
13.2	Minimise potential impacts arising from development in areas of high environmental value, and consider offsets or other mitigation mechanisms for unavoidable impacts.
13.4	Develop a Biodiversity Conservation Investment Strategy to identify priority investment areas and principles for investment.
13.5	Recognise, plan for and consider the production, cultural heritage, recreation and ecological conservation values of Travelling Stock Reserves in local land use strategies.
15.1	Locate developments, including new urban release areas, away from areas of known high biodiversity value; areas with high risk of bushfire or flooding; contaminated land; and designated waterways.
15.6	Incorporate the best available hazard information in local environmental plans consistent with current flood studies, flood planning levels, modelling and floodplain risk management plans.
28.1	Locate new rural residential areas: <ul style="list-style-type: none"> <li>• close to existing urban settlements to maximise the efficient use of existing infrastructure and services, including roads, water, sewer and waste services, and social and community infrastructure;</li> <li>• to avoid and minimise the potential for land use conflicts with productive, zoned agricultural land and natural resources; and</li> <li>• to avoid areas of high environmental, cultural or heritage significance, regionally important agricultural land or areas affected by natural hazards.</li> </ul>
28.2	Enable new rural residential development only where it has been identified in a local housing strategy prepared by Council and approved by the Department of Planning and Environment.
28.3	Manage land use conflict that can result from cumulative impacts of successive development decisions.

29.4	Incorporate water sensitive urban design in new developments.
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#### **Planning Priority 13 – Protect primary production land**

2.4	Support agriculture, local manufacturing, food production and education as significant contributors to the region's economy
1.2	Protect important agricultural land from land use conflict and fragmentation, and manage the interface between important agricultural lands and other land uses.
2.1	Encourage agribusiness diversification and value-adding opportunities by reviewing local plans to ensure land use zoning and definitions reflect industry requirements.
2.2	Guide local and strategic planning to protect agricultural land, and manage the interface with other land uses.
2.3	Facilitate investment in the agricultural supply chain by protecting assets such as freight and logistics facilities from land use conflict and the encroachment of incompatible land uses.
8.1	Consult with the Division of Resources and Geosciences when assessing applications for land use changes (strategic land use planning, rezoning and planning proposals) and new development or expansions.
12.2	Identify and protect important agricultural land in local plans.
12.3	Create local strategies to limit urban and rural housing development in agricultural and extractive resource areas, industrial areas and transport corridors.
12.4	Amend planning controls to deliver greater certainty of land use.
28.1	Locate new rural residential areas: <ul style="list-style-type: none"> <li>• close to existing urban settlements to maximise the efficient use of existing infrastructure and services, including roads, water, sewer and waste services, and social and community infrastructure;</li> <li>• to avoid and minimise the potential for land use conflicts with productive, zoned agricultural land and natural resources; and</li> <li>• to avoid areas of high environmental, cultural or heritage significance, regionally important agricultural land or areas affected by natural hazards.</li> </ul>
28.2	Enable new rural residential development only where it has been identified in a local housing strategy prepared by Council and approved by the Department of Planning and Environment.
28.3	Manage land use conflict that can result from cumulative impacts of successive development decisions.

#### **Planning Priority 14 – Create a sustainable Bathurst Region**

3.3	Minimise the City's environmental footprint, live more sustainably and use resources more wisely
9.2	Facilitate small-scale renewable energy projects using bioenergy, solar, wind, small-scale hydro, geothermal or other innovative storage technologies through local environment plans.

### Planning Priority 15 - Improve resilience to natural hazards and extreme weather events

3.5	Increase resilience to natural hazards and climate change
9.2	Facilitate small-scale renewable energy projects using bioenergy, solar, wind, small-scale hydro, geothermal or other innovative storage technologies through local environment plans.
14.1	Adopt an integrated approach to water cycle management across the region that considers climate change, water security, sustainable demand and growth, and the natural environment.
14.5	Plan for the effects of a changing climate on water availability and use for the environment, settlements, communities and industry.
15.1	Locate developments, including new urban release areas, away from areas of known high biodiversity value; areas with high risk of bushfire or flooding; contaminated land; and designated waterways.
15.2	Incorporate the outcomes of the Enabling Regional Adaptation project to ensure future land use and planning decisions reduce regional climate change vulnerabilities.
15.5	Implement the requirements of the NSW Floodplain Development Manual by updating flood studies and floodplain risk management plans.
15.6	Incorporate the best available hazard information in local environmental plans consistent with current flood studies, flood planning levels, modelling and floodplain risk management plans.

### Planning Priority 16 - Provide new homes

1.5	Promote good design in the built environment
3.1	Protect and improve our natural areas and ecosystems, including the Macquarie River and other waterways
3.3	Minimise the City's environmental footprint, live more sustainably and use resources more wisely
4.1	Facilitate development in the region that considers the current and future needs of our community
4.6	Plan for, assess and regulate development activity
5.1	Provide opportunities for our community to be healthy and active
5.4	Make our public places safe and welcoming
5.5	Plan and respond to demographic changes in the community
8.1	Consult with the Division of Resources and Geosciences when assessing applications for land use changes (strategic land use planning, rezoning and planning proposals) and new development or expansions.
12.3	Create local strategies to limit urban and rural housing development in agricultural and extractive resource areas, industrial areas and transport corridors.
12.4	Amend planning controls to deliver greater certainty of land use.

14.5	Plan for the effects of a changing climate on water availability and use for the environment, settlements, communities and industry.
15.1	Locate developments, including new urban release areas, away from areas of known high biodiversity value; areas with high risk of bushfire or flooding; contaminated land; and designated waterways.
15.2	Incorporate the outcomes of the Enabling Regional Adaptation project to ensure future land use and planning decisions reduce regional climate change vulnerabilities.
15.4	Respond to climate-related risks by applying and communicating fine-scale climate information to support decision-making.
15.6	Incorporate the best available hazard information in local environmental plans consistent with current flood studies, flood planning levels, modelling and floodplain risk management plans.
21.2	Work with stakeholders and infrastructure providers to investigate new funding models for utility infrastructure.
21.3	Monitor development and ensure that infrastructure is responsive to investment opportunities.
22.1	Coordinate infrastructure delivery across residential and industrial land in regional cities and strategic centres.
22.2	Reinforce the role, function and relationship between regional cities and strategic centres in local housing strategies.
25.1	Prepare local housing strategies that increase housing choice, including affordable housing options.
25.2	Increase housing choice in regional cities and strategic centres at locations near or accessible to services and jobs.
25.4	Locate higher density development close to town centres to capitalise on existing infrastructure and increase housing choice.
29.1	Develop regional urban design guidelines for planning, designing and developing healthy built environments.
29.2	Enhance the quality of neighbourhoods by integrating recreational walking and cycling networks.
29.3	Reflect local built form, heritage and character in new housing developments.
29.4	Incorporate water sensitive urban design in new developments.

#### **Planning Priority 17 - Create vibrant and sustainable rural villages and settlements**

2.6	Promote our City and Villages as a tourist destination Strategy
3.3	Minimise the City's environmental footprint, live more sustainably and use resources more wisely
4.1	Facilitate development in the region that considers the current and future needs of our community
4.6	Plan for, assess and regulate development activity

5.2	Help make the Bathurst CBD, neighbourhoods and the region's villages attractive and full of life
8.3	Protect infrastructure that facilitates mining from development that could affect current or future extraction.
14.5	Plan for the effects of a changing climate on water availability and use for the environment, settlements, communities and industry.
15.1	Locate developments, including new urban release areas, away from areas of known high biodiversity value; areas with high risk of bushfire or flooding; contaminated land; and designated waterways.
15.2	Incorporate the outcomes of the Enabling Regional Adaptation project to ensure future land use and planning decisions reduce regional climate change vulnerabilities.
15.5	Implement the requirements of the NSW Floodplain Development Manual by updating flood studies and floodplain risk management plans.
15.6	Incorporate the best available hazard information in local environmental plans consistent with current flood studies, flood planning levels, modelling and floodplain risk management plans.
22.1	Coordinate infrastructure delivery across residential and industrial land in regional cities and strategic centres.
28.1	Locate new rural residential areas: <ul style="list-style-type: none"> <li>• close to existing urban settlements to maximise the efficient use of existing infrastructure and services, including roads, water, sewer and waste services, and social and community infrastructure;</li> <li>• to avoid and minimise the potential for land use conflicts with productive, zoned agricultural land and natural resources; and</li> <li>• to avoid areas of high environmental, cultural or heritage significance, regionally important agricultural land or areas affected by natural hazards.</li> </ul>
28.2	Enable new rural residential development only where it has been identified in a local housing strategy prepared by Council and approved by the Department of Planning and Environment.
28.3	Manage land use conflict that can result from cumulative impacts of successive development decisions.
29.1	Develop regional urban design guidelines for planning, designing and developing healthy built environments.
29.3	Reflect local built form, heritage and character in new housing developments.

#### **Planning Priority 18 - Deliver public space and recreation**

4.6	Plan for, assess and regulate development activity
5.1	Provide opportunities for our community to be healthy and active
5.4	Make our public places safe and welcoming
29.2	Enhance the quality of neighbourhoods by integrating recreational walking and cycling networks.

**Planning Priority 19 - Deliver social, community and cultural infrastructure**

5.1	Provide opportunities for our community to be healthy and active
5.3	Help build resilient, inclusive communities
5.1	Establish health precincts around hospitals in regional cities and strategic centres.
5.3	Facilitate the development of multipurpose, flexible and adaptable health and education infrastructure.
6.2	Promote the development of education precincts around universities and other educational facilities to allow people to specialise in rural studies and to cater for international students.
21.3	Monitor development and ensure that infrastructure is responsive to investment opportunities.

# The Bathurst Region Structure Plans

The Bathurst Region Structure Plan maps on the following pages, illustrate a land use and infrastructure plan to guide development of the Bathurst Region over the coming 20 years. They set out the intended future spatial structure of the Region and the City, detailing broad land uses and infrastructure outcomes to be achieved as growth and change occurs. Together with the broader land use strategies that support the LSPS and the actions in this Statement, the Bathurst Region Structure Plan (**Figure 2**) and the Bathurst City Structure Plan (**Figure 3**) are an important part of the Bathurst Region Local Strategic Planning Statement.



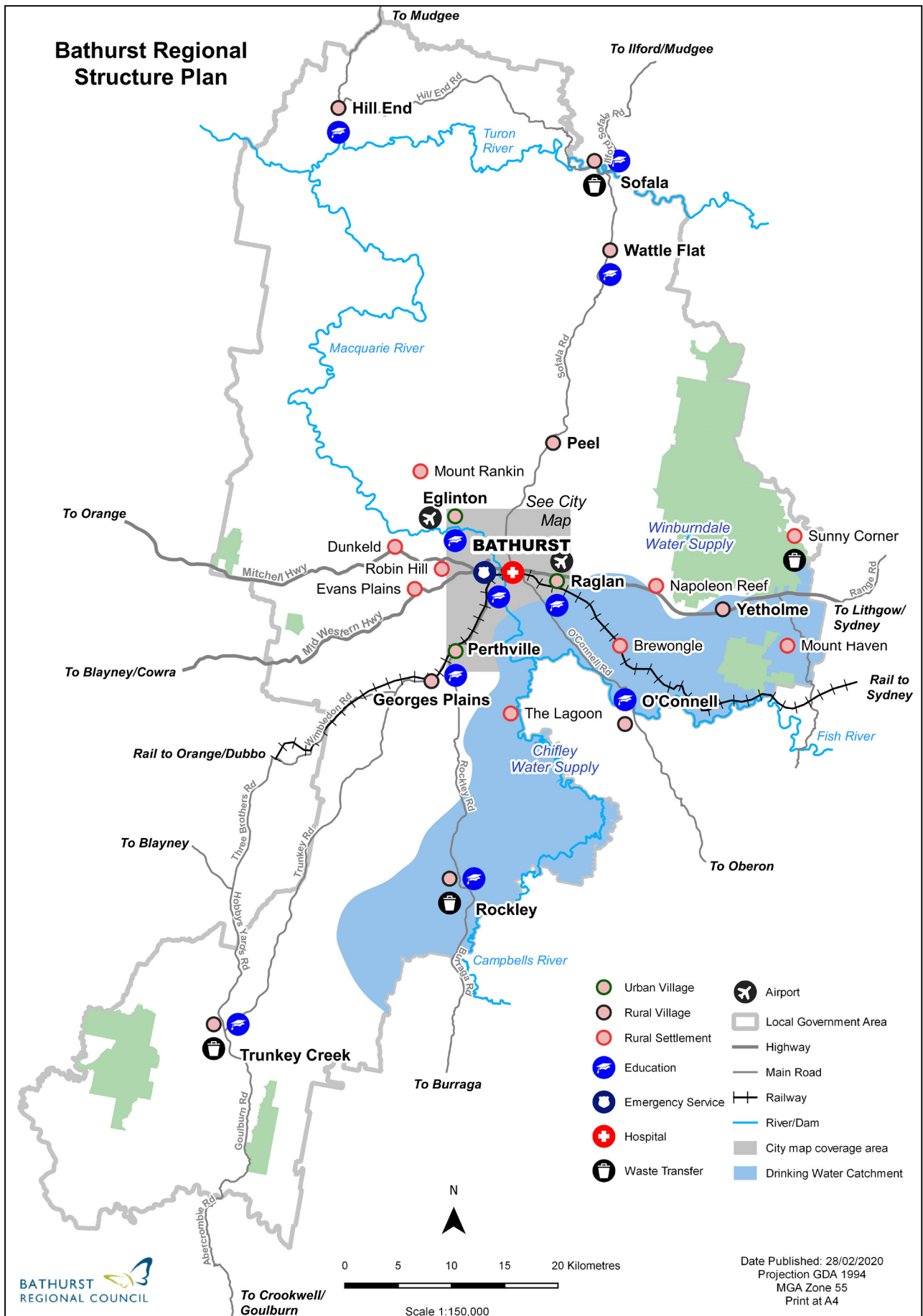


Figure 2: Bathurst Region Structure Plan

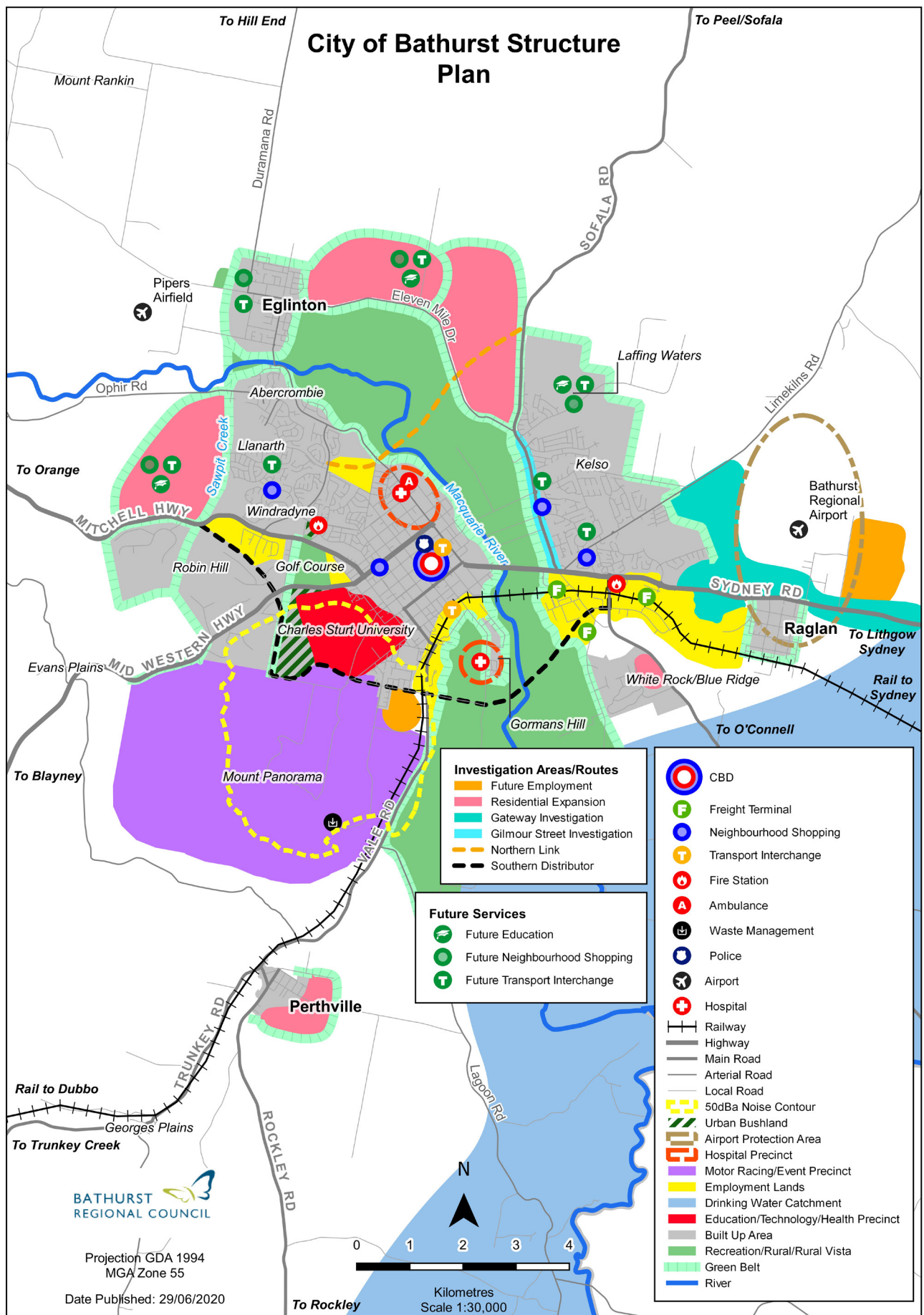


Figure 3: City of Bathurst Structure Plan





Infrastructure and Transport



# Plan for water security

## Why is it important?

A sustainable and equitable supply of water is needed to meet the increasing demand from urban, environmental and industry uses, and to respond to pressures from a changing climate. Land use planning helps secure water supplies by appropriately locating, monitoring and managing development. Coordinating and managing water requirements across business, industry, communities and the environment requires a better understanding of local water use.

