

Rural Lands Issues Paper:

CONNECTIONS TO VILLAGES AND TOWNS



CGRC Rural Lands Strategy
CONNECTIONS TO VILLAGES AND TOWNS
Finalised October 2018

*This report was prepared by
Cootamundra-Gundagai Regional Council*

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1. Executive Summary

The linkages and connections between the seven villages and two towns in the Cootamundra-Gundagai Regional Council area rely on physical connections (transport and roads), economic development and social/cultural identity and infrastructure.

These are important influences on the linkages and connections which are being considered and addressed in Council's strategic and operational planning.

The future development of linkages and connections in the Cootamundra-Gundagai Regional Council area relies on taking a wider view of the potential for improving and developing physical links, development that supports economic change and sustaining community development through upgrading of key infrastructure.

In some cases, facilitating opportunities for further development at differing scales within certain villages has been identified as a way of improving existing linkages and connections.

The future opportunities identified in this Issues Paper provide some guidance to community aspirations that acknowledge the particular contribution each village and town makes to improving links and connections across the wider Council area.

2. Introduction

Cootamundra-Gundagai Regional Council is the merged local government area of former Cootamundra and Gundagai Shires. The two towns of Cootamundra and Gundagai are the main population centres with a number of villages and rural communities also serving as residential options. All of these residential areas have strong existing and historical connections to the surrounding rural lands and the architecture and wealth of the towns in particular are directly attributable to the agricultural industry.

The total land area is 398,141.7ha, home to 11,141 people (*ABS, 2016*). Agriculture, Forestry and Fishing is the largest employment industry, employing 15.3% of employed persons. Manufacturing (which includes agricultural value add industries) is a close second, employing 10.6% of employed persons (*Census Time Series Profile, 2011*).

In 2011 the combined value of agricultural commodities produced from the Cootamundra-Gundagai Regional Council Local Government Area was \$103 million, however this figure does not capture other agricultural outputs such as agritourism, local markets, events and so on.

Figure 1: CGRC LGA



Rural Lands Strategy Background

The merger of Gundagai Shire Council and Cootamundra Shire Council as Cootamundra-Gundagai Regional Council has stimulated the need for new planning instruments and policies; in particular a Local Environment Plan and Development Control Plan which cover the regional council area. A strategy to deal specifically with the rural lands of CGRC is proposed which aims to analyse agricultural trends and opportunities for the area. This strategy will help to update mapping for the new Local Environmental Plan while also providing rationale and reasoning for zoning and minimum lot sizes in rural areas.

Rural land is often neglected from a planning perspective due to more pressing planning needs in larger centres, however agricultural land often has a disproportionate impact on residential and economic activity when compared to development in a town, with intensive feedlots, quarries, landfills, etc. Furthermore, agricultural activities themselves such as piggeries, vineyards, feedlots and so on have a long-term impact on the use and viability of the site and surrounding lands. Through the strategic planning process, controls and principles of development can be placed on agricultural land to ensure the viability of the land into perpetuity as well as providing opportunities for emerging and new agricultural enterprises to establish in the area.

The two former shires have varied terrain and soil quality which makes formulating one course of action or plan for rural land difficult. However, this should be viewed as an opportunity which will make Cootamundra-Gundagai Regional Council more attractive and marketable to residents, visitors and prospective residents as a wide variation of agricultural pursuits can be explored in this single local government area.

It is Council's intention that the Rural Lands Strategy serves not only as a land use planning document, but as a plan for economic success and growth through the shared identity of agriculture. This leverages off what Cootamundra-Gundagai Regional Council does best (agriculture), connections to logistic hubs and routes as well as capitalising on changing recreation and tourism trends.

Purpose of the Issues Papers

The Issues Papers are integral to the success of the Rural Lands Strategy as they are background documents based on research and science; analysing trends elsewhere and juxtaposing this with the situation within Cootamundra-Gundagai Regional Council.

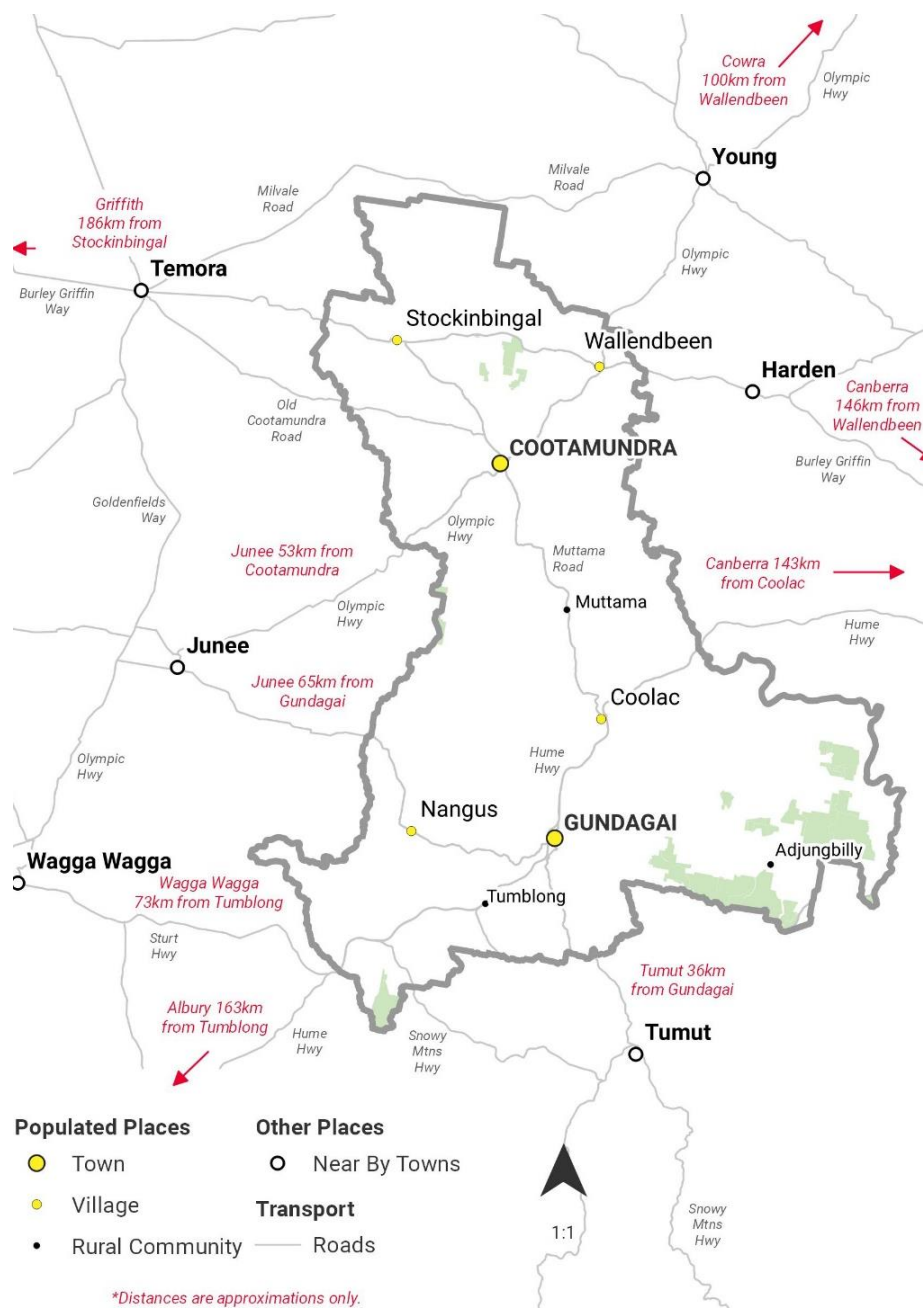
There are ten Issues Papers which will be produced with the community having shaped not only the overarching theme of each paper, but also having identified a number of existing constraints and opportunities to be investigated. Based on the findings of the Issues Papers and workshops during the “listening” phase, a directions paper will be produced which will list key directions for the Rural Lands Strategy.



3. Connections Between Villages and Towns

The Cootamundra-Gundagai Regional Council (CGRC) area contains seven villages and two towns. Villages include Adjungbilly, Coolac, Muttama, Nangus, Stockinbingal, Tumblong and Wallendbeen. The two main towns in the Council area are Cootamundra and Gundagai. This Issues Paper will explore the connections between the Villages and the towns of Cootamundra and Gundagai. Figure 2 provides an overview of the spatial relationships and transport connections between these settlements across CGRC.

Figure 2: Spheres of Influence for CGRC's villages



The following is a brief overview of the wider connections across CGRC as well as an overview of each of the villages and towns in CGRC.

This identifies existing and future links including physical, social and economic connections.

3.1 CGRC Wide Connections

This section discusses the various influences on existing and future connections across the Council area.

The economy of the CGRC area is heavily based on agriculture, specifically grain, beef, wool and prime lamb. There is also an emerging horticultural industry with the expansion of products such as nuts and olives. Value adding industries in the area include oil and mustard seed manufacture, cold pressed canola oil manufacture, boutique pork products and abattoirs.

All seven villages are surrounded by agricultural land and this rural landscape influences their social makeup and rural identity.

The towns of Cootamundra and Gundagai are the social and economic centres for the villages. Village communities travel to Cootamundra or Gundagai for essential services like buying groceries, accessing medical care, and visiting banks. Both towns are social centres with a variety of restaurants, pubs, sportsgrounds and clubs.

The only industrial land in CGRC is located next to the towns, with mills, abattoirs and factories processing agricultural products from the surrounding region.

3.2 Key Connecting Influences

Historical Development of Villages

The villages across CGRC were originally service centres for agricultural communities and many were staging posts along major roads. The majority of the villages, except Adjungbilly and Nangus, were serviced by rail.

Their historical role as rural service centres is demonstrated by the urban form of these villages.

Current Linkages

The villages in CGRC are all located along main roads and some have existing rail infrastructure.

Physical road connections between villages and towns have significant freight movements each day. This high level of use means that roads connecting the villages and towns are maintained to a relatively high standard for passenger vehicles.

There is a lack of physical recreational links between the villages and towns. Recently, there has been a push to investigate the development of rail trails to provide the missing links between the towns and villages. At this stage, only part of the Tumut Branch Line, which runs from Cootamundra to Tumut via Gundagai, has been identified. The proposed Rail Trail would include a 35km section between Coolac and Tumblong, via Gundagai.

Another identified physical recreational link is a 30km walking and riding trail along the Murrumbidgee River between Gundagai and Nangus. This track would be similar to the 27km Murrumbidgee Discovery Track in the Australian Capital Territory. If this track were to proceed it could provide wider economic benefits including the development of accommodation or boat hire services.

Every village in the CGRC region has a hall and a hall committee. The halls are used for social functions such as weddings, birthday parties and meetings. Hall committees are volunteer run. The halls are not often used by people from outside the villages, however better promotion of the halls might increase use of these facilities by residents of Cootamundra and Gundagai, and people from other towns.