Protecting water catchments and sustaining high quality and dependable water supplies is essential for the well-being of both the community and the environment. Inadequately treated sewage from failing septic systems poses a significant threat to drinking water and human health. Septic systems that are properly sited, working properly and that have been maintained regularly will effectively and efficiently remove disease-causing bacteria.

Growing demands, uncertain climate impacts and shifting community expectations means Council needs to plan and invest in improved long-term regional water security. Water security is at the heart of thriving regional communities.

At the time of writing this Local Strategic Planning Statement, Bathurst was under extreme water restrictions. Water security was the number one priority raised by the community in the visioning consultation.

## What is Council going to do?

Council will continue to advocate to maintain control and ownership of the Region's water supply. Council will adopt an integrated approach to water cycle management across the Region that considers climate change, water security, sustainable demand and growth, and the natural environment.

Four different water catchments could be utilised to serve the Region, Chifley Dam being one of those. There are opportunities to use the other catchments with additional infrastructure. Council has identified the following opportunities to improve water security for the Region:

- stormwater harvesting;
- pipeline upgrade from Winburndale Dam;
- regional pipeline connection to Wyangala Dam;



- raising the Chifley Dam wall;
- pipeline from Chifley Dam to the Water Filtration Plant;
- effluent reuse from the Wastewater Treatment Plant; and
- reducing the outflow requirements from Chifley Dam.

In April 2020, Council's stormwater harvesting project was included in the schedule to the Water Supply (Critical Needs) Act 2019. As other projects are identified, further representations may be made to the Government for inclusion.

Council will continue to promote waterwise practices to the community. Council will protect the region's water catchments and develop education programs for septic tank system owners and work with the community to improve the proportion of compliant systems.

## **Actions**

### **Strategic documents and studies**

- 1.1 Explore opportunities for multiple sources of water to meet the Region's needs.
- 1.2 Review the studies already completed (e.g. Climate Change and Water Security Plan).
- 1.3 Review Council's Drought Management Plan, taking into consideration the NSW Government Guide to Climate Change Risk Assessment for NSW Local Government.

### **Land Use Planning**

#### **Immediate**

- 1.4 Explore opportunities to amend Council's Planning Instruments and Guidelines for Engineering Works to increase on-site stormwater storage and the implementation of Water Sensitive Urban Design principles.
- 1.5 Identify and address any planning barriers to the new infrastructure projects to improve water security for the region.

#### **Ongoing**

- 1.6 Continue to master plan new suburban locations to improve Water Sensitive Urban Design and stormwater harvesting opportunities.
- 1.7 Do not rezone lands for rural residential or rural lifestyle purposes (reliant on on-site sewerage) within the Chifley dam drinking water catchment.

### **Collaborate with partners**

- 1.8 To include Council's water projects in the Schedules of the Water Supply (Critical Needs) Act 2019. Note: In April 2020, Council's stormwater harvesting project was included in the schedule to the Water Supply (Critical Needs) Act 2019.
- 1.9 To implement opportunities to improve water efficiency with high water users.
- 1.10 To reduce industry's reliance on potable water where possible.
- 1.11 To develop a regional water pipeline from southern NSW dams to facilitate inter-catchment transfers of water.
- 1.12 To promote water-wise practices.
- 1.13 To retain Council control and ownership of the Region's water supply.

# Align development, growth and infrastructure

## Why is it important?

Based on current population forecasts, by 2036 the Bathurst Region is expected to have a population of 55,250 (NSW Planning and Environment 2016), an increase of 12,600 persons. Council has had population forecasts completed by .id Consulting which were updated in January 2014 and are based on the 2011 Census data, together with local knowledge of anticipated development projections. Id Consulting predict that the Bathurst region will have a population of 52,851 in 2036. The NSW Department of Planning, Industry and Environment in 2019 projected a slightly lower population of 50,050 by 2041. Whilst the forecasts for the population of the Bathurst Region vary, they predict strong growth within the region.

The provision of infrastructure to support new growth is critical including:

- Water and sewer (see planning priority 1 in relation to water security)
- Transport – air, road and rail (see planning priority 3)
- Gas and electricity
- Stormwater
- Health and education (see planning priority 19)
- Community and cultural facilities (see planning priority 19)
- Waste management (see planning priority 14)
- Communications (see planning priority 8)

Infrastructure can be funded by each of the three levels of government. Local infrastructure is often provided directly by developers, including new streets, water, sewer, electricity, telephone lines, stormwater pipes as new subdivisions are created. It may be provided through development contributions or via a planning agreement for facilities that are managed by Council, the NSW or Federal Governments, such as schools, hospitals, public transport and tertiary education facilities are generally provided by State or Federal Government.

The Bathurst Region Urban Strategy 2007 identified the following key urban expansion areas to cater for future growth and recommended them for further investigation.

### Residential:

- Eglinton – zoned in 2011, with development well underway. Duramana Road Master Plan completed to guide development of the new Eglinton Neighbourhood Shopping Centre.

- East of Kelso – zoned in 2014, water infrastructure now available. Laffing Waters Master Plan completed to guide future residential development and the new Laffing Waters Neighbourhood Activity Centre.
- North of Eleven Mile Drive – investigations have not commenced.
- West of Sawpit Creek – investigations have not commenced.
- East of Perthville - investigations have not commenced.

#### **Employment Lands:**

- East of the Bathurst Regional Airport (industrial) - investigations have not commenced.
- Former Army depot (industrial) - investigations have not commenced.
- Sydney Road (service business and business enterprise) – Gateway Enterprise park zoned in 2014. Land between the Gateway Enterprise park and Raglan - investigations have not commenced.
- The expansion of the Service Trade Centre to the West – investigations have not commenced.

The Bathurst Housing Strategy 2036 identified opportunities to increase living densities within the existing city footprint and this may place pressure on infrastructure into the future.

The Region's villages also require appropriate levels of infrastructure to ensure that they remain the focus of new settlement growth in the Region's rural locations.

### **What is Council going to do?**

The City of Bathurst Structure Plan (**Figure 3**) identifies the residential expansion areas, gateway investigation area, and future employment areas that require future investigation before zoning can be considered.

#### **Residential expansion areas**

Council needs to commence investigations to determine the preferred 'next' location for residential expansion. Expansion of the city in all possible locations at the same time (as shown on the City of Bathurst Structure Plan) will not be viable and will not be able to be appropriately serviced with infrastructure. The ability to effectively and efficiently provide all relevant infrastructure to a location will be a critical factor in determining the order of residential expansion. The 'next' location must then be appropriately master planned.

### **Gateway investigation area**

Lands along the Sydney Road at the Gateway to the city, both north and south of Sydney Road have been under consideration, or pressure for urban development. Whilst the Bathurst Region Urban Strategy 2007 identified the possibility of a business enterprise zoning along the southern side of Sydney Road (to the east of the Gateway Enterprise Park), no detailed investigations have been undertaken. Ongoing enquiries are being received for a residential use of the land on the northern side of Sydney Road. These lands have been identified on the City of Bathurst Structure Plan (**Figure 3**) as the “Gateway Investigation Area” and require detailed investigations as to their suitability for urban purposes (over another site), whether infrastructure is available (or can cost-effectively be made available) to service the lands and how the scenic quality of the gateway to the city can be preserved and enhanced.

### **Gilmour Street Corridor Investigation Area**

As part of the exhibition of the draft Local Strategic Planning Statement Council received enquiry for additional urban development along the western side of Gilmour Street particularly on lands that are now protected from the 1%AEP flood. These lands have been identified on the City of Bathurst Structure Plan Map (**Figure 3**) as the “Gilmour Street Corridor Investigation Area”.

Parts of the Gilmour Street Corridor investigation area are currently flood protected lands. Department of Planning, Infrastructure and Environment (DPIE) advice is that changes to the Bathurst Regional Local Environmental Plan in relation to flood prone areas should not be considered until the Floodplain Management Plan and flood studies are updated (e.g. rezoning of land for urban purposes or increasing the intensity of use of land already zoned urban). Investigations will therefore be dependent upon the review of the Bathurst Floodplain Management Plan in the first instance (as recommended in action 15.5).

Detailed investigations into Hereford St and the Hereford/Gilmour intersection have commenced. These investigations, inclusive of any land acquisition needs, are also critical to the future use of land along the Gilmour Street corridor as are the recommendations of the Kelso Transport Study that considered the possibility of realigning Gilmour Street at its intersection with the Great Western Highway.

Council's Urban Strategy sought to protect views to and from the Macquarie River floodplain through no new rezonings and limiting new built development along the western side of Gilmour Street. This is reflected in action 12.9 of the LSPS. It would be appropriate for Council to



undertake investigations of local character along all of Gilmour Street in terms of views to and from the floodplain should any future development west of Gilmour St be contemplated and in terms of the heritage values of a number of heritage items located within this corridor.

The investigations of the Gilmour St Corridor Investigation Area will therefore need to include:

1. Consideration of the findings of the update to the Bathurst floodplain management plan (action 15.5).
2. Review of the Retail Strategy and the impact that a business zoning (if it is proposed) may have on the existing Trinity Heights neighbourhood activity centre and the planned neighbourhood activity centre at Laffing Waters.'
3. Consideration of the findings from the investigations for the Gilmour/Hereford St intersection (action 3.7).
4. Investigations of local character along Gilmour Street in terms of views to and from the floodplain and in relation to existing heritage items along Gilmour Street.
5. Infrastructure considerations and a determination as to whether the Gilmour Street corridor represents an appropriate location for urban expansion/intensification of use as compared to other city locations.

### **Future Employment areas**

Council will need to prepare an industrial lands strategy to determine the need and timing for the future supply of industrial lands and the suitability of the land east of the airport and at the former army depot at Lloyds Road (as identified in the Urban Strategy) for industrial purposes. Intensification of the former army depot at Lloyds Road is dependent upon transport improvements including the southern distributor route (see planning priority 3).

As the city grows, Council will need to revise its water and sewer management plans and associated contributions plans to provide additional water and sewer reticulation and treatment facilities, as well as its waste management and stormwater management strategies. Note that planning priority 1 discusses water security in greater detail.

Council will review the Village Plans to update infrastructure needs and priorities in each of the rural villages.

Council will continue to collaborate with State and Federal government for higher level infrastructure and seek funding assistance to secure the delivery of major local infrastructure projects such as the southern distributor, river crossings and major new water reservoirs (see also planning priority 19 in relation to community and cultural infrastructure).

## Actions

### Strategic documents and studies

- 2.1 Undertake relevant infrastructure planning, associated environmental assessment and cost benefit analysis to determine:
  - the 'next' major residential expansion area;
  - the suitability of the “Gateway Investigation area” for urban development; and
  - the suitability of land to the east of the airport and the former Army depot at Lloyds road for future industrial (or other) purposes.
- 2.2 Complete a review of the Village Plans.
- 2.3 Undertake a detailed investigation into the Gilmour Street Corridor investigation area that includes:
  1. Consideration of the findings from the updated Bathurst floodplain management plan (action 15.5).
  2. Review of the Retail Strategy and the impact that any new business zoning (if it is proposed) may have on the existing Trinity Heights neighbourhood activity centre and the planned neighbourhood activity centre at Laffing Waters.
  3. Consideration of the findings from the investigations for the Gilmour/Hereford St intersection (action 3.7).
  4. Investigations of local character along Gilmour Street in terms of views to and from the floodplain and in relation to existing heritage items along Gilmour Street.
  5. Infrastructure considerations and a determination as to whether the Gilmour Street corridor represents an appropriate location for urban expansion/intensification of use as compared to other city locations.

### Landuse Planning

#### Immediate:

- 2.4 Ensure all planning proposals adequately consider infrastructure provision and are consistent with the LSPS structure plan maps.
- 2.5 Ensure new greenfield rezoning planning proposals are supported by a master plan.

#### Ongoing:

- 2.6 Ensure water and sewer, waste management, and stormwater plans and strategies are reviewed and updated in line with city growth.

- 2.7 Review and update Council's developer contribution and water and sewer contribution plans in line with city growth.
- 2.8 Identify land requirements (e.g. transport corridors, road widenings, land acquisitions) required for future infrastructure provision and amend Council's planning instruments, where required to secure these lands.

**Collaborate with partners**

- 2.9 To ensure appropriate provision of higher-level infrastructure (emergency services, education, health, main roads, and so on).
- 2.10 To identify funding opportunities to support the provision of major new local infrastructure projects (southern distributor, new river crossing, water reservoirs and so on).

# Connect the Bathurst Region

## Why is it important?

Transport opportunities are important for the Bathurst community, and planning for these connections should take place well ahead of the time they are needed to ensure sufficient land is reserved for roads, cycleways and emerging transport options. The community has said an accessible footpath and cycleway network is important to enhance liveability and provide safe and efficient access to all areas of the City and region.

### Active transport

The Bathurst Community Access and Cycle Plan (2011) proposes an integrated shared pathway network throughout the City, linked to public open space, schools, shops, community facilities and public transport. Council has over 120 km of existing footpaths and cycleways and is continuing to deliver, in conjunction with developers, over \$16 million of improved pathways.

### Public transport

Bathurst Buslines provides a network of local bus route services within Bathurst and intercity services between Bathurst and Orange and Bathurst and Lithgow. A number of bus operators provide school bus services within the Bathurst Region. Along with taxi and community transport services, public transport is critical to reducing road congestion and ensuring equity of access to all. A key challenge for the Bathurst Region is the limited success that traditional forms of public transport provision have in reducing private car usage and the demand for parking in the CBD.

Rail and bus services to Sydney and Orange support the community's need for access to business and health services outside of Bathurst. The Bathurst Bullet provides two daily return rail passenger services to Sydney and has been highly successful.

### Parking

The Bathurst CBD Car Parking Strategy (2013 & 2015) considered the use of public on and off street car parking spaces within the CBD. Whilst the growth of the CBD has seen an ongoing increase in the availability of public car parking spaces there has also been an increase in demand with continued pressure to convert all day parking to restricted parking and therefore diluting its availability.

Council undertakes yearly parking surveys to monitor the demand and supply of public car parking and has in place developer contribution plans to provide additional supply into the future.

Council also has in place development standards for the supply of parking for cyclists as new developments are approved.

### **Road transport**

Most of the journeys within the Bathurst Region rely on the road network. Bathurst has a network of distributor/arterial roads into and out of the region which distributes traffic between residential areas and the CBD and education and employment areas.

Key challenges for the City are improving access to the residential expansion areas, particularly at Laffing Waters and Eglinton and planning transport corridors, including new river crossings, for the city's new growth areas (see planning priority 2).

### **Freight**

Good freight transport connections by air, road and rail are critical. The Bathurst region is an important area for outbound containerised freight from the Central West accessing Sydney and Newcastle ports. The Parkes Hub will also impact on freight movements through the Central West into the future.

Access to the Sydney airports is essential for the ongoing provision of air services to the city.

## **What is Council going to do?**

Council will commence the development of an integrated transport plan for the City focussing on linkages to and from the CBD. The plan will consider road, freight, pedestrian, cyclist and public transport opportunities as well as CBD parking. Council will also work with the State Government in the implementation of the 2056 NSW Transport Plan.

Council also needs to manage city growth and ensure new developments and /or urban rezonings that may be sensitive to transport noise are not located in areas that may impact on the operations of the airport, rail services or major road transport routes. Height restrictions also apply in close proximity to the Bathurst airport.



## **Active Transport**

Council will continue to plan for the construction of an accessible footpath and cycleway network and will review and update the Bathurst Community Cycling and Access Plan (2011) as the Region grows. Council will maximise opportunities for the inclusion of on-road active transport routes as part of the existing and future collector and distributor network.

Council will continue to require new residential release areas to be master planned to ensure appropriate connections (5 to 10 minute walk) are provided to local open space and neighbourhood activity centres.

## **Public Transport**

Council will work with the State Government and advocate for improved public transport services.

Transport for NSW (TfNSW) is implementing the 16 Cities Program under the NSW Future Transport 2056 Plan. Bathurst is one of the 16 cities under the program and TfNSW has commenced delivery of the program in Bathurst.

The aim of the program is to increase public transport usage (bus services) in Bathurst. The program will deliver a holistic service plan for bus services in Bathurst inclusive of a major network review with the aim to improve transport efficiency and enhance opportunities for hub and spoke transport provision. This would include new or upgraded supporting public transport infrastructure such as bus interchanges within the CBD and at neighbourhood activity centres, bus signage and bus information and alternative ways of delivering bus services within the city.

Park and ride services (just outside of the CBD) will be considered as a means to supplement CBD car parking. The 16 Cities program will also see improved connections to the Bathurst Rail Station to support the existing park and ride facilities.

Council will:

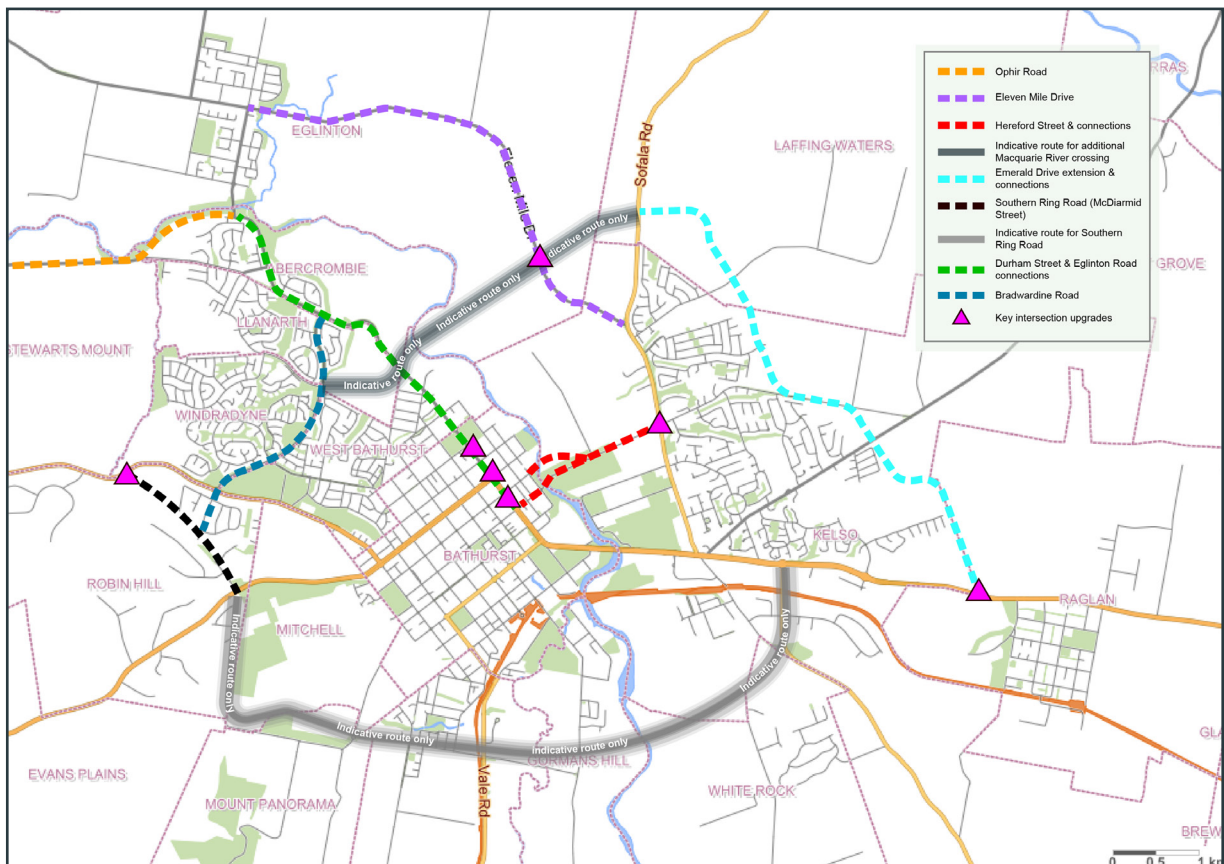
- Investigate opportunities for less traditional forms of public transport to embrace changes in transport technology such as electric vehicles, autonomous transport and ride-sharing.
- Advocate for the retention of the Bathurst Bullet services and the electrification of the rail line to Bathurst and/or faster rail services between Bathurst and Sydney.

- Seek improved intercity bus services and community transport services to the region's villages, particularly to increase access to health services.
- Consider the NSW Guidelines for Public Transport Capable Infrastructure in Greenfield sites as new suburban areas are master planned.

### Parking

Council will undertake regular parking patrols of the CBD to ensure that there is sufficient turnover of both on and off street parking to enhance the availability of parking. Council needs to identify the most appropriate location for additional parking supply in the CBD as part of the Integrated Transport Plan.

The Bathurst Town Centre Master Plan will provide a new strategic framework for the Town Centre. Its recommendations may impact the provision of existing parking and identify



**Figure 4:** Key road network improvements required

opportunities for new parking arrangements and how that supply might best be provided should technological changes reduce car usage into the future.

Council will continue to apply development standards within its Planning Instruments to ensure that new development provides adequate parking on site and continue to work with developers to ensure they are making a fair contribution towards the future provision of car parking.

### **Road Transport**

The RMS, in partnership with Council, developed a transport model for the urban areas of Bathurst. The model is a tool that will be used to interrogate increases in traffic volumes and various changes to the road network, such as intersection changes or new roads.

**Figure 4**, highlights the key distributor/arterial network improvements identified by the Traffic Model as being important for existing and possible future urban expansion including:

1. An additional river crossing, particularly if the City expands to the north of Eleven Mile Drive (see planning priority 2).
2. Southern distributor route to link the city's employment areas and provide a heavy vehicle bypass of the City centre.
3. Widening of Hereford Street and improvements to connections and intersections at George Street and Gilmour Street, including the widening or raising of the George Street low level bridge, and possible new connection between Hereford and Rankin Streets, to service growth at Kelso and Laffing Waters.
4. Improvements to the Durham/Stewart Street intersection, the widening of Durham Street and the widening and extension of Eglinton/Ophir Roads to service growth at Windradyne and Eglinton.
5. Widening and improvement of Eleven Mile Drive to improve the City's northern linkages, particularly if the City expands north of Eleven Mile Drive.
6. Provision of an extension to Emerald Drive to link Kelso/Laffing Waters to the Great Western Highway (new highway connection).
7. Bradwardine Road – widening and connection to McDiarmid Street/southern distributor route and possible extension north/east through to a new river crossing.
8. New Mitchell Highway connection to Windradyne and Robin Hill residential growth areas.

It is important to note that the proposed southern distributor route and additional river crossing as shown on **Figure 4** are indicative only. Detailed investigations will need to be

undertaken to determine appropriate routes and in particular, to ensure they avoid areas of high biodiversity and environmental value (e.g. Boundary Road Reserve). The intent of the Southern Distributor road is to link the City's employment areas, and not to act as a by-pass of the City. Nonetheless, as Council continues to investigate the southern distributor road it could also consider alternative northern and southern heavy vehicle/city by-pass options. Detailed investigations will need to be undertaken to determine appropriate routes and in particular, to ensure they avoid areas of high environmental, biodiversity or cultural value.

Solutions to key intersections or routes, inclusive of those outlined above, will be expensive and will require collaboration with the NSW Government to identify and secure funding towards upgrades and new major road and bridge infrastructure.

Council will continue to ensure that new urban release areas are master planned to provide connectivity with the rest of the City and review its developer contributions plans and work with developers to ensure they are making a fair contribution towards the provision of new transport infrastructure.

## **Freight**

The Bathurst Southern Ring Road Route Study (2008) identified the need for a southern distributor route to link the City's employment areas and to provide a heavy vehicle bypass of the City centre. The importance of this link both to the city and the Central West region is acknowledged in the Central West and Orana Regional Plan. Council will need to seek assistance from the NSW Government to secure a route and a plan for its detailed design and construction.

The Bathurst region benefits from major transport routes through the region. It will be important to limit sensitive land uses near to the region's important freight and logistics links to ensure unrestricted access to these facilities. It will also be important, as part of future master planning activities, to mitigate against the potential impacts on or from existing road and rail freight links.

Council will continue to advocate for upgrades to the Great Western, Mitchell and Mid-Western Highways and Bells Line of Road. Council will seek improvements to rail freight access and services.

Council will continue the implementation of the Bathurst Airport Master Plan and advocate for continued access to the Sydney airports.

## Actions

### Strategic documents and studies

- 3.1 Prepare an Integrated Transport Plan for the City of Bathurst focussing on linkages to and from the CBD.
- 3.2 Review the Bathurst Community Cycle and Access Plan, including:
  - consideration of more and wider pathways post-COVID-19;
  - footpaths within residential subdivisions; and
  - cycle lanes on transport and tourist routes.
- 3.3 Maintain up-to-date statistics on CBD carparking occupancy rates.

### Landuse Planning

Immediate:

- 3.4 Amend Council's planning instruments and engineering guidelines to:
  - adopt appropriate road and footpath widths to achieve active transport opportunities (including footpaths, cycleways and cycle lanes), public transport (with reference to the NSW Government's Guidelines for Public Transport Capable Infrastructure in Greenfield Sites) and vehicular traffic connections, inclusive of those recommended by the Laffing Waters and Duramana Road master plans and other residential subdivisions;
  - reserve land and secure corridor protection for new transport improvements/ corridors as soon as they become known;
  - remove sensitive landuses that may have a negative impact on the operations of the Bathurst airport and the functioning of the western rail line and highways in and out of the City; and
  - protect the operations of the Bathurst Hospital Helipad from inappropriate development which may compromise ongoing helicopter operations.
- 3.5 Plan for new public transport interchanges at the existing Westpoint, Trinity Heights and Centrepont neighbourhood activity centres and at the proposed new centres at Eglinton and Laffing Waters.
- 3.6 Plan for improvements for the CBD transport interchange.
- 3.7 Plan for upgrades and the reservation of land for improvements to the existing distributor road network inclusive of:
  - Widening of Hereford Street and improvements to connections and intersections at George Street and Gilmour Street, including the widening or raising of the George



Street low level bridge, with a potential for a new road connection between Hereford and Rankin Streets.

- Improvements to the Durham/Stewart Street intersection, the widening of Durham Street and the widening and extension of Eglinton/Ophir Roads.
- Widening and improvement of Eleven Mile Drive.
- Provision of an extension to Emerald Drive to the Great Western Highway (new highway connection).
- Bradwardine Road – widening and connection to McDiarmid Street/southern distributor route.
- McDiarmid Street – construction of the road to link the Mid-Western and Mitchell Highways.

Ongoing:

3.8 Investigate, plan and reserve land for the future distributor road network inclusive of:

- New river crossing and possible extension of Bradwardine Road to the river crossing.
- Southern distributor route / city by-pass options.
- New Mitchell Highway connection to the Windradyne and Robin Hill residential growth areas.

3.9 Review developer contributions plans to reflect current transport priorities and updated cost estimates.

3.10 Ensure that greenfield subdivisions are master planned with contemporary public and private transport and active transport connections to open spaces and community services.

3.11 Restrict new development and urban rezonings that may adversely impact on:

- the operations of the Bathurst airport and the Bathurst Hospital helipad;
- the western railway line;
- all major road corridors; and
- the three key freight distribution nodes (see **Figure 3: City of Bathurst Structure Plan**).

3.12 Implement the recommendations of the Bathurst Town Centre Master Plan (when completed) to improve pedestrian linkages and thoroughfares within the Bathurst CBD.

3.13 Implement the recommendations of the Bathurst Community Cycle and Access Plan.

#### **Collaborate with partners**

3.14 To implement the 2056 NSW Transport Plan and the Connecting the Central West and Orana Program, and in particular to:

- To improve the efficiency and patronage of local bus route services under the 16

- Cities program;
  - promote active transport (such as walking and cycling);
  - improve intercity transport services to support access to health services; and
  - explore opportunities to introduce changes in transport technology such as electric vehicles, autonomous transport and ride-sharing.
- 3.15 For continued access to the Sydney airports for regional flights and for direct passenger and freight access via road or rail.
- 3.16 To secure upgrades to the Great Western, Mitchell and Mid-Western Highways and the Bells Line of Road.
- 3.17 To achieve improvements to the Main Western Rail line, including electrification of the network to Bathurst and/or faster rail services between Bathurst and Sydney.
- 3.18 For the retention of the Bathurst Bullet services.
- 3.19 To achieve improvements to intercity bus services and community transport services to the region's villages, particularly to support access to health services.
- 3.20 To identify funding opportunities and assistance to secure:
- new river crossings;
  - the southern distributor route;
  - a new connection to the Mitchell Highway to service the Windradyne and Robin Hill residential growth areas; and
  - a new connection to the Great Western Highway as a result of the extension to Emerald Drive.
- 3.21 To achieve new connections to the State Road Network to match the region's future distributor road network.



Diverse and strong economy

# Maintain a thriving local business and retail economy

## Why is it important?

The Bathurst CBD is the hub of retailing and office space within the Region. Bathurst is an important regional city in the Central West Region of NSW. It serves a regional retail catchment with a population of over 146,000. It is supported by a range of neighbourhood and local centres which provide the community with services and convenience shopping to meet their day to day needs and out of town bulky goods precincts.

Some ninety percent of core retail goods and services are located in the Bathurst CBD, with a similar pattern for office floorspace. The CBD is made up of a number of important functionally based precincts. The core precinct is focussed on the four city blocks within 200 metres of the intersection of Howick and William Streets. This is the pre-eminent shopping district anchored by three inter-related shopping centres. It contains the highest concentration of national chain stores and plays a regional retail role.

The other CBD precincts provide a critical complementary supporting role to the Core precinct. These precincts play a dominant role in relation to food and drink premises, office, community and social services as well as retaining a significant role in relation to bulky goods and services that have not relocated to suburban locations.

The Bathurst CBD is supported by a series of neighbourhood activity centres (refer **Figure 3: City of Bathurst Structure Plan**). Centrepont, Trinity Heights and Westpoint shopping centres are the current neighbourhood activity centres which are supported by smaller shopping services on Stewart Street, Suttor Street and Sydney Road, Kelso. Council has planned for new neighbourhood activity centres in Laffing Waters and Eglinton to support the growth of the city in those areas. The Region's rural villages are generally not serviced with convenience shopping.

The Bathurst CBD is supported by out of town bulky goods and retail trade centres located east of the city on Sydney Road (Stockland Drive locality and Gateway Enterprise Park) and west of the city (Bathurst Trade Centre) on the Mitchell Highway.

## What is Council going to do?

The Bathurst CBD and Bulky Goods Business Development Strategy (the Retail Strategy) 2011 is the cornerstone of the current retail and centres policy of Council. It provides the policy framework and development initiatives to:

- Maintain, consolidate and strengthen the regional retail role of the Bathurst CBD.
- Enable neighbourhood activity centres and convenience retailing in suburban locations to support but not compete with the Bathurst CBD.
- Enable bulky goods development to establish in precincts outside the Bathurst CBD again without competition to the Bathurst CBD.

The community identified, as part of the retail strategy's development, that the Bathurst CBD should have the following characteristics:

- Choice and diversity
- Relaxed and invigorating
- The heartbeat of country life and living.

Retailing particularly is undergoing significant change, with a shift to on-line sales and reduced consumer spending. Notwithstanding the current occupancy rate of the Bathurst CBD of over 90% (BRC survey 2019), the future floor space estimates outlined in Council's retail strategy may now overstate future demand pressures. The Strategy identified the George Street carpark located behind the RSL Club, as the best location for the next regional level shopping centre into the longer term, should that remain a viable proposition.

Bathurst Regional Council and Charles Sturt University are collaborating on a joint Master Plan for the Bathurst Town Centre for a knowledge led transformation of the city centre of Bathurst and its CBD to:

1. Strengthen the Bathurst Town Centre as a regional level business and commercial centre.
2. Activate the Bathurst Town Centre as the civic, community and cultural hub of the city.
3. Strengthen Bathurst's position as a regional education hub, including through a potential presence of Charles Sturt University in the Bathurst CBD.

Since drafting the LSPS, Charles Sturt University is no longer pursuing an investigation into a CBD presence. Nonetheless the Town Centre Master Plan will lead the way to activate the Town Centre, inclusive of its heritage significance.



Council needs to ensure particularly that the Bathurst CBD is positioned to achieve the vision of its community and remain a place where the community wants to come together despite changes in retailing patterns. As the world emerges from the current COVID-19 (Coronavirus) crisis, this will be even more important.

Bathurst Regional Council, the Western NSW Local Health District and Charles Sturt University are collaborating on a Health and Knowledge Master Plan which will focus on the delivery of health services to the Bathurst community. It will also focus on clustering allied health services in close proximity to the Bathurst Hospital and the Charles Sturt University campus. In giving effect to the Bathurst Health and Knowledge Master Plan, Council will need to ensure that an appropriate zone is used to facilitate the clustering of allied health services, without compromising the strength and viability of the Bathurst CBD.

Council has also recently completed Master Plans for two new residential release areas, in Laffing Waters and Eglinton. These master plans include provision for 'main street' neighbourhood activity centres. The master plans have taken a place-based approach with each mixed use centre having clear connections to the existing and future communities.

## **Actions**

### **Strategic documents and studies**

- 4.1 Complete the Bathurst Town Centre Master Plan.
- 4.2 Complete the Bathurst Health and Knowledge Master Plan.
- 4.3 Review the Bathurst Retail Strategy, particularly in light of:
  - changing trends in retailing, and the need for an additional major regional retail shopping centre; and
  - recommendations of the Bathurst Town Centre Master Plan.
- 4.4 Undertake a review of the Village Plans for the Region's rural villages in relation to opportunities for appropriate convenience shopping.

### **Land Use Planning**

#### **Immediate**

- 4.5 Update provisions in Council's planning instruments to implement the recommendations of:
  - the Laffing Waters Master Plan, which provides for the new Laffing Waters

- Neighbourhood Activity Centre;
  - the Duramana Road Master Plan, which provides for the new Eglinton Neighbourhood Activity Centre;
  - the Bathurst Town Centre Master Plan (when completed);
  - a revised Retail Strategy (when completed); and
  - the revised Village Plans (when completed).
- 4.6 Prepare detailed designs for the Laffing Waters and Eglinton neighbourhood activity centres and work with industry to deliver the neighbourhood activity centres in a timely way to meet the needs of the Eglinton and Laffing Waters communities.
- 4.7 Review provisions in Council's planning instruments to ensure there are no barriers to enable convenience shopping in the Region's villages.