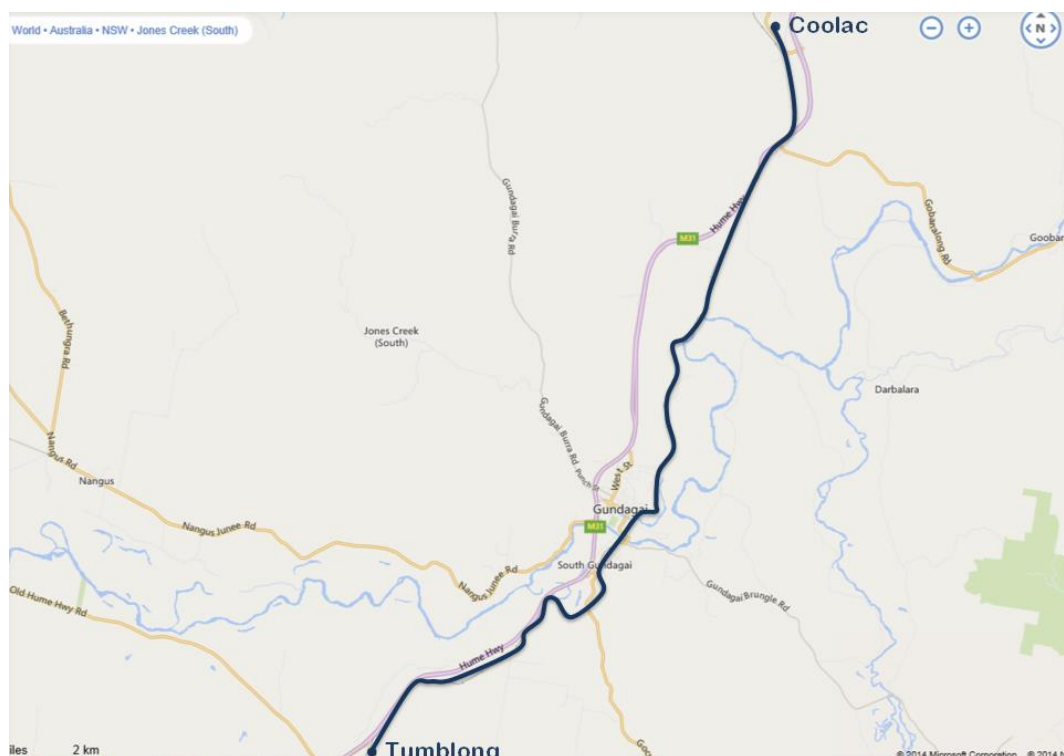
The Berthong Road between Cootamundra and Burley Griffin Way is heavily used by cyclists. The route passes Jindalee National Park. Cycling is a popular sport in Cootamundra with three cycling clubs in the town. The Cootamundra Rotary Club will host the Coota Bike Festival on September 8 2018, which is expected to bring tourists from Sydney, Canberra and Melbourne. The Festival includes a 90km ride and a 70km ride out west from the town on Dirnaseer Road.

3.3 Future Linkages

Rail Trails and Recreational Links

Council has worked with local community groups towards the development of rail trails in CGRC. CGRC has lodged a funding application for a detailed development plan for a trail from Tumblong to Coolac through Gundagai (Figure 3). This trail is intended to attract tourists and increase recreational opportunities for residents. The trail will pass the Prince Alfred Bridge, Gundagai Railway Station and Coolac Station.

Figure 3: Proposed Coolac-Gundagai-Tumblong Rail trail



Council secured funding to prepare the *Gundagai Rail Trail – Trail Development Plan*. This Plan identifies a comprehensive works list for the construction of a section of rail trail in Gundagai, from Ann Street in the north to Gocup Road in the south. The rail trail would provide a link between north, central and south Gundagai.

A rail trail link between Cootamundra to Gundagai relates to a proposal by the Gundagai Rail Trail Supporters Group to create a trail from Batlow to Cootamundra, with a connection to Tumut. The trail ends at Batlow, with a bus transfer from Batlow to Tumbarumba to connect to the Tumbarumba-Rosewood rail trail.

The relatively flat land and scenic views of CGRC highlights the potential to become a cycling destination. Promotion of the 70km round trip between Cootamundra, Stockinbingal and Wallendbeen could attract tourists to the area and increase opportunities for tourist development in the villages.

Figure 4 highlights the linkages that could be made across CGRC. These developments would enable the establishment of links between the two towns and six of CGRC's seven villages.

For example, the proposed rail trail between Coolac, Gundagai and Tumblong could link to a rail trail between Cootamundra and Coolac and provide a cycling route all the way from Stockinbingal and Wallendbeen in the north to Tumblong in the south. An off-road walking/riding route, shown in yellow in Figure 4 would link Nangus into this network.

The 57km route between Gundagai and Adjungbilly via Darbalara provides scenic views and challenging hills for road cyclists. Unfortunately, the condition of the road is poor due to damage from B-double logging trucks coming from Red Hill and Bungongo State Forests to the east. The road is potholed, patched and rough, making it unattractive to road cyclists. The condition of the road is worse on Gobarralong Adjungbilly Road. This situation is unlikely to change without significant investment in upgrading the roads.

Another route from Gundagai to Adjungbilly is the 45km route from the Hume Highway to Gobarralong Road. The portion of this route between Gundagai and the start of Gobarralong Road is part of the proposed Coolac-Gundagai-Tumblong rail trail. However, the same problem of poor road conditions limits interest in cycling to Adjungbilly.

Adjungbilly is connected to Yass via Wee Jasper Road to the west. This road is similar to the Brindabella Road between Canberra and Tumut – it is a winding, hilly road with a poor surface, so it is faster for tourists to go north along the Hume Highway to access Tumut and Adjungbilly.

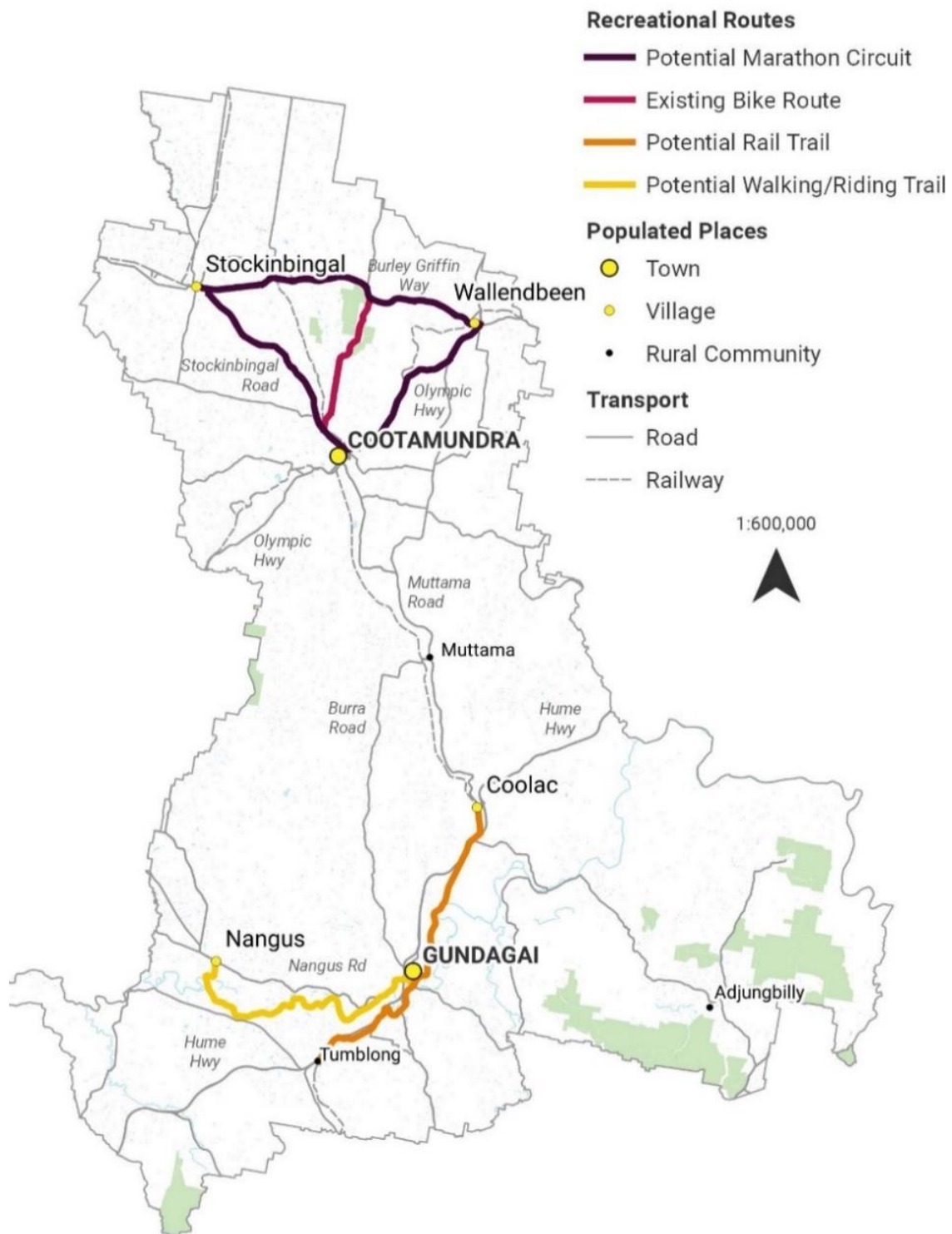
There is a potential motorcycle touring market for the hilly, scenic route between Gundagai and Adjungbilly. Unfortunately, there are no pubs or cafes in Adjungbilly to support this route and attract tourists.

The only attraction in this area is the 1,559ha Black Andrew Nature Reserve to the east of Adjungbilly along Wee Jasper Road. The Reserve is not marketed or advertised as a tourist destination and the poor road access makes it unlikely to become a major tourist attraction.

While the tourist potential of Adjungbilly is limited, there is great potential to develop the other proposed routes in Figure 4.

Several nature reserves and national parks, identified below, are located along or connect to these routes.

Figure 4: Existing and Proposed Recreational Routes



Linkages to National Park

Jindalee National Park

Jindalee National Park is situated halfway between Stockinbingal and Wallendbeen on Burley Griffin Way. The 1,061ha park does not contain any facilities and is poorly signposted. A trail map is included as Figure 5.