#### Ongoing

- 4.8 Maintain Council's existing retail centres policy that:
- consolidates and strengthens the regional retail role of the Bathurst CBD;
  - enables neighbourhood activity centres and convenience retailing in suburban locations to support but not compete with the Bathurst CBD; and
  - enables bulky goods development to establish in suburban precincts again without competition to the Bathurst CBD.
- 4.9 Undertake master planning for any future new neighbourhood activity centres as part of the wider master planning of new suburbs to ensure they are appropriately located.
- 4.10 Maintain up-to-date statistics on CBD premises occupancy rates.

#### **Collaborate with partners**

- 4.11 To protect Council's retail centres policy and the primacy of the Bathurst CBD as the regional retail hub of the Bathurst region.



# Ensure a suitable supply of employment and urban services land

## Why is it important?

Industrial lands are currently located within the city at the Kelso Industrial Park, Vale Road, and at the Alpha/Carlingford Street area. Long standing industrial businesses, such as Simplot, are located in other areas surrounded by new urban growth. The Gateway Enterprise Park on the Sydney Road, currently under construction, will provide new opportunities for warehousing, distribution and freight.

Bathurst currently supports two freight intermodal sites, Grainforce in Stockland Drive and Asciano Properties in Lee Street. They play an important role, particularly in the containerising of forestry and agricultural products for export. A third intermodal site within the Gateway Enterprise Park has been planned, however construction is yet to commence. The major rail lines across the Central West are operated and maintained by three separate network managers. Numerous privately owned rail sidings, spur lines and loops are connected to the major networks. The Central West Line, which runs through Bathurst and connects to the Port of Botany, is managed by John Holland Rail.

Throughout Australia, large scale manufacturing plants continue to come under global pressures. Bathurst's manufacturing industry is not unique in that sense. To maintain their competitiveness, change is needed through collaboration, supply chain development and innovation. The manufacturing industry, like many businesses, faces increased costs associated with energy, labour, freight and raw material costs. The food manufacturing plants in Bathurst are heavily reliant on water. Council has assisted food manufacturing businesses invest in water saving measures to improve the efficiency of water use through the process.

In addition to the traditional forms of industrial uses, such as manufacturing, freight and logistics, the term 'urban services' describes a range of land uses that are increasingly locating in traditional industrial estates that provide land suitable for large floor areas (and often less amenable) services and businesses. This evolving and diversifying nature of industrial lands is an important trend that needs to be monitored and managed in Bathurst. Council needs to ensure that business and services that should be more appropriately located in business zones do not inappropriately locate into industrial areas.

## What is Council going to do?

It is important that any future industrial and urban services areas are planned to have appropriate transport connectivity and minimal impact on surrounding residential and sensitive land uses. Council will develop an industrial and urban services strategy to assess the Bathurst Region's short and long-term supply and demand balance of industrial and urban services land; the functionality and capacity of existing industrial areas; and existing or future impacts on surrounding areas. Importantly, this strategy needs to assess the appropriateness of lands to the east of the Bathurst Regional Airport and the former army depot at Lloyds Road for future industrial/urban service purposes (refer **Figure 3: City of Bathurst Structure Plan**). It is important that Bathurst's industrial and urban service areas are recognised and evaluated for their long-term economic, operational and functional contribution to the local and regional economy.

Council has identified the need for a southern distributor route to link the City's key employment lands. This route is critical for the future intensification of the former army depot site on Lloyds Road. Council needs to identify funding opportunities to progress the southern distributor route.

Council needs to determine the suitability or otherwise of lands along the southern side of Sydney Road (between Raglan and the Gateway Enterprise Park) as a future Enterprise Corridor (refer to Gateway Investigation Area on **Figure 3: City of Bathurst Structure Plan**) and in particular how the Gateway to the city can be protected and enhanced by future development.

## Actions

### Strategic documents and studies

- 5.1 Develop an industrial and urban services strategy to:
- assess the demand and supply of industrial land into the future;
  - assess the best location for future supply;
  - investigate the appropriateness of land east of the Bathurst Regional Airport and the former army depot land at Lloyds Road for future industrial purposes;
  - assess the appropriateness of the southern side of Sydney Road (between Raglan and the Gateway Enterprise Park) as a future Enterprise Corridor;
  - investigate opportunities to attract new industry to the Bathurst Region; and
  - investigate opportunities to attract new light industry and aero related industry in

the vicinity of the airport .

### **Land Use Planning**

#### **Immediate**

- 5.2 Review provisions in Council's planning instruments to:
- Protect key industrial and urban service lands from sensitive lands uses.
  - Provide appropriate buffers to major roads, the Main Western Railway line and competing land uses.
  - Implement the recommendations of the industrial and urban services strategy (when completed).

#### **Ongoing**

- 5.3 Limit opportunities for offensive or hazardous industry and storage establishments to locate within the Bathurst Region.
- 5.4 Protect and enhance the scenic quality of the City gateway entrances along O'Connell Road, Sydney Road, Sofala Road, Mitchell Highway and Mid-Western Highway.

### **Collaborate with partners**

- 5.5 To identify funding opportunities to secure the planning and construction of the southern distributor route to link the city's employment areas.

# Protect Mount Panorama (Wahluu) as a motor sport and event precinct

## Why is it important?

Mount Panorama (Wahluu) is indisputably the mecca for motor racing fans all over Australia and has become the spiritual home of Australian motorsport. Beginning as a dirt-track/tourist drive carved out of the bald hills around the city in the mid-1930s, the Council at the time had a vision for a premier motor racing circuit. Support through a national employment relief scheme saw this vision become a reality with the Mount Panorama Scenic Drive open on 17 March 1938. On 16 April 1938 the Mountain attracted some 20,000 spectators to its first race, the Australian Tourist Trophy. Arguably the biggest motorsport race in the country, the Bathurst 1000 is now one of the most iconic, and internationally recognised, sporting events in Australia.

The Bathurst 1000 attracts some 200,000 spectators over the 4 main days of the event with many spectators arriving well before the event starts. In excess of 50,000 persons are at the circuit on the Sunday for the main event.

The Western Research Institute, Economic Impact of Mount Panorama 2009, identifies the economic impact of motor sport events (full track events) at that time (2008/09) as follows:

- \$69 million expenditure in Bathurst Local Government Area
- the four events contributed \$29.3 million in value – added to the Bathurst economy
- the four events contributed \$33 million to the Gross State Product
- the four events create approximately 330 + full time equivalent jobs.

The Mount Panorama circuit continues to be home to four major events each year with a fifth event announced for 2020. Partners include: Supercars – Bathurst 1000, Supercars – 12 hour race, Yeehah! Events - Challenge Bathurst, Australian Racing Group - Bathurst 6 Hour and the recently announced Australian Racing Group - Bathurst International, commencing in 2020.

Mount Panorama also hosts a variety of other events including:

- motor sport activities such as hill climbs and Bathurst Autofest;
- Mount Panorama Punish, a one lap running event around the circuit; and
- Inland Sea of Sound; a festival of music, arts and culture.

Mount Panorama is home to a range of community sporting clubs including: motocross; light car club; rifle range, pistol range and clay pigeon target range; archery and the Bathurst Bike

Park and the Bathurst Harness Racing Club are located nearby.

The Mount Panorama precinct has the facilities and services to meet the sophisticated needs of a growing motor sport competitor and spectator market. The vision for the motor sport precinct, complete with a second world-class circuit and associated business park, inclusive of research and development industries, will ensure Bathurst is able to host the best motor sport and corporate events the world has to offer.

### What is Council going to do?

Council's goal within the Mount Panorama precinct is to foster a strong and diverse economy, acting as an advocate, facilitator, coordinator and service provider to lead and enable continued economic prosperity, infrastructure, innovation, investment, job generation and new motor sport business development. Key to achieving this goal is working in partnership with motor sport industry stakeholders and these relationships will help continue to strengthen Bathurst's economy and the Region's economic prosperity into the future.

Council's long-term goal is to protect Mount Panorama as an international motor racing venue and to foster further economic growth through the delivery of a motor sport precinct inclusive of a second world class circuit and associated research & development business park. Preparation of the Environmental Impact Statement (EIS) for the development of a second motor racing circuit at Mount Panorama (Wahluu) is well underway. Council will seek development consent from the NSW Government for the second motor racing circuit in the short term, prior to construction works commencing.

Council remains committed to ensuring Aboriginal cultural heritage is appropriately managed at Mount Panorama (Wahluu). Council has made a significant investment in understanding the cultural significance, storylines and history of Wahluu with the production of the Aboriginal Cultural Heritage Assessments undertaken to date. Council continues to undertake, identify and assess the significance of the Mount Panorama (Wahluu) precinct and in particular the likely impacts new developments at Mount Panorama may have on Aboriginal cultural heritage. Refer to Planning Priority 9 (Protect Indigenous Cultural Heritage).

Council remains committed to ongoing engagement with the local Aboriginal community in the implementation of the Bathurst Region Aboriginal Heritage Study and the Bathurst Region Aboriginal Interpretation Strategy and in particular the opportunities to interpret the Wahluu story as part of the Mount Panorama boardwalk project (new pathway across the top of Mount Panorama). Refer to Planning Priority 9 (Protect Indigenous Cultural Heritage).

## Actions

### Strategic documents and studies

- 6.1 Update the economic impact reports for racing events at Mount Panorama.
- 6.2 Update noise impact assessments from motor racing at Mount Panorama.

### Land Use Planning

#### Immediate

- 6.3 Update provisions in Council's planning instruments to protect Mount Panorama as an international motor racing venue, particularly with respect to new noise impact assessments.
- 6.4 Complete and lodge the development application (State Significant) and associated Environmental Impact Statement in relation to the second circuit development.

#### Ongoing

- 6.5 Do not rezone lands for residential or rural residential within the 50 dBa noise contour as shown on **Figure 3: City of Bathurst Structure Plan**, and other identified lands that may be affected by noise exposure from the Mount Panorama motor racing precinct.
- 6.6 Minimise or reduce, where possible, the permitted residential density in South Bathurst over those existing residential lands within the 50 dBa noise contour and other identified land that may be affected by noise exposure from the Mount Panorama motor racing precinct.
- 6.7 Manage city growth and the encroachment of incompatible land uses to protect the Mount Panorama motor racing precinct.

### Collaborate with partners

- 6.8 To protect Mount Panorama from inappropriate development to ensure it can continue to operate as an international motor racing venue.
- 6.9 For innovative technology use and research and development of the Mount Panorama motor sport precinct (e.g. e-vehicles and drone racing).
- 6.10 Foster ongoing relationships with all stakeholders within the Mount Panorama (Wahluu) precinct.

## Leverage new opportunities

### Why is it important?

The Bathurst Region is in a unique position, being the first major centre west of the Blue Mountains. As the Sydney basin grows, the availability of land becomes increasingly scarce, particularly for those industries which require a large development footprint. Bathurst is also ideally located for those wanting to make a 'tree change' out of metropolitan Sydney.

Air services are an ever-increasing market, particularly with the growing ability for some agricultural products to be air freighted to domestic and international destinations. The proximity of the Bathurst Regional Airport to Sydney, Canberra and Parkes provides opportunities for air freight services. Land available at the Bathurst Regional Airport for hanger leases provides an attractive location for private hanger space especially for those connected with motor racing events at Mount Panorama. The Bathurst Regional Airport is also home to the Australian Air Cadet Glider Operations with accommodation facilities located at the airport.

The Great Western Highway and the Main Western Rail line link Bathurst and western NSW to the eastern seaboard and are important access routes for industrial and agricultural goods as well as passengers. The development of the Parkes Hub (rail) and the inland rail project will increase freight movements through the Central West into the future with the potential of Bathurst supporting additional freight and logistics businesses.

The weight limitations of the Great Western Highway through the Blue Mountains restricts the size and types of vehicles that can effectively use the transport corridor. Bathurst's location, particularly on the confluence of the Mitchell and Mid-Western highways, allows Bathurst to leverage on load consolidation/distribution industries, particularly for freight. Thus, having sufficient land adjacent to transport corridors will be an important factor for the success of this industry.

Council is currently preparing a master plan for the Bathurst town centre. The master plan will leverage new opportunities for the CBD, inclusive of its heritage and tourism values and for the evening and night-time economy. The enhancement of the CBD's heritage significance provides social and economic opportunities for main street activation. Many cities recognise the contribution that an evening (6.00pm to 8.30pm) and night-time (after 8.30pm) economy make in building identity and culture within a city. It is important that Council can support a diverse mix of evening and night-time activities including restaurants, cafes, live music and



entertainment. These activities draw people who may not have otherwise come into the city and provides an opportunity to expose other businesses to new customers. Evening and night-time activation can be generated by encouraging other businesses that would traditionally close at the end of the afternoon, to stay open for longer. This has added benefits for the local economy.

### What is Council going to do?

Existing businesses are the foundation of any economy in providing local jobs and services. Engaging with local businesses will help Council understand their industry, challenges and opportunities. Council continues to help support local businesses through regular engagement and support programs, by advocating for and promoting innovation; and by providing opportunities to showcase the Bathurst Region and its local products through festivals and events. As the Region emerges from the COVID-19 (Coronavirus) crisis this support will be critical. Council will investigate opportunities to develop and enhance the evening and night-time economy, particularly as part of the Bathurst Town Centre Master Plan.

Council will undertake an industrial and urban services strategy to enable the expansion of high employment generating industrial opportunities in specific locations in the Region with ready access to rail and highway linkages.

Council will manage growth and the encroachment of incompatible land uses within the height limitations and noise exposure forecasts for the Bathurst Regional Airport (refer 'Airport Protection Area' on **Figure 3: City of Bathurst Structure Plan**). Council will also investigate the potential for establishing air freight services at the Bathurst Regional Airport to service domestic and international customers.

As the Bathurst region changes, the appropriateness of the range of current permissible land uses are likely to change. Council will periodically review the landuses within each zone and determine whether they remain appropriate and if their impacts are able to be appropriately mitigated if proposed in the LGA.

Council will implement the key land use actions of the Bathurst Region Economic Development Strategy inclusive of the following actions:

- advocating for improvements to transport links including the Bells Line of Road, Great Western Highway and improvements to Higher Mass Limit (HML) bridges;
- pursuing the adaptive reuse of the former TAFE site (Bathurst Town Centre Master Plan);

- continuing Council's land development program to ensure adequate supply of residential, service trade & industrial land;
- ensuring that the Regions' strategic planning and land use strategies accommodate long term business and residential needs;
- work with relevant stakeholders to investigate Place Activation in key precincts, inclusive of villages, industrial parks, Keppel Street, William Street, and George Street; and
- ensure the Mobile Black Spot database is up-to-date and seek funding to upgrade mobile base stations to address mobile black spots, especially in the villages and along transport routes.

Council will also continue to advocate for:

- improved transport connections to Parkes;
- a southern distributor route and link between Mid Western and Mitchell Highways; and
- access to Sydney airport and the second Sydney airport.

Through its planning controls, Council will protect the Bathurst airport surrounds and the rail corridor from inappropriate development.

## **Actions**

### **Strategic documents and studies**

- 7.1 Maintain an up-to-date Destination Management Plan and Economic Development Strategy.
- 7.2 Implement the Bathurst Airport Master Plan.
- 7.3 Develop an industrial and urban services strategy to:
  - investigate opportunities to attract new industry to the Bathurst Region;
  - investigate opportunities to attract new light industry and aero related industry in the vicinity of the airport; and
  - identify land suitable for industrial purposes adjacent to freight and transport corridors.

### **Land Use Planning**

#### **Immediate**

- 7.4 Periodically review and update the provisions in Council's Planning Instruments in

response to the ongoing appropriateness of individual land uses within each land use zone and in response to the adoption of new studies, strategies or master plans (e.g. Bathurst Town Centre Master Plan).

#### Ongoing

- 7.5 Identify, in partnership with industry, desirable land characteristics for freight operators.
- 7.6 Ensure a suitable supply of industrial and business land is zoned and available.
- 7.7 Do not rezone lands for residential or rural residential purposes that may be affected by noise exposure from either Mount Panorama motor racing, the Bathurst Regional Airport or the Main Western Railway Line.
- 7.8 Manage the growth of the City and minimise the encroachment of incompatible land uses in the vicinity of the Bathurst Regional Airport and the Main Western Railway Line.

#### **Collaborate with partners**

- 7.9 For improvements to the Bells Line of Road, Great Western Highway; higher mass limit bridges, and access to Parkes.
- 7.10 For ongoing access to Sydney's airports.

## Become a Smart city

### Why is it important?

A smart city is one that embraces new ways of thinking and doing things informed by data processes. A smart city is not an IT hub, but one that is technologically enabled.

The Bathurst Region is recognised in NSW as an emerging Smart Community. Council intends that the Bathurst Region is a Smart Community, one where technology, data and people are used to drive economic activity, improve connectivity, meet the changing needs of the community, accelerate innovation and better manage resources, energy and services.

The rollout of NBN services to the Bathurst Region has improved the ability for the community to be connected to the world. There are some businesses which have an increased demand for connectivity, beyond the capability of the existing NBN connections. Improved internet connectivity will assist those businesses perform on an international stage or in innovative ways. Improved internet connectivity is also increasingly important as the region deals with the COVID-19 (Coronavirus) crisis.

### What is Council going to do?

Bathurst, as a smart city, has adopted the Smart Community Strategy to inform and apply knowledge in innovative ways for the betterment of the community. Being a smart city, Council will use smart city technology to better collect and use data to inform and promote improved urban decision-making processes and outcomes for the Bathurst Region.

The world's ever-expanding use of Information and Communication Technology (ICT) is creating unprecedented demand for data storage, especially data centres. As Australia's ICT capital, NSW offers unrivalled advantages for companies looking to establish data centres in the Asia Pacific. Bathurst, and its proximity to Sydney, is an affordable regional location for the establishment of a data centre, technology hub or the like. Council has identified a parcel of land within the education/knowledge/technology precinct shown on **Figure 3: City of Bathurst Structure Plan** that is adjacent to a number of education facilities, government departments and Council facilities. Council has made significant investments in being a smart city, and the establishment of a data centre or technology hub within the Bathurst Region has significant synergies.

Council will advocate for improved internet connectivity beyond the services of NBN, particularly for special precincts, including the education, knowledge, technology precinct, the health precincts, employment and commercial areas, Mount Panorama and the Bathurst Regional Airport precincts (refer **Figure 3**: City of Bathurst Structure Plan) where innovation can be improved with internet connectivity.

Council will continue to advocate for improved mobile phone connectivity throughout the region, particularly in the rural villages and along transport routes through the mobile black spot program. Council will continue to support the progressive installation of electric vehicle charging stations within the region's villages.

Bathurst is home to over 60 educational institutions. It is important that Council support the identification of new opportunities for Charles Sturt University's presence in Bathurst.

## **Actions**

### **Strategic documents and studies**

- 8.1 Maintain an up-to-date Smart Community Strategy.

### **Land Use Planning**

#### **Immediate**

- 8.2 Implement the Bathurst Smart Community Strategy particularly in respect of:
- Investigating opportunities to use new technologies for managing stormwater at a residential level.
  - Implementing smart technology within new community buildings.
- 8.3 Use of smart technology to better understand the local environment through the use of sensors, cameras and smart metering.
- 8.4 Use of the open data and locational analytics data to make better informed land-use decisions and prioritisation of works schedules.
- 8.5 Identifying the required infrastructure for the establishment of a data centre or technology hub within the Bathurst Region.
- 8.6 Review Council's planning instruments to ensure there are no barriers to the establishment of a data centre or technology park in the Region.
- 8.7 Review Council's planning instruments and engineering guidelines to ensure Smart technology is an integral part of subdivision and development design.

## Ongoing

- 8.8 Use smart technologies to gain a better understanding of community behaviours such as commuting patterns, parking habits, pedestrian movements and water consumption and time of use, to inform planning decisions.
- 8.9 Partner with the business community to use open data to assist in better use of their resources.

## **Collaborate with partners**

- 8.10 To support Charles Sturt University's presence within the Bathurst region.
- 8.11 For improved communication infrastructure and funding particularly to support communication improvements in the village and rural areas of the Region and along key transport routes.
- 8.12 For Mobile Blackspot funding and external funding to improve mobile reception throughout the Region.
- 8.13 For funding and improved internet connectivity to the knowledge, education and technology precinct, the health precincts, employment and commercial areas, and the Mount Panorama and Bathurst Airport precincts.





Heritage and  
sustainable environment



## Protect Indigenous cultural heritage

### Why is it important?

The Wiradjuri people are the Traditional Owners and Custodians of the Bathurst Plains. Their occupation of the area extends thousands of years to the time of Gudyiin ('the beginning', time immemorial).

The Wiradjuri people continue to have a spiritual and cultural connection to the land. This connection long pre-dates European settlement, and despite modification of the land through urban development, many places of significance remain.

The Wiradjuri are the largest Aboriginal nation in New South Wales, who, to this day, enjoy a rich and diverse cultural life that is based on the foundations of their Ancestors. They are the people of the three rivers, the Wambuul (Macquarie), the Galari (Lachlan), and the Marrambidya (Murrumbidgee).

Governor Macquarie's proclamation of Bathurst as the first European inland settlement in 1815, signalled the dispossession of the Wiradjuri of their ancestral lands, many were forced to relocate, and many were killed or injured in what has become known as "the Frontier Wars". The shared history and storylines created from that point onwards are complex and often confronting, however the Bathurst Region community acknowledges all Aboriginal First Nations people who now call the Bathurst Region home.

Traditional life across the plains of Bathurst was almost completely broken as a result of the arrival of colonists to Wiradjuri lands. It is because survivors continued to observe ancient customs and ceremonies, that these significant cultural traditions exist today. Passed down through the knowledge holders since that time they are now celebrated as part of the Wiradjuri Nation that flourishes and contributes extensively to all sectors of society throughout the Region.

### What is Council going to do?

Council has completed extensive studies and investigations about the Region's Aboriginal Cultural Heritage. The Bathurst Region Aboriginal Heritage Study was completed in 2015 and includes Aboriginal cultural heritage sensitivity mapping which is being used to inform development decisions. Extensive Aboriginal Cultural Heritage investigations have also been

completed at Mount Panorama (Wahluu).

Council will work with the Bathurst Local Aboriginal Land Council (LALC), Traditional owners and local knowledge holders to map culturally sensitive areas to identify, protect and maintain objects and places of Aboriginal cultural significance. Council will continue to protect Aboriginal cultural heritage by completing Aboriginal Cultural Heritage Assessments, as required, to investigate and inform development activities. Council will continue to learn about the Region's Aboriginal cultural heritage through ongoing conversations with the Local Aboriginal Land Council, Traditional owners and local knowledge holders.

## Actions

### Strategic documents and studies

- 9.1 Continue to identify and investigate sites of Aboriginal cultural heritage.

### Land Use Planning

#### Immediate

- 9.2 Support the Bathurst Local Aboriginal Land Council should they choose to prepare a Development Delivery Plan in accordance with State Environmental Planning Policy (Aboriginal Land) 2019.
- 9.3 Review Council's planning instruments to implement the recommendations of the Bathurst Region Aboriginal Heritage Study 2015.

#### Ongoing

- 9.4 Engage with the Local Aboriginal Land Council, Traditional owners and local knowledge holders in relation to planning decisions under the Bathurst Regional Community Participation Plan.
- 9.5 Continue to require Aboriginal Cultural Heritage Assessments to be prepared as required to support and inform development activities and new urban zonings.
- 9.6 Engage with the Local Aboriginal Land Council, Traditional owners and local knowledge holders to determine, and manage, local sites of high cultural heritage value to be listed within the Bathurst Regional Local Environmental Plan.
- 9.7 Continue to use the Aboriginal Cultural Heritage Sensitivity Mapping to inform development decisions and the need for Aboriginal Cultural Heritage Assessments.

- 9.8 Continue to monitor the Aboriginal Heritage Information Management System (AHIMS) database to ensure new site cards within the Bathurst Region are considered in the development process.

**Collaborate with partners**

- 9.9 For improved notification procedures for sites listed on the AHIMS database for the Bathurst Region.
- 9.10 For the appropriate management of sites of Aboriginal Cultural Heritage.
- 9.11 To promote the importance of the Region's Aboriginal Cultural Heritage and opportunities for dual naming of sites and places.

# Protect European and non-Indigenous heritage

## Why is it important?

Bathurst is the first inland European settlement on mainland Australia. The settlement of Bathurst by the Europeans has been integral to the development of Australia from a small coastal colony to a continental country. Heritage is the building and places, the natural environment, people and objects, and their embedded stories valued by the community.

The Bathurst Region has over 340 listed heritage items and 10 heritage conservation areas. There are well over 1000 places throughout the Region that have been identified as having some level of European or non-indigenous heritage significance. The heritage assets of the Bathurst Region include items of natural and cultural heritage and each contributes to the unique history of the Region. The variety of the Region's cultural landscapes illustrate how places have evolved to reflect the values and the needs of its inhabitants. Consequently, levels of significance must also be adjusted over time as new meanings and uses are discovered for places.

Periods of oscillating growth have influenced the city's architectural development, resulting in the creation of a wealth of buildings from the late 19th century and their subsequent preservation during the quieter times of the first half of the 20th century. The more rapid and continuing increase in population since the 1970s has placed Bathurst's 19th century architectural heritage under pressure. A key challenge is to improve the ways in which new development can offer better architectural merit.

Bathurst and the villages of the Region are of great importance in shaping the heritage character of the Region. The history of their origins and development, indeed their very locations, reflect the history of the Bathurst area. There can be no argument in stating that the buildings and streetscapes in Bathurst and the Region's villages offer significant heritage value.

## What is Council going to do?

Bathurst's rich history has shaped the character of many places including its villages and the Bathurst CBD. The Bathurst Region Heritage Plan establishes the key strategic priorities and actions to be implemented by Council and the Bathurst community in relation to heritage management. The Plan arranges the strategic priorities and actions into five themes:

- A community that respects;
- A community that manages the future;
- A community that adds value;
- A community that shares stories; and
- A community that values the past.

The Bathurst Region Heritage Plan provides the detail as to how Council and the community will protect, enhance and promote heritage buildings and places, the natural environment, people and objects and their embedded stories.

Council will continue to update its heritage plan and undertake investigative studies, such as the review of the Bathurst and West Bathurst Heritage Conservation Area in 2018, to identify places of heritage value so that new development in and around these places maintain or enhance their unique character.

Council will move towards a place-based approach to localities within the heritage conservation areas to identify their unique local character and plan for it. Local character statements will be prepared for the historic villages and for precincts within the City's heritage conservation areas to identify:

- What is important about each locality;
- How it is best managed into the future; and
- To improve the ways in which new developments can compliment the existing neighbourhood and special heritage character of each area.

Council will complete the Bathurst Town Centre Master Plan and seek to identify and support adaptive reuse opportunities for key heritage sites such as the former TAFE site. Council will also undertake a comprehensive review of its Village Plans.

## **Actions**

### **Strategic documents and studies**

- 10.1 Maintain an up-to-date Heritage Plan.
- 10.2 Introduce a place based approach to heritage management within the Region's villages and for localities within the Region's Heritage Conservation Areas to improve overall urban design outcomes through the development of local character statements for each locality.



- 10.3 Continue to review the extent of heritage conservation areas within the Bathurst Regional LGA and the identification of new heritage items.
- 10.4 Continue to research and record information in relation to the Bathurst Region Heritage assets within the State Heritage Inventory database.

### **Land use planning**

#### Immediate

- 10.5 Implement the Bathurst Heritage Conservation Area Review 2018.
- 10.6 Undertake a review of the heritage and urban design provisions within Council's planning instruments.
- 10.7 Implement the inclusion of local character statements within Council's planning instruments.

#### Ongoing:

- 10.8 Ensure that impacts on heritage are given significant consideration in the development assessment process through Council's heritage advisory service and pre-Development Application processes.
- 10.9 Provide a heritage advisory service and local heritage management incentives.

### **Collaborate with partners**

- 10.10 To identify and list heritage items of State Significance.
- 10.11 To engage with heritage interest groups as outlined in the Bathurst Regional Community Participation Plan.
- 10.12 To promote the importance of the Region's unique heritage and minimise the future loss of heritage assets.

# Maximise the Region's tourism opportunities

## Why is it important?

Tourism is a highly significant industry for the Bathurst Region. The readily identified value of tourism and hospitality has increased significantly in the five years to 2018 from a total economic output of \$146.2 million (value add of \$76.8 million) to total output of \$203.3 million (value add of \$101.8 million) (National Institute of Economic and Industry Research). The combined industries directly employ 820 with indirect employment of an additional 249 representing 5.2% of total industry in the LGA.

Bathurst, like many regional areas, is facing economic challenges, competing for residents, business and visitors to maintain viable, healthy communities. With the transition to a service-based economy, tourism and events will play a greater role in regional development by attracting new money, supporting jobs and by contributing to the attractiveness of the Region as a special place to 'live, work, play and visit'.

The Destination Management Plan (DMP) aims to plan for and build a visitor economy. It focuses on:

- Enhancing community awareness
- Building the experience base
- Capacity building and collaboration
- Enhanced visitor services

The DMP involves a range of sectors, stakeholder groups and delivery partners across all levels of government, agencies, communities and business groups.

Tourism has immediate effects, creating employment and driving investment. Tourism provides an increased scale of activity that enables the viability of other businesses, as well as improved services and amenities that contribute to the diversity and attractiveness of the area.

Tourism provides an economic return on public assets, including built infrastructure and parks, and investment in arts and culture. For a destination such as the Bathurst Region, tourism is different from many other industries, in that it utilises a wide range of public and private investment and infrastructure. Tourism is a means by which public assets and the Region's natural and cultural assets can make a strong contribution to the wellbeing of the community and support part of the rationale for public investment in the industry. The base infrastructure

and core amenities that are enjoyed in the Region by visitors are largely the product of the work of Council, whether it is through placemaking assets, accessibility, natural and cultural environment, or the provision of visitor services.

At the time of preparing this LSPS, Council hosted an Elton John concert at Carrington Park. Council's ongoing investment in this type of infrastructure enabled it to host an event with a 20,000 strong audience of both locals and visitors to the Bathurst Region.

### What is Council going to do?

Council adopted a new Destination Management Plan in December 2019, which includes the following key actions:

- Develop a coordinated approach to attracting and managing sports tourism, including motor racing at Mount Panorama;
- Use the iconic status of Mount Panorama (Wahluu) and its flagship recognition value;
- Support and enhance food and wine tourism;
- Activate the Bathurst Region's rich heritage;
- Maximise the potential of the Region's arts and cultural infrastructure, events and activities;
- Support the attraction or development of new events and the growth of existing events with brand alignment; and
- Grow and promote the range of accessible tourism experiences and businesses in the Bathurst Region.

Within the Bathurst Region there are a number of areas and assets that are already or can develop into tourism hubs in their own right including Mount Panorama, Ben Chifley Dam, the Region's museums and the Macquarie River. Numerous civic, cultural, natural and sporting spaces provide the platform for the events sector to grow. Council will build on these assets for tourism and event opportunities.

Council will ensure opportunities are available for development that support the visitor economy, such as appropriate land zoned to permit a range of visitor accommodation, food and hospitality and events. Council will protect the Mount Panorama (Wahluu) precinct as an international motor racing venue and event precinct (refer to planning priority 6).

A key opportunity for the Bathurst Region is the positive effects that the protection of natural landscapes, vistas and heritage qualities of the Region have on the visitor economy (refer to

planning priorities 9, 10 and 12).

## **Actions**

### **Strategic documents and studies**

- 11.1 Maintain an up-to-date Destination Management Plan and Economic Development Strategy.

### **Land Use Planning**

#### **Immediate**

- 11.2 Review Council's planning instruments to ensure there are no barriers to:
- the establishment of tourism and tourism accommodation; and
  - the use of appropriate private and public assets for events.

#### **Ongoing**

- 11.3 Implement the range of other priorities of this LSPS concerning the Region's landscapes, vistas and heritage assets, and the protection of the Mount Panorama motor racing precinct.

### **Collaborate with partners**

- 11.4 To support tourism activities and public infrastructure that will contribute to the visitor experience.

## Enhance environmentally sensitive land and biodiversity

### Why is it important?

The Bathurst Region is rich with biodiversity assets and is home to thousands of animal and plant species as well as a great diversity of terrestrial and aquatic ecosystems. Widespread clearing, land use change and habitat modification since European settlement has put pressures on many ecosystems in the Region causing their degradation or in some cases their virtual disappearance. Biodiversity is valued by the community at a species level, from an ecosystem function and service perspective and for the aesthetic appeal provided by natural landscapes. Council is the steward of approximately 532 ha of open space and an estimated 18,364 ha of natural areas and is able to influence biodiversity conservation on private land through the strategic planning and development control process.

Important biodiversity assets in the Bathurst Region include Box Gum woodlands, natural wetlands, Purple Copper butterfly habitat and koala habitat. Humans, domesticated animals as well as the built environment impact on the Region's biodiversity. Actions such as firewood collection, invasive weeds and pest animals, altering natural flows of creeks, and vegetation removal has a negative impact on biodiversity. The community has told us that they value the natural environment, street trees and open spaces. Our sense of cultural identity is closely linked to the Region's unique environmental biodiversity.

The community has told us that the Macquarie, Abercrombie and Turon Rivers and their tributaries (e.g. Winburndale Rivulet, Queen Charlottes Vale Creek) are valuable environmental assets. Waterways and riparian zones provide fresh water, habitat and support biodiversity and form a critical part of the natural cycles and the region's environmentally sensitive areas. We need healthy river systems to support agricultural and commercial industries. Many of our recreation and cultural activities incorporate rivers and their parkland settings. One of the greatest threats to fish movement is the establishment/construction of dams, weirs and vehicle crossings.

The Bathurst Region enjoys a range of important landscapes and vistas. The gateways into the urban areas of the city, particularly along the Great Western Highway and Mitchell Highway, have undergone new plantings under Council's Vegetation Management Plan to achieve a strong unified landscaped environment that recognises the transition between the rural and urban landscapes with natives merging to exotics. The Bathurst streetscapes play a strong role in providing a comfortable living environment, contributing to the visual amenity of the

city and villages, and help to define the character of the Bathurst Region.

The Macquarie River floodplain, with its patchwork of market gardens and remnant wetlands, further enhances the City's unique identity, especially on the eastern approach from Kelso and Raglan. The floodplain also allows for an unobstructed line of sight to Mount Panorama from the Great Western Highway.

The Bathurst Vegetation Management Plan (BVMP) identifies that the landscapes surrounding the city give it a sense of containment and provide a backdrop to the views from within and into the city. The landscapes provide for visual amenity and valued vistas into and out of the city. The floodplain and the rural ridges surrounding Bathurst contribute to the unique rural identity of the city.

The guiding principles of the Bathurst Vegetation Management Plan are to:

- Retain the slopes and hilltops as much as possible.
- Contain the urban edge.
- Preserve the ridges and hills running generally to the north, south and west of Bathurst.
- Protect the gentler slopes to the north, east and southwest.
- Maintain and enhance the European significance of the streetscape tree plantings in the Heritage Conservation Areas of the Bathurst Region, the City's heritage parks and gardens, and its gateway entrances.

Some State Environmental Planning Policies have had an adverse impact on parts of the City's rural edges, including the Macquarie River floodplain, where urban growth, such as seniors housing, has been permitted to encroach onto otherwise rural land in an unplanned way.