Figure 5: Jindalee National Park Trail Map

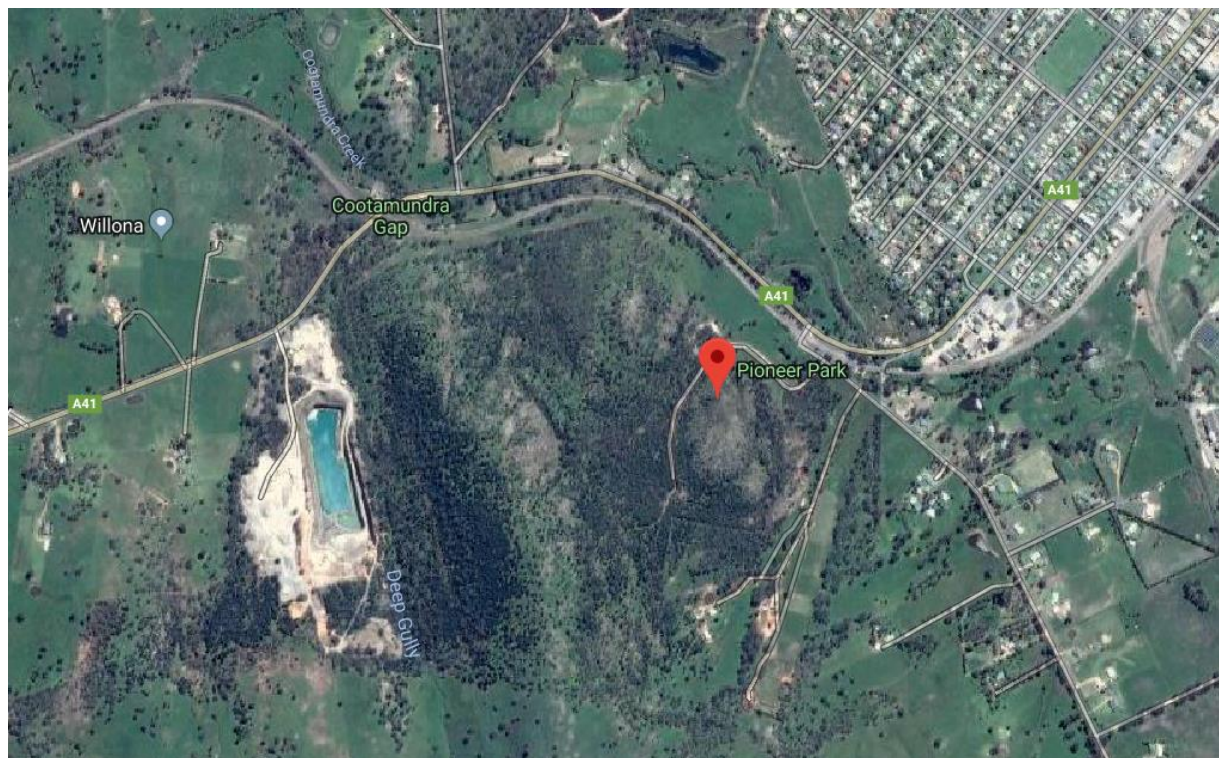


Pioneer Park

Pioneer Park is situated on the southwest side of Cootamundra next to the Olympic Highway. The park has an area of 112ha. The park contains several hiking and mountain biking trails, however these are only useable by people who know the park, as no park maps are available. An aerial image of Pioneer Park is included as Figure 6.

If a rail trail was developed between Cootamundra and Gundagai, the park will be ideally situated as a base for avid hikers and cyclists to visit the surrounding parks and reserves of Jindalee National Park, Ulandra Nature Reserve, Migurra Reserve and Combaning State Conservation Area. Several road cycling routes start and end at Cootamundra and there is potential to brand Cootamundra as a 'cycling town'.

Figure 6: Location of Pioneer Park



Ulandra Nature Reserve

Ulandra Nature Reserve covers an area of 3934 hectares and is situated near the town of Bethungra, 25km south-west of Cootamundra along the Olympic Highway. The majority of the reserve is situated in the Junee Shire Council Area, with a small section to the east of the reserve lying in the CGRC council area.

Road access to the Nature Reserve is difficult and not well signposted. There are limitations with physical access into the Reserve.

The Reserve contains several trail routes. A trail map is included as Figure 7.

Figure 7: Trail Map of Ulandra Nature Reserve

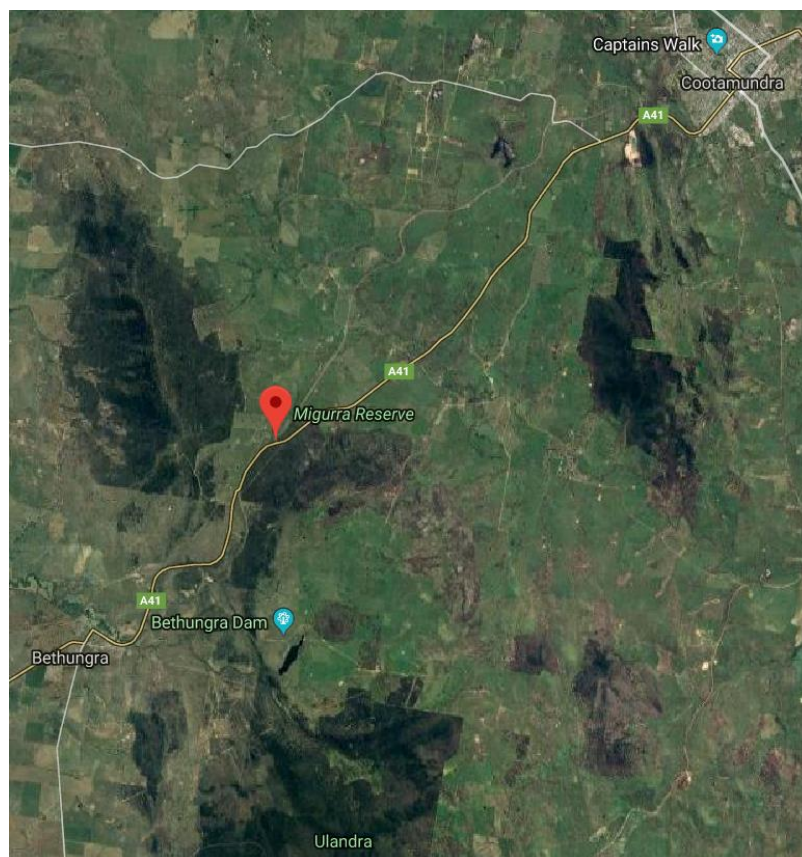


The Reserve contains a 12km mountain biking route, a historic house ruin and an old tractor. In the long term there is potential for cyclists to travel from Cootamundra to Gundagai along the rail trail, then to Nangus, then to Bethungra and Ulandra Nature Reserve, then back to Cootamundra.

Migurra Reserve

Migurra Reserve lies 15km southwest of Cootamundra next to the Olympic Highway. The Reserve is 20ha in size. An aerial image of Migurra Reserve's location is included as Figure 8. This Reserve could provide a stop-off point on the Olympic Highway.

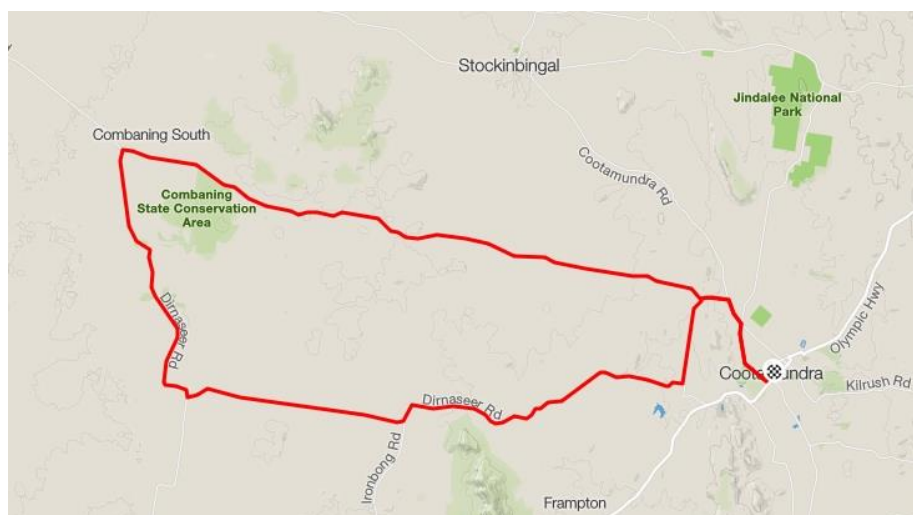
Figure 8: Locality map of Migurra Reserve and Ulandra Nature Reserve



Combaning State Conservation Area

Combaning State Conservation Area (SCA) is situated 33km west of Cootamundra along Old Cootamundra Road, within the Temora Shire Council Local Government Area. The Combaning SCA has an area of 741ha. The Combaning SCA is currently used for bushwalking, horse riding and four-wheel driving. No picnic or camping facilities are provided (OEH 2014b). The Coota Bike Festival being held on 8 September 2018 includes a 90km ride past the park as shown in Figure 9. Future promotion of the region could include this route, and possibly a route to Temora in conjunction with Temora Shire Council.

Figure 9: The Cruisin' Coota 90km Road Bik Route

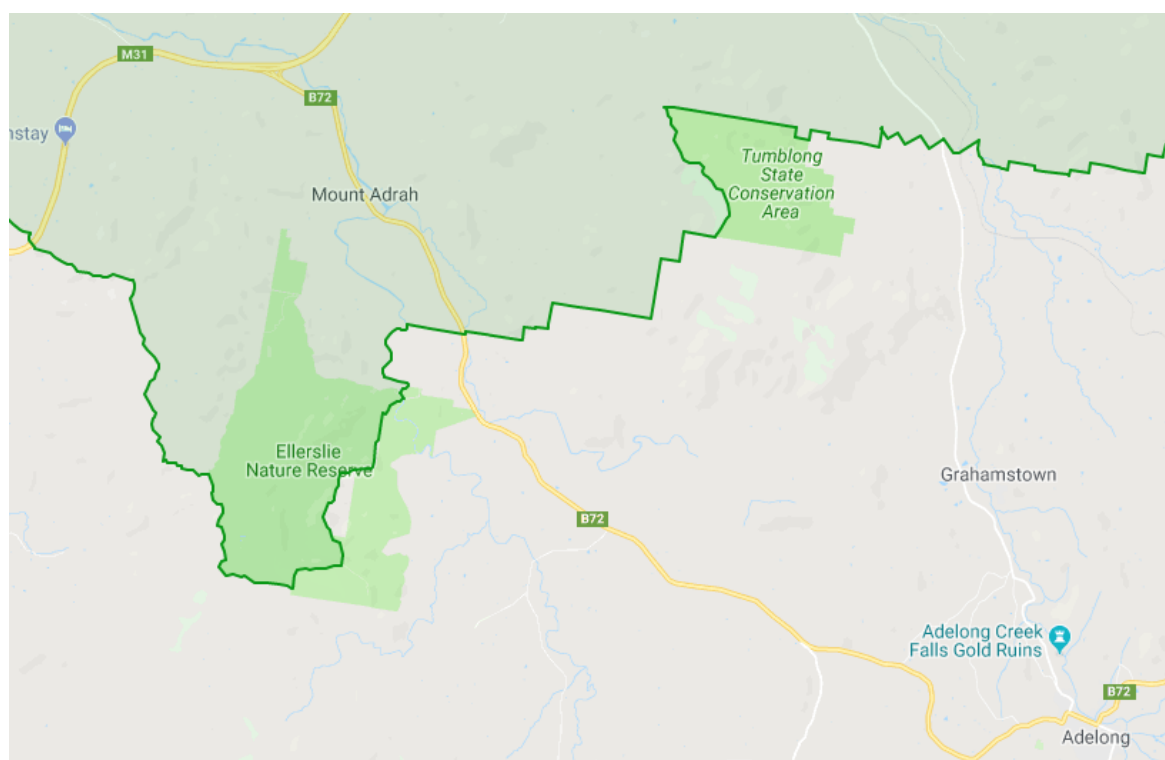


Tumblong State Conservation Area

The Tumblong State Conservation Area (SCA) covers an area of 746 hectares and lies 10km southwest of the intersection of Sylvia's Gap Road and Adelong Road in Tumblong. The Tumblong SCA park is wholly located within the Snowy Valleys Local Government Area as shown in Figure 10. A number of trails exist in the Tumblong SCA and are used for management operations. There is no public access to the Tumblong SCA.

Future development of Tumblong could include opening the reserve for bushwalking, bird watching and hiking, which would attract tourists to the village and provide recreational opportunities for the residents. It could also provide an attraction for tourists using the proposed Coolac-Gundgai-Tumblong rail trail.