## **What is Council going to do?**

Council will continue the implementation of the Biodiversity Management Plan, Bathurst Vegetation Management Plan, Urban Waterways Management Plan and Roadside Vegetation Management Plan. Council will assess applications for development and take into consideration the need to protect biodiversity and minimise habitat fragmentation. Council will encourage the enhancement and management of the Region's biodiversity on public and private land. Council will seek opportunities to work with community partners and State Government to enhance biodiversity assets.

Council maintains a complex system of stormwater drains which carry stormwater from streets



to the Macquarie River, Raglan Creek, Hawthornden Creek, Sawpit Creek and Jordan Creek. Council will update the relevant stormwater developer contribution plans to reflect current industry practices and aim to improve the removal of litter and sediment from stormwater before it reaches the waterways. Council will also maintain its stormwater assets, to ensure they function effectively in the long term. Managing the impacts from stormwater on natural systems is important. Council will implement rehabilitation projects which enhance the water quality and habitat value of rivers and creeks. Council will plan new release areas to provide adequate protection and access opportunities along natural creeks and waterways.

Council will continue to incorporate biodiversity conservation into its strategic planning processes, including:

- Improved mapping and identification of important biodiversity assets for conservation.
- Master planning of urban release areas – protect and enhance biodiversity by retaining connectivity of waterways and native vegetation through the landscape.
- Improved environmentally sensitive area mapping in Council's planning instruments.
- Retention of native vegetation and the enhancement of linkages between remnant vegetation particularly on Council managed land and roadsides.
- Biodiversity Certification of future development land, where applicable.

## **Actions**

### **Strategic documents and studies**

- 12.1 Maintain up-to-date studies in relation to biodiversity, urban waterways and the Region's vegetation.
- 12.2 Complete the review of the Stormwater Developer Contribution Plans.
- 12.3 Prepare a Koala Management Plan for the Bathurst Regional Council area in accordance with State Environmental Planning Policy.

### **Land Use Planning**

Immediate:

- 12.4 Review provisions in Council's planning instruments and Engineering Guidelines to reduce impacts of stormwater on waterways and aquatic biodiversity by including:
  - water sensitive urban design elements;
  - recommendations of the Urban Waterways Plan; and
  - identification and protection of scenic and cultural landscapes.

- 12.5 Update the Developer Contribution Plans to reflect current industry practices and current estimated cost of works.
- 12.6 Implement actions of the Biodiversity Management Plan, Urban Waterways Management Plan, Vegetation Management Plan and Bathurst Roadside Vegetation Management Plan.
- 12.7 Review Council's Planning Instruments to ensure development at the interface of areas of significant biodiversity or environmental sensitivity has minimal environmental impact and is protected from the encroachment of sensitive land uses.

Ongoing:

- 12.8 Manage threats to biodiversity on Council controlled land including clearing, grazing, weeds and feral species.
- 12.9 Protect views to and from the Macquarie River Floodplain through no new urban rezonings and limiting new built development along the western side of Gilmour Street, the southern side of Eleven Mile Drive and east of Eglinton Road (shown as recreation/rural/rural vistas on **Figure 3**: City of Bathurst Structure Plan).
- 12.10 Improve the scenic quality of the Region by limiting urban and rural lifestyle development in areas of high biodiversity, on hilltops and ridges and provide a green edge between the urban and rural environment.
- 12.11 Improve and enhance the city's gateways by:
  - controlling built form;
  - providing screening between fences and arterial roads; and
  - providing appropriate buffers to screen urban growth.
- 12.12 Ensure the protection of the Sydney Road gateway is a key priority in planning for the 'gateway investigation area' as shown in **Figure 3**: City of Bathurst Structure Plan.
- 12.13 Continue to Master Plan the urban environment to identify opportunities to rehabilitate environmentally sensitive areas, particularly waterways and to protect scenic and cultural landscapes and areas of remnant vegetation.
- 12.14 Protect, enhance and increase natural assets and green spaces by considering ecosystem change and species shift from climate change, and applying ecosystem adaptation into strategic planning and land protection to ensure the Region's biodiversity is identified, protected and enhanced.
- 12.15 Consider creation of stewardship sites under the Biodiversity Conservation Act.
- 12.16 Undertake improved mapping to identify and protect:
  - natural assets;
  - environmentally sensitive areas; and

- areas of significant biodiversity or opportunities to connect remnant vegetation.

**Collaborate with partners**

- 12.17 To deliver projects that rehabilitate waterways to a more natural condition.
- 12.18 To promote community stewardship of the natural environment to ensure its vitality into the future.
- 12.19 To protect rural lands at the City's edges from inappropriate development and urban landuse encroachment such as seniors housing that is enabled by State Environmental Planning Policies.
- 12.20 To obtain and fund improved environmental mapping for the Bathurst region.

## Protect primary production land

### Why is it important?

Agricultural land is a finite resource and most agricultural enterprises are only suitable on certain soil types, climatic conditions and landscapes. Some areas of the Bathurst Region where agriculture has had a long history are under pressure from competing land uses such as housing, rural residential and lifestyle development and fragmentation of land holdings. These pressures lead to rural land use conflicts and may reduce the ability for the land to be used for agriculture and other primary production purposes, including mining and forestry, and create uncertainty for ongoing investment in primary production.

Agriculture within the Bathurst Region is diverse with key agricultural activities including:

- Sheep (wool and prime lambs) and cattle
- Wheat, oats, sweet corn and lucerne
- Orcharding (apples, pears and stone fruit)
- Vegetables (cauliflower, asparagus, carrots, tomatoes, lettuce and broccoli)
- Dairying
- Honey production
- Seedling production
- Aquaculture
- Nurseries
- Vineyards and wineries
- Stud animal raising and breeding – sheep, cattle, horses, goats and greyhounds
- Pasture production for grazing and haymaking

In 2015/16, agriculture contributed \$59 million to the local Bathurst economy (economy.id.com.au 2019) and is also an important employment sector. Livestock, vegetable production and wool production were the top 3 contributors to the value of agricultural production in the Bathurst Region.

Within the Central Tablelands region forestry activities encompass the growing and harvesting of timber products, particularly pine plantations, and the operation of sawmills and timber treatment plants. NSW Forests has indicated that the timber industry in the Central Tablelands area annually produces approximately:

- \$525 million in output

- \$226 million in gross regional product
- \$91 million in household income
- 2,000 full-time equivalent jobs

Forestry represents 5.8% of the Central Tablelands gross regional product (Western Research Institute, 2005. “The Economic Impact of Rural Subdivision and the Forestry Industry with particular reference to the Central Tablelands Region and the Oberon Shire of NSW”).

Key mining activities within the Bathurst Region include gold mining and quarrying for sand, gravel, slate and limestone extraction, contributing \$18 million to the local economy. Mining has had a close and historic association with the development of the Region and in particular with localities such as Hill End, Sofala, Sunny Corner, Wattle Flat, Cow Flat and Trunkey Creek.

## What is Council going to do?

Council adopted its Rural Strategy in 2008 to guide the future long term land management and development of rural lands, villages and settlements of the Bathurst Region. The strategy seeks to protect the productive capacity of rural land, maintain and promote primary production activities and uses and provide opportunities for a greater variety of agricultural uses and activities in the future through:

- concentrating rural settlement adjacent to the existing rural villages and rural lifestyle locations;
- avoiding fragmentation of rural lands for rural lifestyle purposes;
- maintaining appropriate minimum lot sizes on rural lands; and
- encouraging the consolidation of small holdings.

Notwithstanding the aims of the Strategy, agricultural lands remain under pressure from:

- climatic and economic factors affecting their viability;
- rural lifestyle development and ongoing pressures to subdivide rural lands for housing and lifestyle lots;
- land-use conflicts between primary production uses and other sensitive land uses; and
- conversion of productive land for renewable energy installations, such as wind and solar farms.

The Bathurst Region Rural Strategy 2008 recommended changes in the minimum lot size to:

- 40 hectares for the market garden lands; and
- 300 hectares for the primary production land.

Council implemented the 40 hectare lot size in the RU4 Primary Production Small Holdings zone as part of the Bathurst Regional Local Environmental Plan 2014. However, at the time the NSW Government enabled council's to maintain the status quo in relation to minimum lot size under the State Environmental Planning Policy (Rural Lands). Council resolved at the time to maintain the status quo in the RUI Primary Production zone (ie 100 hectares for the former Evans Shire LGA and 200 hectares for the former Bathurst City LGA).

## Actions

### Strategic documents and studies

#### 13.1 Review the Bathurst Region Rural Strategy and, in particular:

- review the minimum lot size for rural zones through a strategic analysis of agricultural land and practices;
- identify and protect important agricultural land from urban sprawl, incompatible land uses and appropriate land use buffers;
- examine the ongoing relevance of and demand for rural lifestyle housing in the Bathurst Region;
- identify opportunities to value add and diversify agricultural product; and
- with reference to the Western Enabling Regional Adaptation Central West and Orana Region Report (2017).

### Land Use Planning

Immediate:

#### 13.2 Implement the Master Planning for the Laffing Waters and Duramana residential areas inclusive of minimum green belts/buffers to reduce land use conflicts at the urban/rural interface.

#### 13.3 Review Council's planning instruments to:

- Ensure there are no barriers for value-adding and the diversification of agricultural product.
- Remove incompatible land use provisions.



- Implement recent Government advice on minimum land use buffers.

Ongoing:

- 13.4 Maintain an appropriate minimum lot size within the rural zones (note: a 300 hectare minimum lot size was recommended for the RUI Primary Production zone in the Bathurst Region Rural Strategy 2008, but has not been implemented).
- 13.5 Manage city growth, rural settlement, the encroachment of incompatible land uses and plan for minimum appropriate buffers to minimise the loss of primary production lands.
- 13.6 Plan for and maintain a minimum 50 metre wide green belt between the urban and rural interface inclusive of consideration of grass fire and bush fire protection.
- 13.7 Do not rezone lands for rural residential or rural lifestyle purposes on holdings greater than 100 hectares or on lands classed as land suitability class 1 or capability class 1 or 2.
- 13.8 Protect the market garden lands of the Macquarie River from further fragmentation and loss from urban landuses.

**Collaborate with partners**

- 13.9 To protect rural land from inappropriate development and urban landuse encroachment such as seniors housing.

# Create a sustainable Bathurst Region

## Why is it important?

An efficient Bathurst uses, and reuses, resources wisely and manages its urban footprint. It understands the emissions it generates and embraces technologies and innovations to continually improve.

Using resources more wisely has both economic and environmental benefits. Supporting communities to use fewer disposable products, divert waste from landfill, adopt water efficient habits and use energy more efficiently all contribute to reducing the region's energy and environmental footprint.

By 2036 the Bathurst region is expected to have a population of 55,250 (an additional 12,600 people). This will see the City expand its footprint on the urban fringes, and so further encroach on surrounding productive agricultural lands. Educating and persuading the housing market to reduce the dispersed character of housing supply both within the city and through rural lifestyle housing will minimise the growth of the City's urban footprint.

The NSW Government has set a target of achieving net-zero emissions by 2050, by expanding renewable energy, addressing transport emissions and helping households and businesses save energy. Supporting the community to be less reliant on cars and embracing active transport options and changes in transport technology will reduce emissions from commuter travel.

## What is Council going to do?

Council will use a place based approach to create an efficient Bathurst region. This allows targeted initiatives to provide the best outcomes and an opportunity to understand which pathways will have the greatest benefit.

Education of the community through delivery of leading sustainability programs will continue to be important. Programs such as the Sustainable Living Expo, Waterwise, Wastewise and various school programs aim to improve the region's sustainability.

### Waste

Council's current waste management centre has a life of approximately 30 years with an

additional 15 years on adjacent land. Currently 21% of waste collected or delivered to the Waste Management Centre is diverted through recycling and composting activities as a result of Council's three-bin system. Increased participation of the community in kerbside recycling, container deposit scheme and green waste will extend the lifespan of the waste management centre. Council will continue its membership with the Netwaste Alliance to secure its waste collection contracts.

Waste collection at unmanned transfer stations in the rural areas remains problematic. Council will need to identify ways to improve waste management outside of the urban areas.

## **Energy**

Council will continue to support the installation of energy saving options in both public and private assets to offset energy use. Council will ensure its planning instruments incorporate energy saving options into subdivision and building design, e.g. LED street lights. Legislative requirements for new housing to meet the minimum standards of BASIX limits the capacity for local planning controls to encourage more sustainable housing and environmental outcomes beyond BASIX.

Council will assist in facilitating small-scale renewable energy projects using a variety of technologies or other innovative storage technologies. Council will encourage proponents to use best-practice community engagement and maximise community benefits from all utility-scale renewable energy projects, as identified in Actions 9.2 & 9.3 of the Central West and Orana Regional Plan 2036.

## **Emissions**

Potential pathways towards net-zero emissions in the Bathurst region include:

- reducing vegetation removal and increasing urban tree canopy;
- working towards more sustainable transport options;
- implementing sustainable design guidelines for subdivision and housing design;
- reducing waste and increasing recycling; and
- increasing the availability and use of renewable energy sources.

Council will continue to plan for the construction of an accessible footpath and cycleway network and will review and update the Bathurst Community Cycling and Access Plan (2011) as the Region grows. Council will continue to work with the State Government and advocate

for improved public transport services. Council will also investigate opportunities for less traditional forms of public transport to embrace changes in transport technology such as electric vehicles, autonomous transport and ride-sharing (see planning priority 3).

Again, legislative requirements for new housing to meet the minimum standards of BASIX limits the capacity for local planning controls to encourage more sustainable housing design.

### **Urban Sprawl**

Council will implement its Housing Strategy which aims to manage population growth and the impacts of urban sprawl by seeking an increase in living densities and lot yields in appropriate locations and enabling urban renewal (see planning priority 16).

## **Actions**

### **Strategic documents and studies**

- 14.1 Maintain an up-to-date Waste Management Plan and plan for the future of Council's Waste Management Centre.
- 14.2 Maintain an up-to-date Renewable Energy Action Plan for Council's operations and the Bathurst Region.
- 14.3 Develop an emissions reduction plan for the Bathurst region, taking into consideration the Bathurst Regional emissions snapshot.
- 14.4 Consider sustainable transport options as part of the Bathurst Integrated Transport Plan.
- 14.5 Develop a Cooling the Region Strategy as a likely outcome of the Bathurst Town Centre and new land release area Master Plans to reduce the impacts from the heat island effect taking into account the 'Minimising the Impacts of Extreme Heat: A guide for local government'.

### **Land Use Planning**

Immediate:

- 14.6 Review provisions in Council's planning instrument and Engineering Guidelines to deliver:
  - subdivisions and development that are more energy, waste and water efficient;
  - reduced urban sprawl (Bathurst 2036 Housing Strategy recommendations); and
  - improved building performance and sustainable development initiatives.

Ongoing:

- 14.7 Continue to Master Plan the urban environment to identify opportunities to create new subdivisions and neighbourhood activity centres that are energy, waste and water efficient.

**Collaborate with partners**

- 14.8 To identify ways to increase the energy and water efficiency targets under BASIX or enable Council to set higher targets beyond BASIX and require adherence to basic sustainable design principles.
- 14.9 To deliver small-scale renewable energy projects or innovative storage technology projects within the Bathurst region and maximise community benefits from all utility-scale renewable energy projects.

# Improve resilience to natural hazards and extreme weather events

## Why is it important?

Australia's climate is changing. AdaptNSW have undertaken research to predict the impact of climate change on NSW, and the Central West and Orana Region in the Western Enabling Regional Adaptation Central West and Orana Region report (2017). The climate projections for the Central West and Orana Region include:

- Mean temperatures are projected to rise by 2.1°C by 2070 across all seasons. The increases will occur throughout the Region. All models show there are no declines in mean temperatures across the Central West and Orana.
- Cold nights are projected to decrease across the state by an average of 17 fewer days per year by 2070. Changes in cold nights can have considerable impacts on native ecosystems and agricultural crops reliant on cold winters.
- Annual rainfall will continue to vary across the Central West and Orana Region by 2070. Increases in rainfall for summer, autumn and winter are projected. A decrease in rainfall across the Region is projected in spring with the greatest decreases near Orange.
- Severe fire weather is projected to increase across the Region by 2070 primarily during summer and spring. The increases are greatest in the west of the Region during spring. These increases are being seen during the peak prescribed burning season (spring) and peak fire risk season (summer).
- Hot days are projected to increase across the Region by an average of 27 days per year by 2070.

Over the coming years, the Bathurst Region is likely to experience higher temperatures, fewer frosts, altered rainfall patterns, and changes in the frequency and intensity of natural hazards like bushfires, flooding and heatwaves. These hazards and extreme weather events have the potential to impact not only built assets such as roads, stormwater drains and buildings, but also increase demand for services such as water supply, energy use and the need for community support. In planning for a sustainable and liveable Region, it is important that Council identifies the potential risks associated with a changing climate. By better understanding these risks, Council can work to establish a framework to manage climate risk and increase resilience.

The Macquarie, Abercrombie and Turon Rivers, their tributaries and associated floodplains are a predominant feature of the Bathurst Region. Flooding along these waterways impacts upon properties within the floodplain to varying degrees. Council has a responsibility to manage



development within floodplains to ensure the safety of residents.

Planning for resilience in the Bathurst Region needs to address existing vulnerabilities, shocks and stresses and ensure that future development is in areas which minimise potential impacts from bushfire, flooding or other natural hazards. Residential, village and rural residential intensification should be avoided in those parts of the Region which are bushfire prone, subject to flooding or have limited accessibility.

### What is Council going to do?

Council is required to maintain a Bushfire Prone Land Map. Council will work with the NSW Rural Fire Service to update the map consistent with the requirements of Planning for Bushfire Protection 2019.