Figure 10: Location of Tumblong State Conservation Area and Ellerslie Nature Reserve in relation to the CGRC LGA boundary



Ellerslie Nature Reserve

Ellerslie Nature Reserve is situated to the southwest of Mount Adrah, with most of the reserve contained within the CGRC LGA. The eastern side of the reserve is located within the Snowy Valleys Council area. Road access to the reserve is limited. Ellerslie Nature Reserve covers an area of 1,877ha. The reserve contains a number of hiking trails as identified in Figure 11. No facilities are available in the reserve. Figure 12 and Figure 13 are images of Ellerslie Nature Reserve.

Figure 11: Trail map of Ellerslie Nature Reserve

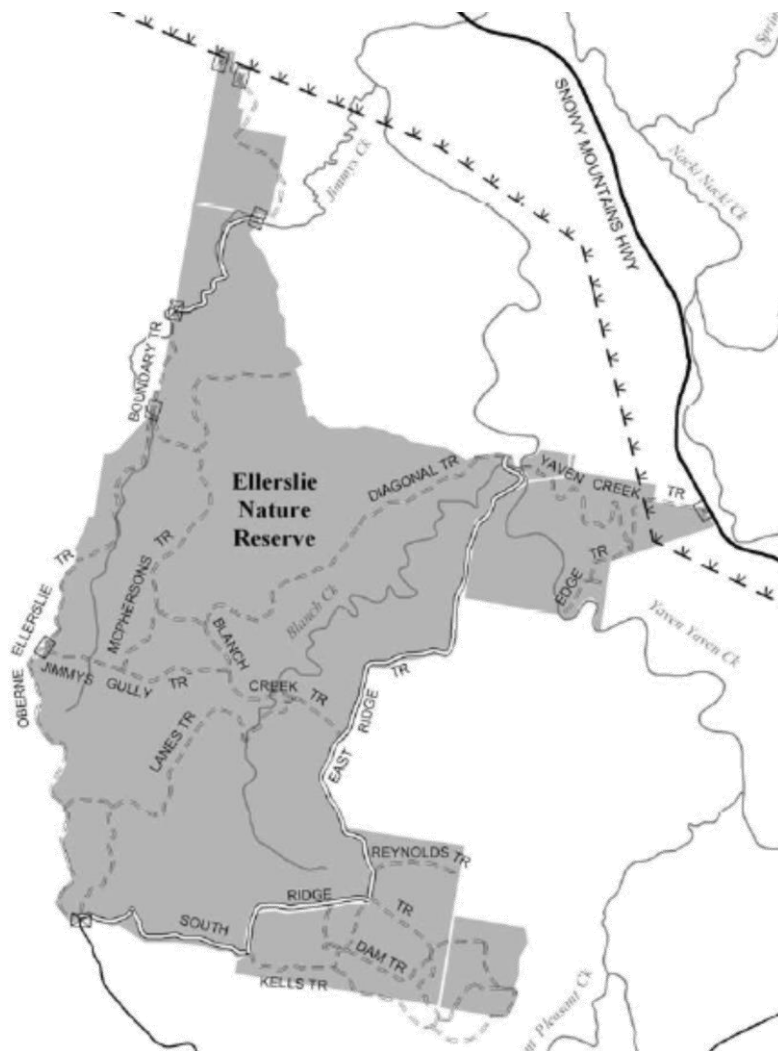


Figure 12: Views of Yaven Yaven Creek inside Ellerslie Nature Reserve



Figure 13: Views on the Edge Track inside Ellerslie Nature Reserve



3.4 Village Art Trails

The *CGRC Villages Strategy 2018* outlines the development of Village Art Trails in Coolac, Muttama and Nangus. The development of a Village Arts Trail could be extended across the CGRC to provide a social and cultural link between villages and towns.

These trails will be funded by a mix of developer contributions, grant funding and general revenue. The estimated cost is \$10,000 – \$50,000 for each artwork. The establishment of art trails will attract tourists and assist in the branding of these villages as cultural art/food destinations where agritourism and boutique businesses could be developed.

4. Villages and Towns

4.1 Adjungbilly

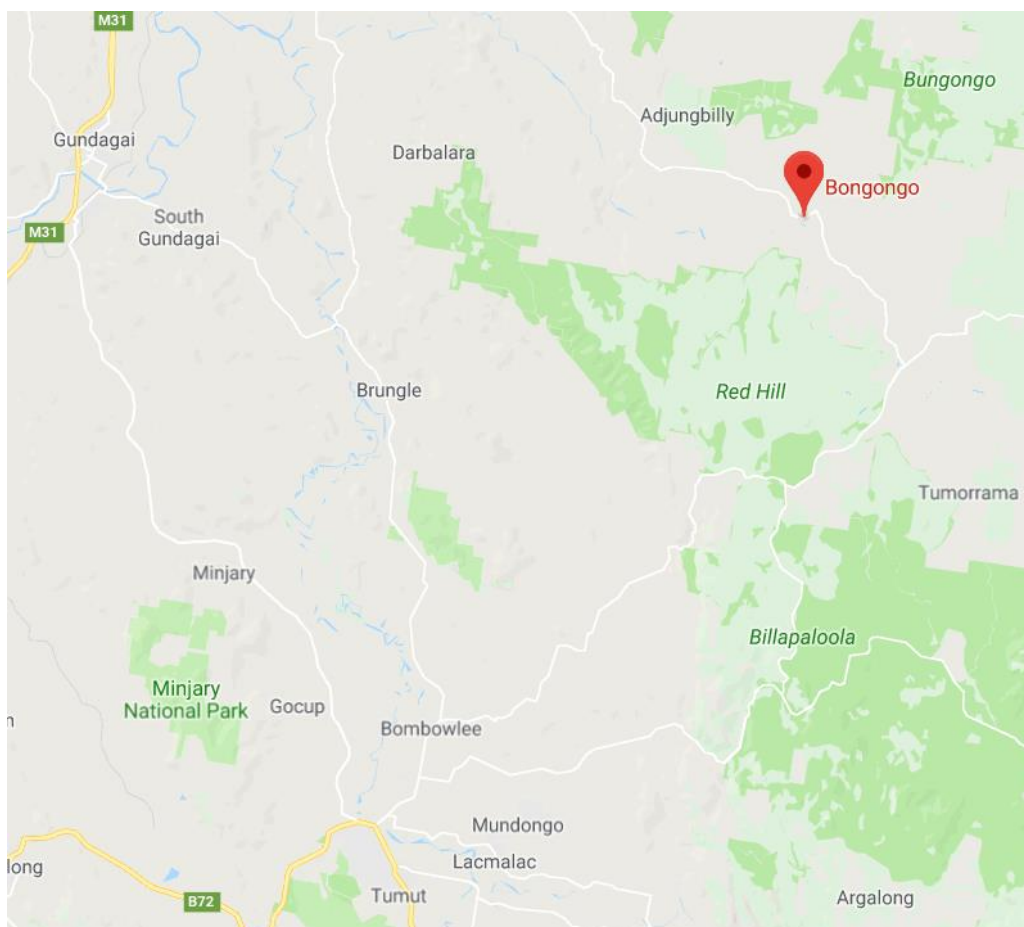
Overview

Adjungbilly is the smallest village in the Cootamundra-Gundagai Regional Council area, with 81 residents and 43 dwellings. The village centre comprises the Bongongo public school, community hall and playground. The village also has a church and historic cemetery.

Bongongo Public School is the focal point of this community, with buildings and grounds serving as community facilities outside school hours and the school newsletter sharing local news.

The main industries in the region are cropping, grazing and forestry. There are no shops, cafes or pubs in the village and residents travel to Gundagai or Tumut to access retail and other services. The entire village is zoned RU1 Primary Production. The location of the village is shown below in Figure 14.

Figure 14: Adjungbilly Locality in Relation to Gundagai and Tumut



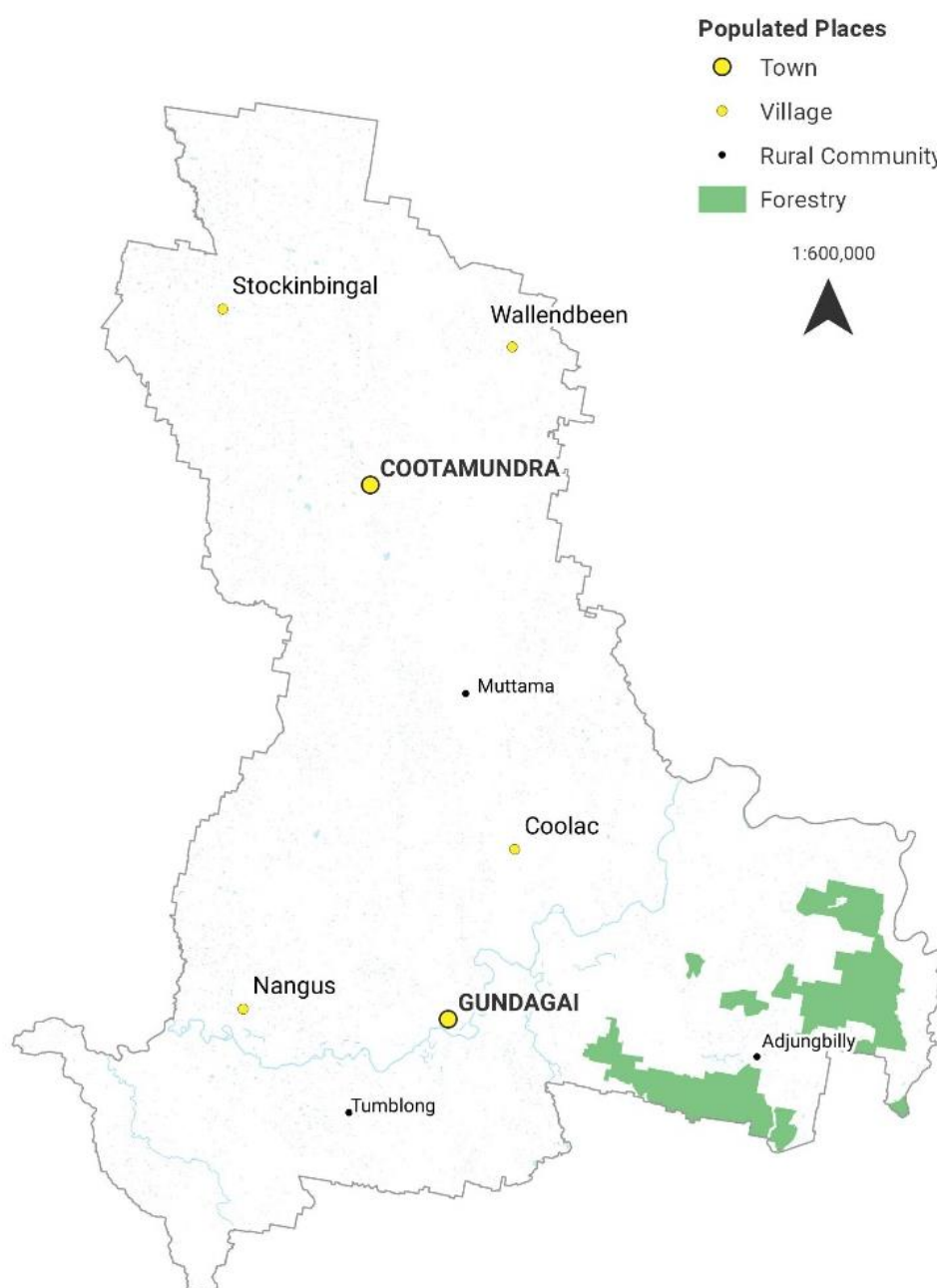
Main Links and Connections

Current Links

Forestry

Forestry is a major industry in the region with Red Hill State Forest and Bungongo State Forest in close vicinity of the village. Adjungbilly is located in the south-west slopes region of NSW which has an estimated industry value of at \$967million per year (gross value of output). (*Softwoods Working Group 2015*).

Figure 15: Forestry is a Major Industry in the Adjungbilly Region



Tourism

Tourism in the local area is limited due to the lack of any shops, cafes or pubs in the village, and the lack of through traffic. The village is connected to Yass via Wee Jasper Road; however, the road is of poor quality so is difficult and time consuming to navigate. The school principal stated he would like a cafe in the village to attract visitors, however this may not be economically viable. If the road conditions were better, the 47km route from Gundagai or the 46km route from Tumut may be attractive to road cyclists.

Bongongo Angus

The farm is located between Coolac and Adjungbilly and is a significant producer of breeding Angus bulls.

Future Links

\$130,000 of state government funding has recently been allocated towards upgrading the tennis courts and installing a barbecue at Adjungbilly Hall.

Council has secured a \$2 million-dollar grant to upgrade Adjungbilly Road through the Roads to Recovery Program. This project started in March 2018 and will end in January 2020. The project aims to undertake road widening and curve realignment to improve heavy vehicle access to Adjungbilly Road.

Opportunities

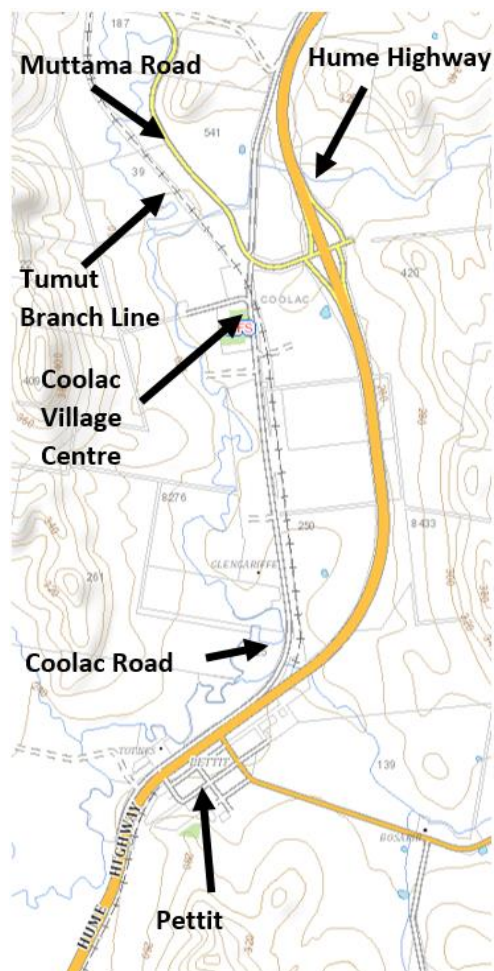
The economy of Adjungbilly is expected to remain reliant on forestry and agriculture as being key connections across the Council area. The lack of through traffic and poor roads limit the opportunities for the village.

4.2 Coolac

Introduction

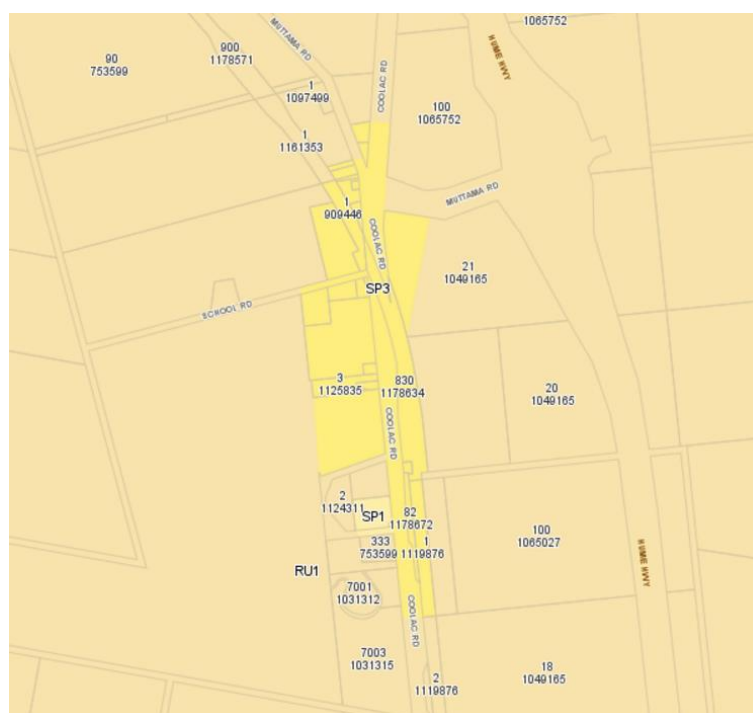
The village of Coolac has a population of 216 people. The village is spread out along the main road which runs parallel to the Hume Highway as shown in Figure 16. The village centres on the Beehive Hotel, a multi-use business that operates as a pub, motel and cafe.

Figure 16: Coolac Locality



As shown in Figure 17, the entire village is zoned RU1 Primary Production with the exception of the centre of the village, which is zoned SP3 Tourist, and the cemetery. The cemetery is split over two lots with one being zoned SP1 Special Activities and the other being zoned RU1.

Figure 17: RU1 and SP3 Zoning in Coolac



The locality of Petit was historically subdivided into 1,500m² lots and is zoned RU1 Primary Production as shown in Figure 18.

Figure 18: Historical Subdivision across the Highway from Coolac



Main Links and Connections

Current Links

The main industry in the local area is agriculture, predominantly cropping and grazing. Community consultation for the *CGRC 2018 Villages Strategy* found a small but growing farm gate produce industry in the area.

The most noticeable business in the village is the Beehive Hotel, visible from the Hume Highway overpass. The hotel offers cafe-style food, pub meals, motel accommodation and free camping.

A general store offers basic groceries and farm supplies. Coolac Store has an active mailing list and the store contains a community noticeboard.

Coolac Cabins and Farmstay is a growing business in Coolac. Signposted from Muttama Road, three cabins are offered on a 90ac beef cattle farm. Another farm stay operates between Coolac and Jugiong on Cooininee Road.

White Horse Farm in Coolac is a diverse smallholding selling flowers and vegetables. They also raise horses and organic beef cattle. They plan to open a farm stay B&B later in the year, increasing the number of farm stay businesses in the area to three. In the long term the business owners would like to open a farm shop selling local Coolac produce.

Future Links

Service Station

Development Approval has been granted for a large service station on the northern side of Muttama Road, bounded by Coolac Road and the Hume Highway. The development will include a dog park, picnic area, children's play area and washdown bay. The interior features a food court, 'truckies lounge', gymnasium and three restaurants.

Reticulated Water

No reticulated water is connected to the village at this point in time. However, Council plans to extend potable water to Coolac in the short term, to support industrial, commercial and residential growth.

Coolac to Tumblong Rail Trail

There is community support for a rail trail from Coolac to Tumblong via Gundagai. At this time the only work done on the development of this trail has been the preparation of the *Gundagai Rail Trail – Trail Development Plan* for the construction of a section of a section of rail trail in Gundagai.

Village Art Trails

The *CGRC Villages Strategy 2018* outlines the development of Village Art Trails in Coolac. The establishment of an art trail will attract tourists and assist in the branding of the village as cultural art/food destination.

Coolac Hall and Oval Upgrades

\$200,000 has been received for relining and installing a new kitchen at the Coolac Hall, and the installation of cricket nets, a picket fence, irrigation and seating at the Oval.

Opportunities

The development of a large service station in the village is expected to significantly increase visitation to the area and change the connections with Coolac.

During community consultation for the *CGRC Villages Strategy 2018* residents expressed a desire to develop the area as a diverse small holdings community of boutique farms, nurseries and farm gate stalls. They wish to develop agritourism attractions such as cafés, bed & breakfast accommodation, farm stay accommodation and permaculture schools.

The village is ideally located on the Hume Highway 1.5hrs from Canberra, 1hr 15 minutes to Wagga Wagga, fifty minutes to Tumut and 2hrs to Albury-Wodonga. Rezoning the land to allow more compatible land uses will support this development. Rezoning is discussed in more detail in the *CGRC Villages Strategy 2018*.

Coolac Road is another asset in terms of tourist development. The wide road reserve offers opportunities for signage, road side stalls, food vans, markets and other pop up events, similarly to the Riverside markets in nearby Jugiong as shown in Figure 19.

The land surrounding the Coolac and the Muttama Road intersection is a highly trafficked area affording the most opportunity for highway service industries. Noting that some service industries such as service stations, mechanics and pubs can be incompatible with residential areas Council may consider limiting the extent and location of these land uses.

Figure 19: Jugiong Riverside Markets



4.3 Cootamundra

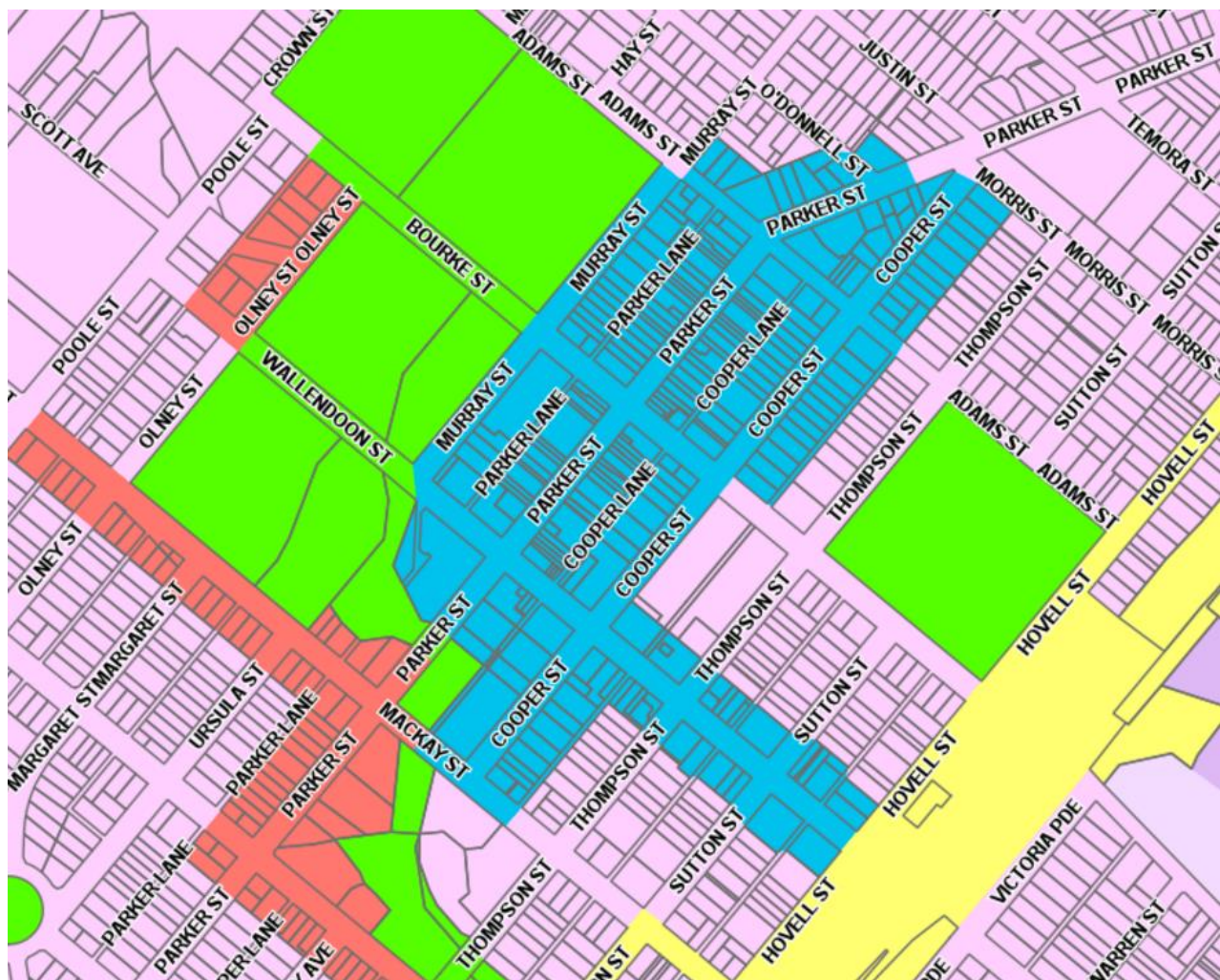
Introduction

Cootamundra is the largest town in the CGRC with a population of 6,782 people. (ABS, 2016a)