Council, over the past two decades, has been protecting Bathurst and Perthville from the effects of flooding with the construction of flood levees and the voluntary acquisition of properties on the Macquarie River floodplain. The construction of the recommended flood levees are nearing completion. It is appropriate that Council's Floodplain Management Plan, and associated planning controls are updated and revised in line with current climate data.

Rebuilding after a natural disaster can often be a difficult time for those residents affected. To assist in the expedient approval process, Council will undertake a review of its planning controls to ensure there are no barriers to the reinstatement of legal developments and develop a factsheet to outline the process for waste disposal, consent processes and appropriate building standards.

Council is undertaking a number of place-based master plans including master plans for Laffing Waters, Bathurst Town Centre and Duramana Road, Eglinton. A place-based approach to planning will enable Council to consider how the urban environment can be delivered differently, for example:

- Water Sensitive Urban Design (WSUD) approach to stormwater management;
- Greening streets to cool the urban environment; and
- Reduction of the urban heat island effect.

Council will develop a Cooling the Region Strategy, taking into consideration the NSW Skin Cancer Prevention Strategy (2017), to identify opportunities to reduce the impacts of heat and exposure to UV radiation through built and natural shade.

## Actions

### Strategic documents and studies

- 15.1 Review and update the Bathurst Floodplain Management Plan.
- 15.2 Finalise the updated Bushfire Prone Land Map.
- 15.3 Maintain an up-to-date Local Emergency Management Plan.
- 15.4 Review, update and adopt Council's Climate Change Risk Assessment and Adaptation Plan.
- 15.5 Develop a Cooling the Region Strategy that considers options for built and natural shade.

### Land Use Planning

#### Immediate

- 15.6 Investigate opportunities to streamline rebuilding activities during post-disaster events, e.g. bushfire, flooding or storm events.
- 15.7 Identify priority routes to assist in the orderly movement of the community throughout the Region during and following a disaster event.
- 15.8 Establish hazard planning and disaster resilience principles as considerations in the development assessment process and review provisions in Council's planning instrument to ensure planning controls relating to bushfire hazard and flooding are up-to-date.

#### Ongoing

- 15.9 Ensure Council's planning controls enable community preparedness and resilience against natural hazards and weather extremes.
  - Continue to master plan the urban environment to identify opportunities to improve stormwater management and harvesting, and the minimisation of the urban heat effect.
  - Investigate opportunities for waste disposal (putrescible waste – spoilt food, asbestos, building materials) during post-disaster events, e.g. bushfire, flooding or storm events.
  - Require appropriate supporting documentation with Development Applications in bushfire prone and flood prone land.
  - Do not rezone flood prone lands for urban purposes without an appropriate

assessment against Council's flood plain management plan.

- Review development controls to encourage adaptable and resilient buildings.

**Collaborate with partners**

15.10 To obtain funding for and review the Bathurst Floodplain Management Plan.





Dynamic and  
healthy communities



## Provide new homes

### Why is it important?

The Bathurst region has historically seen an annual growth rate of approximately 1.4%. This growth is expected to continue. By 2036 the Bathurst region is expected to have a population of 55,250 (an additional 12,600 people) requiring an estimated 5,245 new dwellings (Bathurst 2036 Housing Strategy). The Bathurst region is attracting families and young adults from the surrounding council areas and from the fringe of Western Sydney.

A number of demographic trends will affect future housing provision including:

- a reduction in household size from 2.5 persons to 2.32 persons by 2036;
- an increase of over 42% in the population of retirement age;
- an increase of over 22% in the population under working age;
- an increase of over 19% in the population of working age; and
- lone person households becoming more common.

On average, 250 new homes are built in the Bathurst region each year. Detached housing currently dominates, with dwellings of four or more bedrooms making up most of the new housing market in Bathurst. This appears to be out of sync with current trends towards a reduction in household size.

Improving housing choice and diversity will be one of the most significant issues for the future, particularly as the population ages. Changes in housing choice will also have a direct impact on housing affordability. The Bathurst region, like most other centres, experiences housing stress, where 40% or more of household income is spent on rent or mortgage repayments.

A key challenge remains the community's acceptance of different styles of housing and particularly accepting lower cost housing and smaller lot sizes in suburban locations. Interestingly, in the first half of 2019, secondary dwellings (granny flats) were becoming increasingly common.

The key messages from the community for its vision for housing (Bathurst Housing Strategy 2036) include: maintaining and improving existing amenity and liveability; improving housing choice and density; and increasing sustainability. Importantly the people of Bathurst want to limit urban sprawl but at the same time maintain the rural feel of Bathurst and ensure Bathurst does not become 'just like Sydney'. The community want to respect the heritage significance

of Bathurst's streetscapes, buildings and sites and take development pressures off the City's key heritage assets.

## What is Council going to do?

Council adopted the Bathurst 2036 Housing Strategy in 2018.

The Housing Strategy identifies:

- the existing and future housing needs of the City of Bathurst and how a range of housing types (choice and diversity) can be encouraged; and
- the actions that Council could implement to better utilise the existing residential zoned land to cater for the expected population increase.

Key opportunities identified by the Housing Strategy that Council will seek to implement include:

- Increasing living densities and lot yields in appropriate locations, particularly those locations within 400 to 800 metres of the Bathurst CBD, Westpoint Shopping Centre, Trinity Heights Shopping Centre, Kelso Centrepont and the new neighbourhood activity centres planned for Eglinton and Laffing Waters (see **Figure 3: City of Bathurst Structure Plan**).
- Encouraging higher lot yields at the city's greenfield localities of Laffing Waters/Kelso, Windradyne and Eglinton, whilst retaining amenity, character and open space.
- Encouraging the adaptable reuse of larger heritage sites and vacant lands in the Bathurst heritage conservation area, particularly close to and within the Bathurst CBD.
- Investigating and enabling urban renewal of appropriate lands outside of the Bathurst Heritage Conservation Area but within proximity to the CBD at Stanley Street, West Bathurst, Gormans Hill and lower Havannah Street (refer to Bathurst 2036 Housing Strategy).
- Investigating the options identified in the Urban Strategy for future residential expansion (refer **Figure 3: City of Bathurst Structure Plan**) north of Eleven Mile Drive, west of Sawpit Creek and east of Perthville.
- Requiring the master planning of new residential precincts. Council has recently completed Master Plans for the Laffing Waters and Duramana Road, Eglinton residential precincts. Both localities include new neighbourhood activity centres and provide an opportunity for increased living densities.



- Ensuring the development of quality access to the neighbourhood activity centres and the CBD through walking and integrated public transport.
- Developing high quality urban design principles to:
  - manage increased living densities;
  - manage change between the old and new housing stock;
  - maintain and improve neighbourhood character; and
  - improve sustainability, accessibility, affordability and ageing in place.
- Maintaining the existing open space and planning for new open space.

The Housing Strategy acknowledged the limitations to provide new or intensified housing:

- within 400m of the sewerage treatment plant;
- at South Bathurst, where lands may be exposed to noise from the Mount Panorama motor racing circuit; and
- on the Macquarie River floodplain.

Council needs to commence investigations to determine the preferred 'next' location for residential expansion. Residential expansion of the city in all possible locations (refer **Figure 3: City of Bathurst Structure Plan**) at the same time will not be viable. In addition, ongoing enquiries are being received for a residential use of the land on the northern side of Sydney Road. These lands have been identified on the City of Bathurst Structure Plan (**Figure 3**) as part of the "Gateway Investigation Area" and require detailed investigations as to their suitability for urban purposes and the effect this may have on the City's gateway.

The master planning (and associated economic analysis) completed for the Laffing Waters precinct identified that the cost of producing a larger house is not so significant as to warrant producing smaller housing product. Both the Laffing Waters and Duramana Master Plans identified the opportunity to produce small lots to improve housing diversity and affordability within the Bathurst region. A key challenge for Council will be:

- the introduction of the R3 Medium Density zone at these locations (close to the new neighbourhood activity centres); and
- educating and persuading the market to produce a new product on smaller lots. In this regard, Council is prepared to facilitate, or consider implementing itself, a demonstration project to raise community awareness of different housing stock available.

The Bathurst 2036 Housing Strategy identified four key areas in close proximity to the Bathurst CBD that may be suitable for renewal and possible increases in residential density

(Stanley Street, West Bathurst, Gormans Hill and lower Havannah Street). Investigations of opportunities to renew these areas might reduce the development pressures on the more historic sites in the Bathurst Heritage Conservation Area, provide opportunities for increased living densities closer to the CBD and delay the need to rezone new urban expansion areas and therefore reduce urban sprawl. Council acknowledges that before urban renewal can occur in these areas, assessments such as social impact, local character, infrastructure capacity and a revision of the Bathurst Floodplain Management Plan need to be completed.

The State Government is seeking to elevate the consideration of local character in NSW planning decision making through the development of local character statements. Local character statements will assist Council to identify existing character and set expectations for desired character and how change can be managed. Council will aim to use the local character statement process to guide the implementation of its housing strategy and the management of change in existing and new residential areas and to achieve alternative approaches to some of the existing one size fits all State Housing Codes that may have a detrimental impact on local housing character.

## **Actions**

### **Strategic documents and studies**

- 16.1 Maintain an up-to-date Housing Strategy.
- 16.2 Prepare Local Character statements for the new greenfield locations, urban renewal locations and precincts within the Bathurst heritage conservation area to:
  - establish new neighbourhood character for new locations;
  - manage changed living densities;
  - manage change between old and new housing stock;
  - maintain and improve neighbourhood character; and
  - improve sustainability, accessibility, affordability and ageing in place.
- 16.3 Undertake a social impact assessment of the potential loss of low cost housing in lands identified by the Bathurst 2036 Housing Strategy as possible locations for urban renewal.
- 16.4 Update the Bathurst Floodplain Management Plan and determine the appropriateness of rezoning flood protected lands for residential purposes and/or increasing the living densities of existing flood protected residential lands.

## Land Use Planning

### Immediate:

#### 16.5 Review provisions in Council's planning instrument to:

- implement the Laffing Waters and Duramana Road Master Plans, including guidelines for a new R3 Medium Density zone;
- enable an increase in living densities near the existing Westpoint, Trinity Heights and Kelso Centrepont shopping centres;
- minimise the opportunity for an increase in existing residential density of areas that are flood prone, within 400m of the Bathurst sewerage treatment plant and within the 50dBA noise contour at Mount Panorama; and
- implement Local Character Statements, as they are prepared.

### Ongoing:

#### 16.6 Undertake further investigations and review provisions in Council's planning instrument to enable the urban renewal of locations identified in the Bathurst 2036 Housing Strategy near Stanley Street, West Bathurst, Gormans Hill and lower Havannah Street, where appropriate.

#### 16.7 Implement the Heritage Conservation Area Review 2018 to protect those areas that should not be subject to urban renewal.

#### 16.8 Undertake relevant infrastructure planning (for example water and sewer availability, electricity, gas and road) and associated environmental assessments (for example heritage, biodiversity, Aboriginal Cultural Heritage, contamination, loss of agricultural land and the like) and cost benefit analysis (and an associated review of the Bathurst Region Urban Strategy) to determine the 'next' major residential expansion area and residential rezoning program, including consideration of lands to:

- north of Eleven Mile Drive;
- west of Sawpit Creek;
- east of Perthville; and
- north of Sydney Road (as part of the Gateway investigation area).

#### 16.9 Ensure master plans are prepared for new major residential urban release areas.

#### 16.10 Do not permit new residential zonings of land and the intensification of existing residential densities within:

- the Bathurst Airport precinct and environs;
- the Macquarie River Floodplain;
- 400 metres of the sewerage treatment plant; and

- the 50dBA noise contour for the Mount Panorama motor racing circuit.

**Collaborate with partners**

16.11 To develop local character statements to achieve alternative approaches to some of the existing one size fits all State Housing Codes.

16.12 To promote the provision of new housing products that provides greater housing choice.

# Create vibrant and sustainable rural villages and settlements

## Why is it important?

The Bathurst region boasts nine rural villages; Georges Plains, Hill End, Peel, Rockley, Sofala, Sunny Corner, Trunkey Creek, Wattle Flat and Yetholme (note that Sunny Corner is not a zoned village). The region also encompasses a range of historic scattered rural residential lots and settlements and zoned rural residential/ lifestyle localities such as Mount Haven, Mount Rankin, Robin Hill, The Lagoon and White Rock/Blueridge. **Figure 2:** Bathurst Region Structure Plan highlights the rural village and settlement pattern.

Each village and many of the rural settlement areas have a unique identity and history linked to the region's pastoral, grazing and mining history. Most of the villages are of local, state or national significance for their aesthetic, historic, scientific and social values to past, present and future generations of Australians.

As part of the consultation for the Bathurst Region Rural Strategy, the village communities identified village viability as the key priority. The community sought a strong village system that includes housing choice, viable business and tourism opportunities, adequate transport systems and a concentration of community services. The physical size and population of the villages and settlements has remained relatively static. The community identified the need for some planned growth to occur to maintain the viability of the villages and to ensure the retention of the current levels of community services, in particular the village schools.

The region's visitor economy is an important economic driver for the villages. Council's Destination Management Plan aims to prioritise increased tourism investment and visitor numbers to the Bathurst region. The promotion of Bathurst, the region and its villages will drive investment, visitor expenditure and job creation. The Bathurst Region Destination Management Plan makes reference to existing opportunities in the villages including:

- village events such as The End Festival, the Marmalade Festival Peel Jam; the Wattle Flat Bronze Thong; Rockley Garden Festival; Rebellion on the Turon (Sofala) and Sunny Corner Sunday; and
- self-drive touring routes of both the northern and southern villages.

The Destination Management Plan also identifies a number of actions for the villages including:

- support for the development of attractions in the villages;

- increasing the profile and growth of the Village events; and
- improving the visitor experience and visitation rates.

The Region's villages are located in scenic rural and environmental settings. This is an important quality that should be retained as it reflects their histories and provides 'breaks' between one village and the next. It is also important that the rural use or potential rural use of the surrounding land is not undermined by encroaching development.

As a result of the recommendations of the Bathurst Region Rural Strategy, Council rezoned (in 2014) additional lands to enable village expansion in each of the rural village locations, excluding Sunny Corner due to past land use issues. Demand for this additional land has been modest, particularly in the outer villages, however Peel has seen some growth.

Infill development, i.e. development within the existing village footprint, is an appropriate way to provide for additional residents without sprawling into the surrounding rural land or bushland. It is also a way to take advantage of the capacity in existing infrastructure and support local facilities. Infill development should occur in villages where the cumulative impacts of septic tanks can be managed. Other factors including heritage conservation, environmental constraints such as flooding and bushfire need to be considered in determining which villages can accommodate infill development.

The Bathurst Region Rural Strategy, 2008, considered the provision of rural lifestyle/rural residential/hobby farm development in the Region. The Strategy recommended that any future supply of rural lifestyle living be in an appropriate form to minimise its impacts on agriculture. It recommended rural lifestyle lots be within planned 'estates' and be sited, as far as possible, in locations that maximise the concentration of population at existing village and settlement locations.

The Strategy recommended that future provision be concentrated at:

- Robin Hill and Wentworth Estate, Mitchell Highway, - zoned pre 2014, within City footprint, serviced by on-site sewerage and limited reticulated water.
- Coolibah/Warrabindi/Eskdale, Mitchell Highway - zoned in 2014, within the City footprint, new development not yet commenced but will be fully serviced.
- White Rock Road/Blueridge - O'Connell Road, part zoned pre 2014, 30 hectares zoned in 2019, 18 hectares still to be considered for rezoning, within City footprint, some on-site sewerage and residual fully serviced.
- Sutherland Drive, Georges Plains - not yet investigated, dependant upon water and sewer



reticulation upgrades.

- Trunkey Creek – zoned in 2014, onsite water and sewer, development has not occurred.
- The Lagoon – zoned in 2014, onsite water and sewer, development underway.
- Wattle Flat – zoned in 2014, onsite water and sewer, development has not occurred.
- Mount Rankin – zoned in 2014 onsite water and sewer, development underway.

Each site has been zoned R5 Large Lot Residential with different lot sizes depending upon whether the land has reticulated water and sewer services. The lack of a rural residential zone under the State Government's Standard Instrument Local Environmental Plan for unserviced land further away from the City has been problematic.

## What is Council going to do?

A major review of the Village Plans will be undertaken to support sustainable growth and vitality of each location. A high level of village and rural amenity is important for each location. Enhanced community facilities, smart technology, viable business and tourism opportunities and adequate access to transport and community services will ensure strong and viable communities.

Council will encourage and promote innovative approaches to the adaptive reuse of heritage places and buildings. Council will continue to protect and promote the region's villages and heritage to strengthen the local identity through the preparation of Local Character Statements.

The Bathurst Region Rural Strategy identified the following constraints to the future provision of land for rural lifestyle/rural residential/hobby farm purposes:

- Land within the City footprint that cannot currently be serviced and may have strategic urban purposes into the future.
- Lands that are:
  - restricted by the Mount Panorama 50dBa noise contour;
  - within 400m of the sewerage treatment plant;
  - within the vicinity of the Bathurst airport;
  - flood prone;
  - within 500 metres of existing forestry or mining lands;
  - of high biodiversity conservation value;
  - on hilltops and ridges or are part of important landscapes;

- within the Ben Chifley Dam catchment;
- of a slope greater than 15 degrees; or
- bushfire prone that may have difficulty in meeting Planning for Bushfire Protection guidelines.