The town is laid out in a grid pattern with an urban form of predominantly single storey dwellings set well back from the street. Parker Street is the commercial centre of the town with several double-height buildings. The streets are still wide from when horses and carts were the main form of transport. Several parks dot the town and the Olympic Highway runs through the town on a northeast-southwest axis. Cootamundra serves the outlying villages of Stockinbingal, Wallendbeen and Muttama.

The centre of town is zoned B3 Commercial Core as shown in blue in Figure 20. This includes a portion of Cooper Street which is mainly used for residential purposes. The red zoning shown below is R3 Medium Density Residential. At present the development in this zone consists of predominantly single storey dwellings on large lots.

Figure 20: Land Use Zoning in Cootamundra Town Centre



Blue = Commercial Core, Red = Medium-Density Residential, Pink = Residential Green = Public Recreation

At the southern end of town are Light and Heavy Industrial areas. To the north of the town are areas laid out for future residential development. Three rural lifestyle subdivisions exist surrounding the town with lot sizes from 2ha – 70ha. The town is surrounded by RU1 Primary Production land which is used predominantly for cropping and grazing.

Main Linkages and Connections

Current Links

Cootamundra is located on the Main Southern Railway line between Sydney and Melbourne. In addition, the line between Parkes and Cootamundra forms part of the mainline between Sydney and Perth.

Cootamundra is surrounded by agricultural land, predominantly grazing and cropping. There are a number of speciality producers located in close proximity to Cootamundra. The town contains several rural value-adding industries and is home to a number of rural agencies and community groups.

Future Links

Sutherlands Expansion

Sutherlands Transport Pty Ltd is a logistics company offering road transport services to and from the Riverina. They plan to expand the current operations by building an intermodal depot at Nashs Lane Cootamundra. The terminal will cater to road freight vehicles and rail containers.

Turner's Lane Heavy Industrial Subdivision

CGRC plans to develop the land south of Turner's Lane, Cootamundra for heavy industrial development. At present the land it is not serviced. Council is applying for funds to extend services through the NSW Government's Growing Local Economies fund.

Service Station

Development approval has been recently granted for the construction of a service station at the north end of Cootamundra at 56 Yass Road.

Opportunities

Cootamundra is surrounded by productive land and situated close to transport routes. At present investment is limited by the lack of available light and heavy industrial land available in the town. It is expected that the development of heavy industrial land at Turner's Lane will alleviate some of this shortage.

Better connections between Council and the large industries in town like Sutherlands Transport would allow for the integration of land use planning, traffic planning and future expansion of these businesses.

Tourism marketing would assist in the branding of Cootamundra as a "food basket" location and assist in the development of agritourism industries such as farmer's markets, farm stays and "paddock to plate" dinner events. Diversification of farm products can also occur if there is a larger market for value-added farm produce such as preserves, dried fruit, gourmet mushrooms and gourmet meats. Marketing the region as a food destination also allows for joint marketing opportunities with surrounding agritourism locations: Junee Liquorice and Chocolate Factory, Coolamon Cheese Factory and cherry farming in Young.

4.4 Gundagai

Introduction

The town of Gundagai, including South Gundagai, has a population of 1,676 people. (ABS, 2016b) The town is located on the Murrumbidgee River and is bypassed by the Hume Highway. The main commercial centre is located on Sheridan Street.

Gundagai's economy relies principally on its rural, service, tourism, and to a certain extent, on its manufacturing industries. 20% of the employed population work as labourers and 13.6% work as technicians and trades workers. Meat processing is the largest industry, employing 66 people, or 9.6% of the population.

The centre of town is subdivided into lots of 1000-2000m² with a number of larger lots spread throughout the town.

As identified in Figure 21 the main street, Sheridan Street is zoned B2 Local Centre and the surrounding residential areas are zoned R1 General Residential. A significant portion of the town is zoned RE1 Public Recreation and RE2 Private Recreation, concentrated around the banks of the Murrumbidgee River on the southern end of town.

An industrial area exists in the northeast section of town, with a zoning of IN1 General Industrial. A B4 Mixed Use development exists in the southwestern end of town. The land surrounding the town is zoned RU1 Primary Production however it has been subdivided in an ad-hoc fashion into a variety of lots from 4,000m² to 40ha, with a number of larger lots of over 100ha.

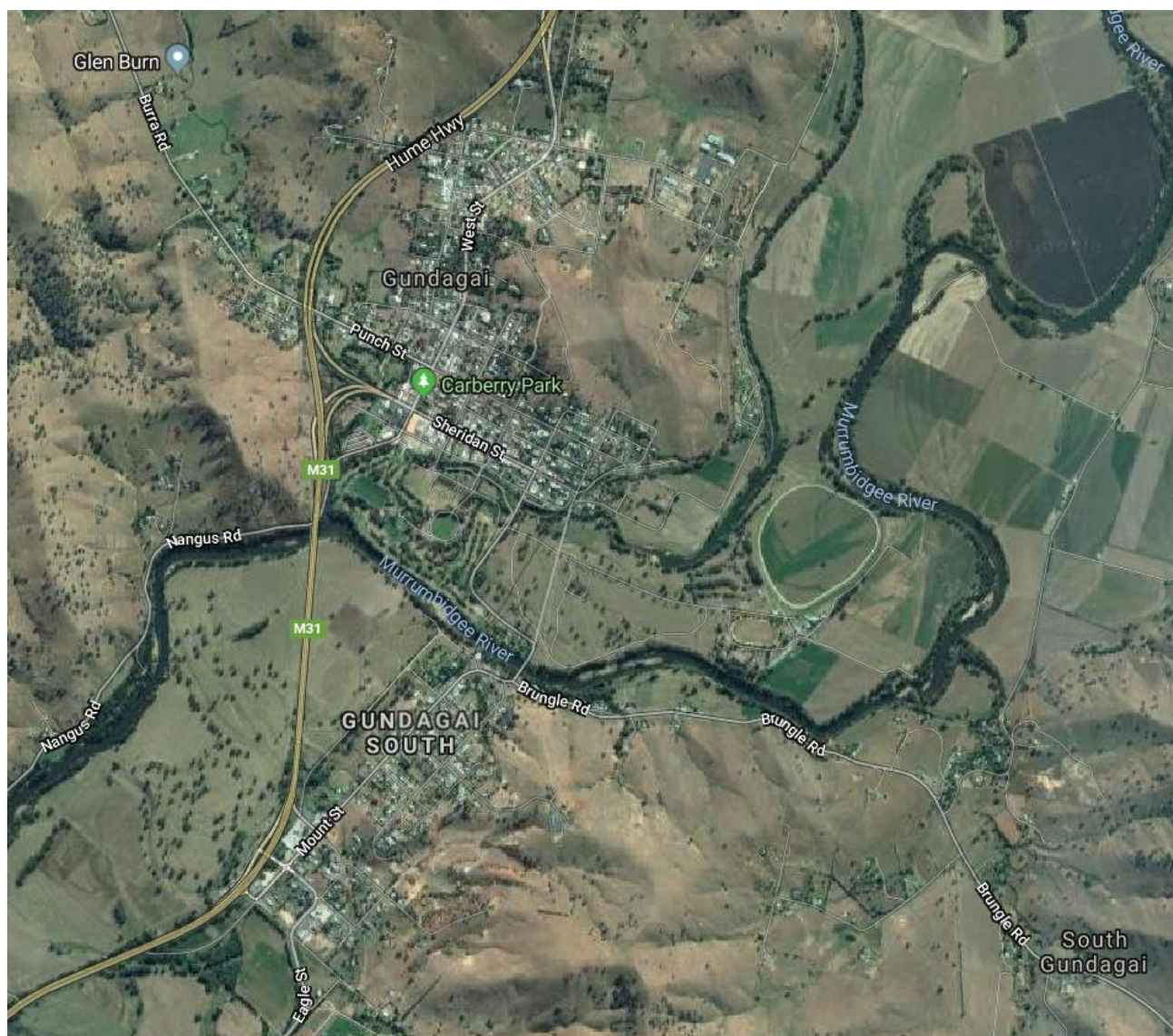
A rural lifestyle development exists in South Gundagai. The properties are zoned RU4 Primary Production Small Lots and range from 0.2ha – 20ha.

Figure 21: Gundagai zoning map showing B2, R1, RE1, IN1, RU4 and B4 zoning. The surrounding lots are zoned RU1



The extent of development in Gundagai can be seen in Figure 22.

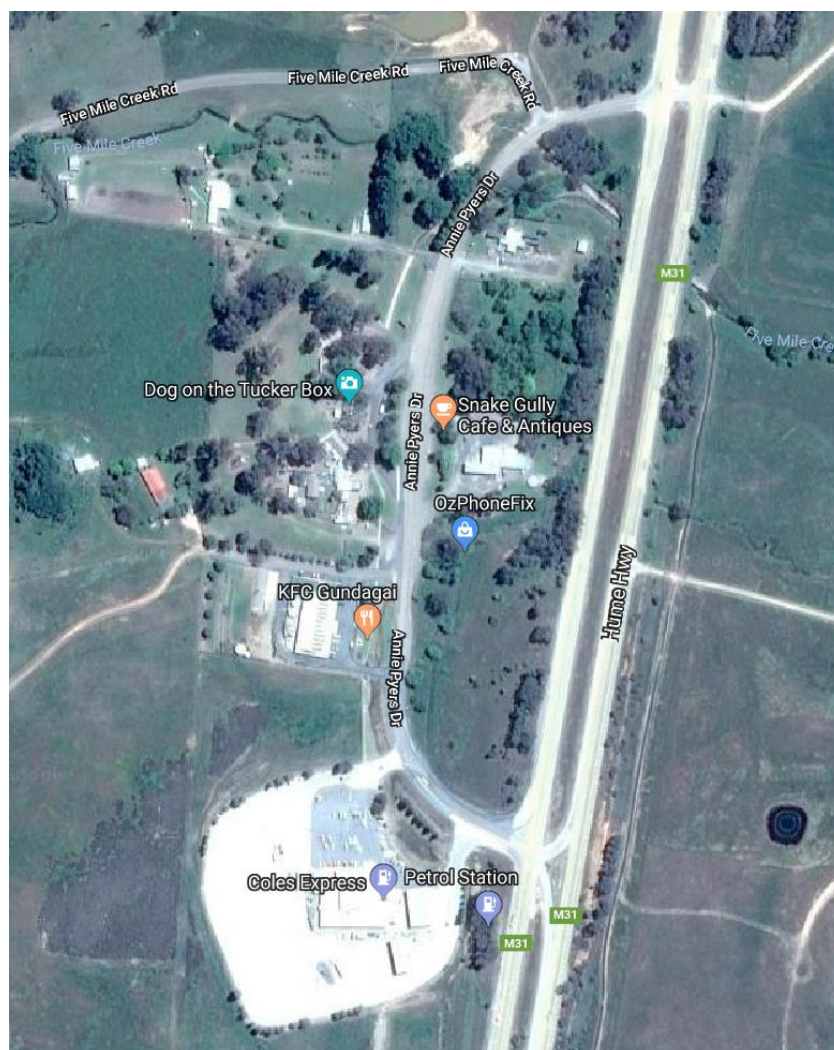
Figure 22: Extent of Development in Gundagai



7km north of Gundagai on the Hume Highway is the Dog on the Tuckerbox statue and associated highway service development. The area has a zoning of SP3 Tourist and is typified by *ad-hoc* development. The area has no overall master plan and is lacking in urban design.

As shown in Figure 23, the development features a service station, mini-supermarket, several fast food restaurants, gift shop with associated cafe and an antiques store with associated cafe. Temporary roadside stalls are also erected to sell fresh produce.

Figure 23: The Dog on the Tuckerbox Tourist Development North of Gundagai



Main Linkages and Connections

Current Links

Gundagai is surrounded by agricultural land, predominantly grazing. The town contains a number of rural value-adding industries and is home to a number of rural agencies and community groups. There are a number of tourist developments located in close proximity to Gundagai.

Future Links

At present no new rural industries are planned for the town. A tourist facility is planned for the Old Mill at 2 Sheridan Lane, with \$200,000 of state government funding recently being allocated towards the project.

Opportunities

Reno

Approximately 8km northwest of Gundagai is the locality of Reno, an agricultural area zoned RU1 Primary Production and featuring lots of 2ha – 24ha. The steep slopes make the area poorly suited to agricultural production but scenic in nature as shown in Figure 24. These two reasons, combined with the close proximity to Gundagai, make this suitable location for rural residential development for lifestyle “tree-changers”. Long Tunnel Road lies to the west of Reno and the land has been subdivided into small holdings of 1ha – 20ha, an example of which is provided in Figure 25. Development in this area is a good model for the future development in Reno.

Figure 24: Scenic view of Gundagai from Reno



Figure 25: Rural Small Holdings on Long Tunnel Road



4.5 Muttama

Introduction

Muttama is located approximately halfway between Cootamundra and Coolac with a population of 131 people. There are no shops, cafes or pubs open in the village. The village has a cemetery, town hall and a recreation ground. At present the village centres on the intersection of Muttama Road and Bridge Street and is made up of single storey houses on large lots. An aerial image of Muttama is provided as Figure 26 and Figure 27 shows the extent of the village subdivision.

Figure 26: Muttama Aerial Photo



Figure 27: Muttama has been subdivided and Road Reserves Laid Out



The entire village is zoned RU1 Primary Production with the exception of the cemetery and grassy box woodland, which is zone SP1 Special Activities.

Main Linkages and Connections

Current Links

Muttama has committees for the village hall and for the recreation ground. The main industry is agriculture, predominantly cropping and grazing.

Future Links

There are no planned commercial developments in Muttama. The *CGRC Villages Strategy 2018* contains several actions for Muttama. The first of these is to improve access to and amenity of the cemetery. The second is to improve the entrances to the village along Muttama Road through the use of tree plantings and signs. The third action is to support the Hall and Recreation Ground Committees to source funds to upgrade the facilities and promote usage.

Opportunities

At present Muttama is a town with a “paper subdivision”, urban area that was historically subdivided. The current zoning of R1 Primary Production and lack of services restricts development in the village however a dependent on resolving restrictions to development re-zoning of RU5 Village may be more appropriate.

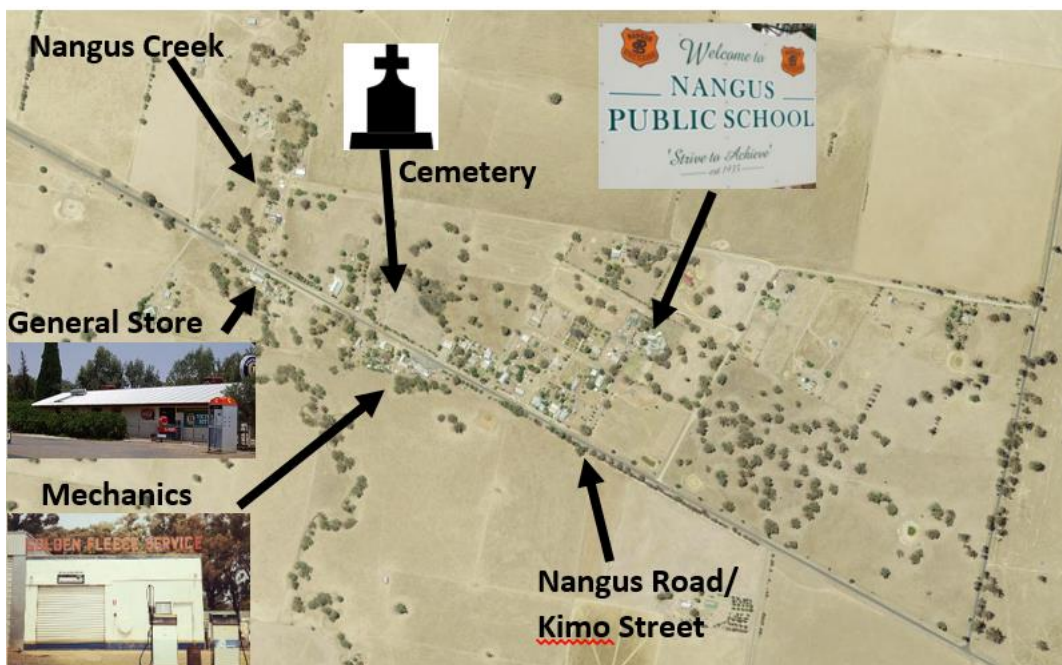
4.6 Nangus

Introduction

Nangus is located approximately 20 minutes west of Gundagai along the Nangus Road and approximately 45 minutes to the east of Wagga Wagga via Wantabadgery and the Oura Road. The 2016 census recorded 205 people for the suburb of Nangus, however the population in the village is likely to be much less (approximately 81 people). An aerial image of the village is provided in Figure 28.

The village consists of single storey dwellings on lots of between 1,200 m² and 5,000m². The entire village is zoned RU5 Village, with the exception of the cemetery which is split over two lots. One lot is zoned SP1 Special Activities and the other is zoned RU5. The village has a church and public school.

Figure 28: Nangus Locality



Main Linkages and Connections

Current Links

Nangus is socially and historically connected to Gundagai. The Nangus Road is an original regional road connecting Gundagai and Wagga Wagga.

Sheep farming is the main agricultural activity undertaken around Nangus. Commercial development in the village consists of the Nangus General Store and the Golden Fleece garage. The general store includes a corner store produce and food goods set up, the post office and a small Bottle-O and alcohol service area known as the Turkey Pen. A group called the Nangus Progress Society aims to improve the village.

Future Links

Nangus Road Upgrade

Nangus road is a regional road which is currently being upgraded to support B-Double transport and increased vehicular movements.

Reticulated Water Connection

Nangus is not connected to reticulated water. As a part of the Merger Implementation Funding for the amalgamation of former Cootamundra and Gundagai Shires, funds have been set aside to connect the village to reticulated water.

Residential Infill

The *CGRC Villages Strategy 2018* discusses plans to increase the population of Nangus. At present the village has been subdivided into a number of 1,200 m² – 5,000m² vacant lots.

Kimo Estate Expansion

Approximately 10km to the east of Nangus along Nangus Road lies Kimo Estate. The 7,000ac sheep and cattle farm offers onsite accommodation for up to 28 people in Windies cottage, Daleys cottage, an “eco hut” and a refurbished shearer’s quarters. They specialise in hosting weddings, using a historic homestead for the weddings and a large barn for receptions. The landowners have recently received \$130,000 in matched funding from Destination Riverina Murray for the development of two new “eco huts” on their property. They also plan to develop other tourist facilities on the farm.

Opportunities

Nangus is ready for future growth. At present investment in the village is limited by the lack of reticulated water. The *CGRC Villages Strategy 2018* suggests there is an opportunity for the smaller landholdings around Nangus to be used for boutique farming such as market gardens, orchards and animal breeding, if they are connected to reticulated water.

The Strategy also identifies an opportunity in the development of a recreational trail between Nangus and Gundagai. This could run either on Nangus Road or along the Murrumbidgee River and be used by cyclists, pedestrians or horse riders.

There is also an opportunity for the development of a mountain biking route from Nangus to Gundagai on the fire trails around the waterfalls at Mt Burra, Reno and Kimo Station.

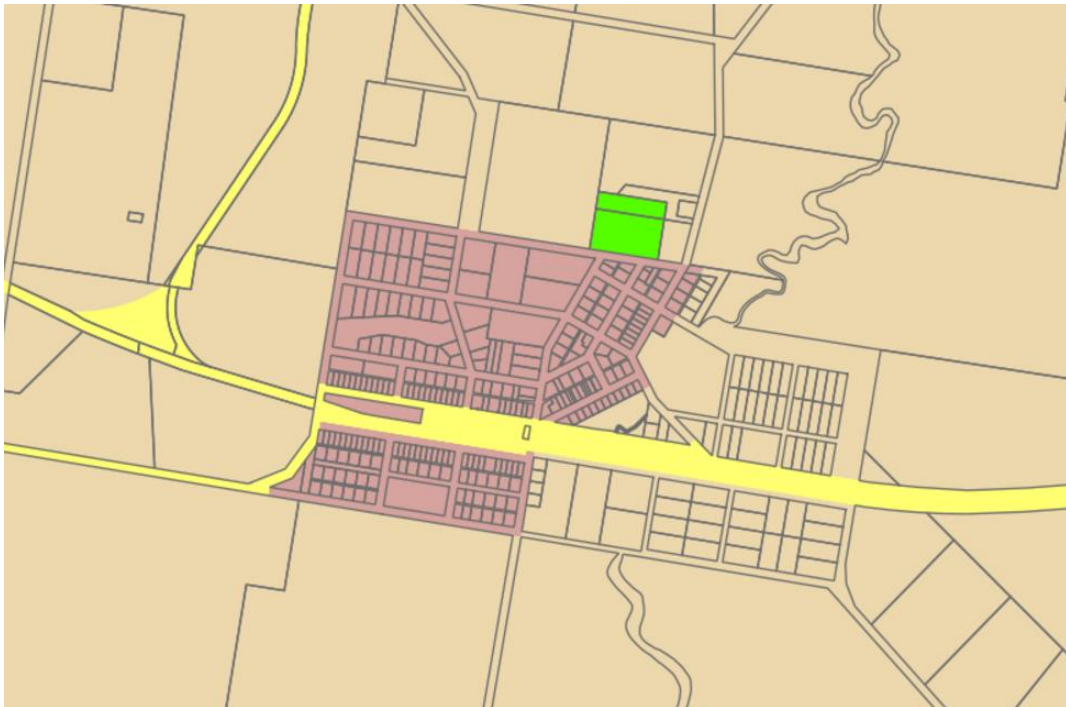
Community consultation for the Rural Lands Strategy revealed that cyclists and motorcyclists regularly travel from Wagga Wagga to Gundagai, passing by Nangus. The development of a cafe in Nangus could cater to these travellers.