In addition, the Rural Strategy recommended that holdings greater than 100 hectares and/or agricultural lands classed as suitability class 1 or capability class 1 or 2 not be further fragmented for rural lifestyle purposes. The Strategy also acknowledged the limitation of the lower classes of agricultural lands (suitability class 5 and capability class 8 - the poorer agricultural lands and lands of greater environmental sensitivity) to support rural lifestyle development.

Council needs to undertake a major review of the Rural Strategy to determine whether it is desirable for the Region to produce more rural lifestyle lots in terms of the protection of the Region's agricultural and environmentally sensitive land.

## **Actions**

### **Strategic documents and studies**

- 17.1 Undertake a major review of the existing Rural Village Plans.
- 17.2 Review the Bathurst Region Rural Strategy in terms of rural lifestyle settlement to determine:
  - whether it is desirable for the Region to produce more rural lifestyle lots in terms of the protection of the Region's agricultural and environmentally sensitive lands;
  - what future demand there is for rural lifestyle development and in what form; and
  - if new supply is to be provided, where is it best located.
- 17.3 Develop local character statements for the Region's villages.

### **Land Use Planning**

Immediate:

- 17.4 Review provisions in Council's planning instrument to:
  - ensure that there are no planning barriers for appropriate economic and tourism growth in the rural village locations;
  - implement the revised village plans (when completed);
  - implement Local Character Statements for each village (when completed); and
  - implement the Bathurst 2040 Open Space Strategy recommendations for each village.

Ongoing:

- 17.5 Concentrate future rural settlement at the existing zoned villages of: Hill End; Sofala; Wattle Flat; Georges Plains; Rockley; Trunkey Creek; Peel and Yetholme (see **Figure 2:** Bathurst Region Structure Plan).
- 17.6 Do not support the rezoning of land for rural lifestyle/rural residential purposes on lands:
- restricted by the 50dBa noise contour;
  - within 400m of the sewerage treatment plant;
  - within the vicinity of the Bathurst airport;
  - that are flood prone;
  - within 500 metres of existing forestry or mining operations;
  - of high biodiversity conservation value;
  - on hilltops and ridges or which are part of important landscapes;
  - within the Chifley Dam catchment;
  - of a slope greater than 15 degrees; or
  - that may have difficulty in meeting the standards of planning for bushfire protection guidelines.
- 17.7 Do not support the rezoning of land for rural lifestyle/rural residential purposes of:
- existing rural holdings of 100ha or more;
  - lands classed as suitability class 1 or capability class 1 or 2; or
  - lands classed as suitability class 5 and capability class 8.
- 17.8 Do not support the rezoning of land for rural lifestyle/rural residential purposes of land within the City footprint that cannot currently be serviced and/or that may have strategic urban purposes as shown on **Figure 3:** City of Bathurst Structure Plan.

#### **Collaborate with partners**

- 17.9 For contemporary telecommunication services within the local villages.
- 17.10 For improved health service delivery in the local villages.
- 17.11 For the retention of the existing schools in the villages.
- 17.12 To improve private and public transport opportunities between Bathurst and the Region's villages.
- 17.13 To investigate opportunities for the inclusion of a rural residential zone in the Standard Instrument Local Environmental Plan.

# Deliver public spaces and recreation

## Why is it important?

The NSW Government defines public spaces as open spaces, public facilities (such as libraries) and streets.

The Bathurst Region has a wide range of informal, active, passive and natural open spaces to cater for the recreation, sporting, community, cultural and social needs of its population. There is approximately 370 ha of open space in the Local Government Area, or about 8.6ha per 1,000 people.

Open space plays an important role in society, including providing places of diverse activities such as exercise, quiet reflection, children's play and organised sport. As the Bathurst community grows and changes, greater attention needs to be placed on the planning of open spaces to ensure they are able to respond to current and future needs.

Council's open space supports a range of sporting pursuits with the provision of clubhouses, fields and infrastructure including AFL, BMX, cycling & mountain biking, cricket, croquet, football (soccer), swimming, hockey, motor racing, rugby league, rugby union, netball, trail running, triathlon and tennis. There are also a range of recreation and sporting activities that take place in conjunction with existing facilities or on private land.

It is important to note that all open space areas may not be used for active recreation purposes. Natural areas, such as bushland reserves and no-mow areas, offer habitat opportunities for native flora and fauna species within the urban environment as well as more passive recreation pursuits. The open space areas provide opportunities to mitigate the impacts from the heat island effect.

## What is Council going to do?

The Bathurst 2040 Open Space Strategy sets out the rationale for planning and provision of open space to meet the needs of the Bathurst Region community over the next 20 years. It identifies that the provision of land for local and district community parks currently and into the future will fall below the minimum recommended level of service by 2036. The provision of sporting land will fall below the current rate of provision but will remain above the recommended minimum level of service by 2036.

The Strategy's recommendations seek to ensure that:

- Most residents will have safe walking and cycling access to recreation parks and informal outdoor recreation and local play opportunities.
- Public parks and community facilities will be located and designed to maximise visual and physical access and allow for a wide range of potential uses and user groups.
- Public parks will be complemented by a walk and ride pathway network which adds value to the accessibility of parks and contributes to the diversity of outdoor recreation opportunities available to a community.
- Public parks will contribute to the strengthening of community by providing spaces and places for physical activity, social interaction, expression of community culture (including youth) and the activities of community based groups.

The Open Space Strategy also identifies Council's long term strategic goal for the Macquarie River corridor to be come a major open space corridor with public access, pathways and recreation nodes from Gormans Hill to Eglinton.

The Bathurst Town Centre Master Plan and the master planning completed for the City's new neighbourhood activity centres at Laffing Waters and Eglinton seek to identify new opportunities to improve the pedestrianisation of streets in the City's key retail centres and new opportunities for public spaces and shared streets.

A key challenge for Council and the community will be to address the financial constraints in relation to the ongoing provision and maintenance of quality parks, playgrounds, reserves and open space, (and associated tree and vegetation plantings) particularly as the city grows and resident's expectations of parks, playgrounds, reserves and open space changes. Council will also continue to work in partnership with sporting organisations to upgrade facilities as required.

## **Actions**

### **Strategic documents and studies**

- 18.1 Maintain an up-to-date Open Space Strategy.
- 18.2 Undertake a review of the Bathurst Access and Cycling Plan to ensure existing and future open space areas are accessible and form part of a walking/cycling network.
- 18.3 Undertake a sporting facilities strategy.

## Land Use Planning

### Immediate:

- 18.4 Review provisions in Council's planning instruments to implement the Bathurst 2040 Open Space Strategy, and in particular to establish minimum levels of development/embellishment of open space, including preferred size, service access radius, minimum road frontage, usable area for main purpose, slope and topography, flooding and other hazards, paths and access, and other design criteria (e.g. facilities and lighting).
- 18.5 Review provisions in Council's planning instruments to implement the recommendations of the Laffing Waters, Duramana Road and Bathurst Town Centre Master Plans with respect to their recommendations for the provision of new public spaces, open space and shared street spaces.
- 18.6 Review Council's developer contribution plans in light of the findings from the Bathurst 2040 Open Space Strategy.

### Ongoing:

- 18.7 Ensure future land development delivers a minimum level of supply of open space:
  - 3 hectares per 1,000 residents for community parks, i.e. formal parkland settings providing non-organised outdoor recreation at local and destination levels.
  - 1.5 hectares per 1,000 residents for formal sporting and organised public recreation activity.
- 18.8 Plan for a community park opportunity within 400-500 metres safe walking distance in urban areas. For rural villages, access is desirable within 1,000 metres.
- 18.9 Plan for most residents to have access to a large destination recreation park and/or sporting opportunity within 10-20 minutes via car.
- 18.10 Plan for a diversity of landscape settings across the network that define character through the inclusion of unique or notable landscape features.
- 18.11 Plan for open spaces that provide opportunities for physical activity, social inclusiveness, interaction, participation in outdoor recreation and engaging with nature (e.g. bushland settings), with reference to NSW Government's Greener Spaces publication and the 'Everyone Can Play' guidelines.
- 18.12 Maintain a REI General Recreation Zone over existing open space areas to preserve those spaces as living densities increase.
- 18.13 Master Plan and implement quality new open space areas and shared street opportunities in greenfield locations.
- 18.14 Obtain, reserve and improve a corridor of 40 metres wide both sides of the Macquarie



River from Gormans Hill to Eglinton for regional recreation/open space purposes.

**Collaborate with partners**

18.15 For funding to support the creation of new and embellishment of existing public spaces, open space, shared street spaces and sporting facilities.

18.16 To identify sufficient resources to perform the required level of maintenance and upkeep of public spaces and recreation facilities to meet the community's expectations.

# Deliver social, community and cultural infrastructure

## Why is it important?

As Bathurst grows, Council must ensure this growth is supported by necessary social, community and cultural infrastructure: health, education, social services and facilities, access and inclusion and cultural facilities.

One of the ways Council can support the delivery of new social, community and cultural infrastructure and improve existing facilities and services is through development contributions. These contributions are levied on new development to ensure the needs and aspirations of new communities are met without impacting on the existing community's access to the facilities and services already in place.

### Health

Population forecasts indicate that between 2016-2036 there will be a 36.4% proportional increase in the Region's residents aged 60 and over. Bathurst's growth and this expanding ageing population will place pressure on the existing health services. Planning for ageing in place will become increasingly important. Further, Council must encourage a level of health services fitting to its regional city status.

### Education

Notwithstanding the ageing community, the population forecasts continue to see growth in young people. Access to child care facilities, early education, schools, tertiary and vocational education, and training opportunities will remain important. Early planning for new or expanding school locations is critical. The community raised concerns about the need for a third public high school with Denison College, and particularly the Bathurst High campus, at or over capacity.

### Social Services and Facilities

Local social support services, such as neighbourhood centres and community services and community development organisations and facilities such as community halls need to be located close to where people live. Co-location of social services with neighbourhood activity centres will improve access to services and better connect people.

Cemeteries and crematoria are changing from the historic provision of small, localised facilities

to larger sites inclusive of chapels, reception centres and function areas. Key challenges for Council include: ensuring enough cemetery space into the future; and preserving historic cemeteries no longer in use.

### **Access and Inclusion**

Access is a fundamental requirement of the built environment. Key challenges for access include the adaptive reuse of historic sites and changes of use to existing second storey premises.

Council has in place a Disability Inclusion Action Plan for Council premises which seeks to deliver inclusive community spaces and facilities.

Planning for ageing in place will become increasingly important.

### **Cultural Facilities**

Cultural infrastructure and creative spaces are an essential part of a community's social fabric and enhance local character and amenity whilst providing opportunities for residents to express themselves and to engage with the people around them.

Community events and public art enhance and create an exciting place for the community, as well as tell our stories.

Council manages the Bathurst Library, Bathurst Memorial Entertainment Centre, Art Gallery and a range of museums and supports community and cultural gatherings and events, display spaces, outreach programs, and hubs for the digital future, all important for lifelong learning, creativity and participation.

## **What is Council going to do?**

### **Health**

The State Government is responsible for health services in the Bathurst Region. Preparation of a Master Plan for the Bathurst Health and Knowledge Precinct is underway which seeks to:

- Define an appropriate health precinct for Bathurst, including hospitals, aged care and health-related education.
- Identify opportunities to support economic growth, with a focus on the growth of the

health services and health-related education sectors within the Bathurst Region.

- Provide a strategic direction for the management of competing land uses and development pressures within the identified health precinct.
- Identify and facilitate suitable reuse of buildings for health and allied health practices.
- Identify infrastructure constraints to development and health sector growth.
- Identify opportunities for services to support the Health and Knowledge Precinct by maximising complementary activities within the identified precincts.
- Identify transport linkages between the health services and health-related education precinct and existing and future services, including existing clusters and the CBD.
- Include a strategy for collaboration between the NSW Government, Charles Sturt University and Bathurst Regional Council to identify and convert opportunities for economic development in the health, health-related education or allied health sectors.

Council will continue to advocate for health service improvements and co-location of services close to where people live.

### **Education**

Council's master planning seeks to identify future education requirements. However, Council remains frustrated on a clear plan for the Bathurst Region for both school expansion (e.g. Eglinton School) and the need for new or expanded high school services (e.g. third public high school). The Charles Sturt University campus offers an opportunity for a third high school campus or separate year 11 and 12 secondary college.

Council requires early advice from the NSW Department of Education and private school providers to achieve effective planning and delivery of new or expanded facilities as the city grows. Council will continue to reserve land in residential expansion areas for new school purposes as shown on **Figure 3: City of Bathurst Structure Plan**.

### **Social Services and facilities**

Council will continue to monitor the need for social services and facilities, inclusive of those services that it supports through the Kelso Community Hub. Council has identified the need for an Ageing Strategy to explore the opportunities of older people to participate in, contribute to and be included in their community.

### **Access and Inclusion**

Council will continue to investigate and support the adaptive reuse of historic buildings to

improve access and maintain heritage fabric, as well as requiring new development to meet its obligation for access under the Building Code of Australia.

Council will continue to implement and review its Disability Inclusion Action Plan inclusive of the incentive funding provided to private property owners to improve access to existing commercial and community premises.

### **Cultural and Community Facilities**

Council has adopted a Cultural Vision. The Vision has identified that the current space allocated towards performing arts, library and art gallery are unlikely to meet the needs of the future population. Investigations will need to occur to determine how these spaces, or new spaces, can cater for a larger population. Council has commenced a Next Practice Performing Arts Review for BMEC which includes consideration of Art Gallery and Library spaces and which will support the Bathurst Town Centre Master Plan, also under preparation.

The Cultural Vision also encourages the long-term cultural development of the villages.

## **Actions**

### **Strategic documents and studies**

- 19.1 Research and develop an Ageing Strategy for the Bathurst Region.
- 19.2 Complete the Master Plan for the Bathurst Health and Knowledge precinct in partnership with the Western NSW Local Health District, NSW Department of Planning and Charles Sturt University.
- 19.3 Complete the Next Practice Performing Arts Framework.
- 19.4 Maintain an up-to-date Disability Inclusion Action Plan.
- 19.5 Complete the Bathurst Town Centre Master Plan.
- 19.6 Collaborate with the Primary Health Network to develop a Bathurst Region Health Snapshot.

### **Land Use Planning**

#### **Immediate**

- 19.7 Review Council's planning instruments to:
  - ensure accessibility and ageing in place are supported;
  - investigate opportunities to require public art as part of major new development

proposals;

- incorporate best practice guidelines to achieve a healthy built environment; and
- ensure there are no barriers to appropriate social, community and cultural facilities locating in neighbourhood activity centres, villages and other appropriate locations.

19.8 Implement the recommendations and actions of the Bathurst Disability Inclusion Action Plan.

19.9 Identify the most appropriate zoning controls to secure the long term reservation of land for public purposes.

#### Ongoing

19.10 Review the development contributions plans to include planned community and cultural facilities and consider the timing of delivery and funding for these works.

19.11 Investigate the development of strategies aimed at specific demographic groups such as children and families and older people.

19.12 Master plan new suburban locations to include land reservation for education, community and cultural purposes.

#### **Collaborate with partners**

19.13 To attract and encourage the delivery of social services and infrastructure within the Bathurst Region.

19.14 For clear, up-front, education priorities to support the early planning of new suburbs and in particular the exploration of opportunities to create a third public high school campus.

19.15 For health service improvements, co-location of services close to where people live and improved transport access to health services.

19.16 To achieve appropriate accessibility outcomes for adaptive reuse of heritage assets.





Implementation and monitoring



# Implementation of the Local Strategic Planning Statement

Council will monitor, review and report on the Local Strategic Planning Statement (LSPS) to ensure its implementation. The LSPS will be implemented through the Integrated Planning and Reporting (IP&R) framework under the Local Government Act 1993. Under the IP&R framework, Council is required to prepare a range of plans including the Community Strategic Plan, a Delivery Program and an Operational Plan to outline planned work and track progress on the commitments Council has made to achieve the community's vision for the Bathurst Region.

The actions of the LSPS are grouped into three categories; strategic documents and studies, land use planning and collaboration with partners. Actions from the LSPS will be incorporated into the relevant Delivery Program activities and the Annual Operating Plan actions. Council will not be able to achieve all the actions at once, due to resourcing and financial limitations, so Council must plan to implement them in stages. The following timeframes are proposed for implementation of the actions:

- **Strategic documents and studies:** These actions do not have a specific timeframe, however, subject to budget allocations and opportunities to attract external funding, it is hoped that most of these investigations can be achieved within the 20-year timeframe adopted for this LSPS.
- **Immediate:** Council will actively work towards achieving these actions within the life of this LSPS, likely to be reviewed in 2026. These actions address some of the community's greatest priorities and establish some significant strategic work to be completed to guide the City's future.
- **Ongoing:** These actions do not have a specified timeframe. Council will be working to achieve them over the long term. Many of these actions are generally where Council will be working in partnership with others, for example, with Transport for NSW, to deliver infrastructure upgrades. Other ongoing priorities are planning policy directions that will remain relevant over the life of the Strategy and will help determine the suitability of future planning proposals.
- **Collaborate with partners:** Most of these actions are ongoing and have no set end date, and outline where Council needs assistance from others.

## Review of the LSPS

Council will regularly review the LSPS to ensure that it reflects the latest information, new studies and strategies adopted by Council and direction of the Bathurst Region. Council is required

to review the LSPS every seven years. Council has identified significant synergies between the objectives of the Bathurst Community Strategic Plan and this LSPS. Council plans to review its LSPS within 1 year following each new version of the Community Strategic Plan. Council may also review its LSPS when new information comes to hand.

### **Monitoring of the LSPS**

A separate Implementation and Monitoring Plan has been prepared and summarises the identified actions, their respective implementation program, and actions to date. Council will update the Implementation and Monitoring Plan annually and report it to a Council meeting.