4.7 Stockinbingal

Introduction

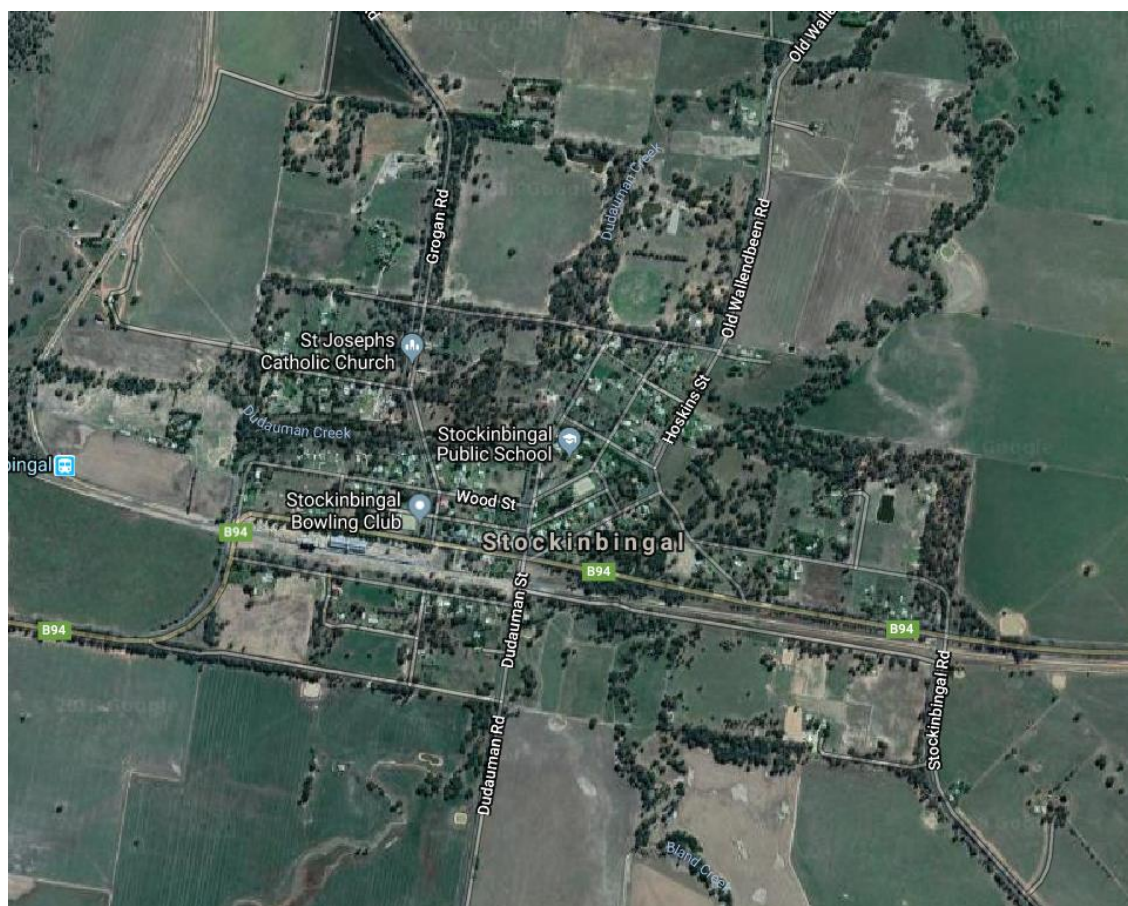
Stockinbingal is the largest of CGRC's villages with a population of 374 people in the locality and 202 in the village. The village was planned as a town and has been subdivided into a number of 1,000m² – 2000m² lots, with some larger lots of up to 20,000m². Some of these lots are zoned RU5 Village and some are zoned RU1 Primary Production. The village is surrounded by larger lots of 10ha – 20ha with a zoning of RU1 Primary Production. The extent of subdivision and zones in the village is shown in Figure 29.

Figure 29: Stockinbingal Zoning Map with RU5 Village Zoning in Pink



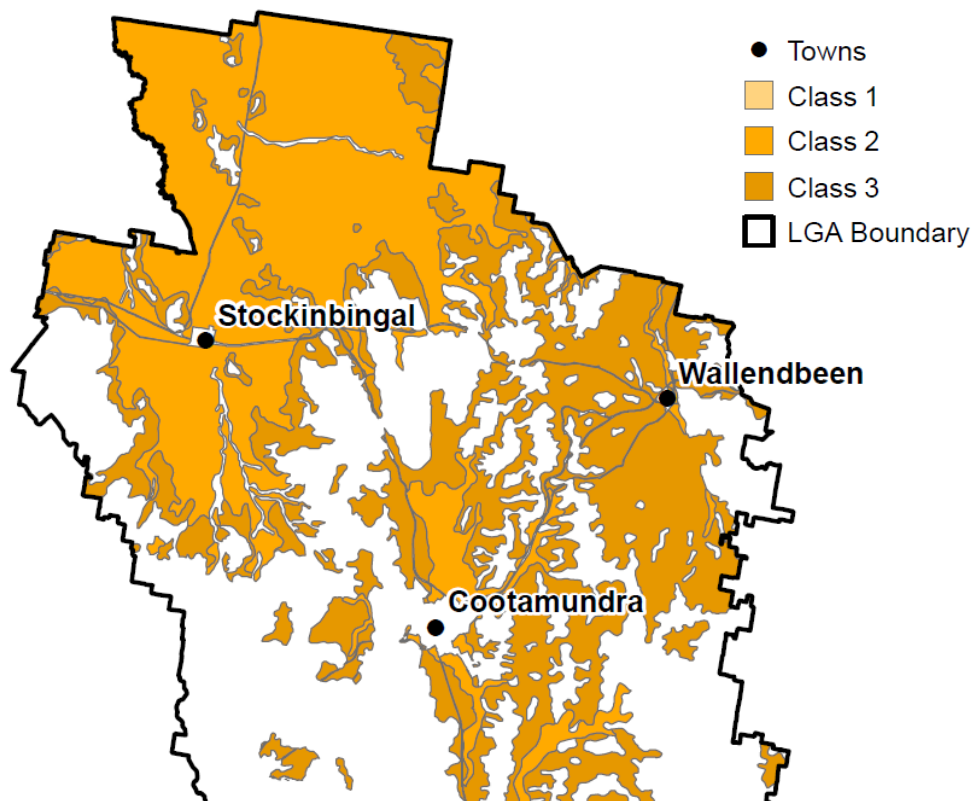
Aerial photography in Figure 30 shows that the majority of the lots subdivided are vacant in addition 18% of the existing houses are vacant.

Figure 30: Stockinbingal is a Paper Town



The main street in Stockinbingal is Hibernia Street which features a number of historical shopfronts. All of them are currently used as dwellings. The Stockinbingal Bowling Club and cafe 44 Hibernia are the only commercial outlets in Stockinbingal. The Commercial Hotel on Hibernia Street is a large historical pub with attached accommodation. It is currently being used as a residence. Stockinbingal Bowling Club acts as the village pub and meeting place and hosts regular bands and events. The village has a public school and a post office. Stockinbingal is surrounded by high quality agricultural land as shown in Figure 31.

Figure 31: Stockinbingal is Surrounded by Quality Agricultural Land



Main Linkages and Connections

Current Links

Stockinbingal is located to the west of the highly productive wheat belt around Wallendbeen and the most common agricultural pursuit surrounding Stockinbingal is sheep farming.

Stockinbingal has a number of speciality rural producers, rural service businesses, an accommodation development, a single café and a number of community groups.

Future Links

Ellwood's Hall Upgrade

The village hall has recently received \$60,000 from the state government for general repairs and installation of heating and cooling.

Inland Rail

The proposed Inland Rail is a freight route which will connect regional areas to the ports of Brisbane and Melbourne. For the Cootamundra-Gundagai Regional Council area this means that primary producers and value add industries will have rail access to the ports of Brisbane, Sydney and Melbourne.

Stockinbingal has the capacity to establish an intermodal facility which could service the proposed Inland Rail, Lake Cargelligo Branch line (connecting to Griffith via Temora – Roto Line) and Burley Griffin Way. The existing grain depots at Stockinbingal could be further enhanced with opportunities for access to two more ports to be available through the proposed Inland Rail.

Work on the Illabo-Stockinbingal section of the Inland Rail will start in 2021. Once the line has been constructed, freight companies will decide where to construct loading docks and intermodal terminals along the line.

Opportunities

The cheap land prices, existing subdivision and central location of Stockinbingal make it an ideal place to encourage residential growth, offering a lifestyle alternative for workers in Cootamundra, Temora and Harden-Murrumburrah. Investment in the village is limited by the lack of a connection to sewer and the poor stormwater system, which requires upgrading. Residential growth is discussed in detail in the *CGRC Villages Strategy 2018*.

Stockinbingal's location on the Burley Griffin Way creates an opportunity to cater to caravan travellers looking for free camping and somewhere to eat. Development in the nearby town of Jugiong is a best-practice example of this. Under the *Cootamundra Local Environmental Plan 2013*, the RU5 Village zoning allows the development of cafes, shops, markets, roadside stalls and pubs.

Berthong Road stretches from Cootamundra to Burley Griffin Way and is well-used by road cyclists. Promotion of cycling links between Cootamundra, Stockinbingal and Wallendbeen may bring visitors to the villages. Additionally, promotion of hiking and mountain biking at Jindalee National Park may bring more visitors to the area.

An influx of workers is expected in the area beginning in 2021 for the construction of the Inland Rail. This will create demand for cafe's, pubs and accommodation in the area. The Commercial Hotel Stockinbingal is currently used as a residence.

Stockinbingal is regularly visited by train watchers and there is an opportunity to upgrade the old railway station building into a museum or other type of tourist site. At present the building is dilapidated.

4.8 Tumblong and Mt Adrah

Introduction

Tumblong is located south of the Hume Highway. An aerial image of Tumblong is provided as Figure 32. In 2016, 196 people lived in Tumblong with a median age of 40. There majority of people were employed in the beef cattle industry and road freight transport. 20.5%of dwellings were unoccupied which is more than double the state average of 9.9%. This is not uncommon in rural areas with many workers cottages falling into disrepair and disuse as agriculture has become more and more mechanised.

The tenure of occupied dwellings is interesting with 45.2% of dwellings owned with a mortgage which is higher than the state average of 32.3%. 94.2% of these loans require repayments which are less than 30% of household income. While not unusual for farming land to be mortgaged, it is unusual for as high as 20% of dwellings to be rented in a rural community.

Figure 32: Tumblong Locality

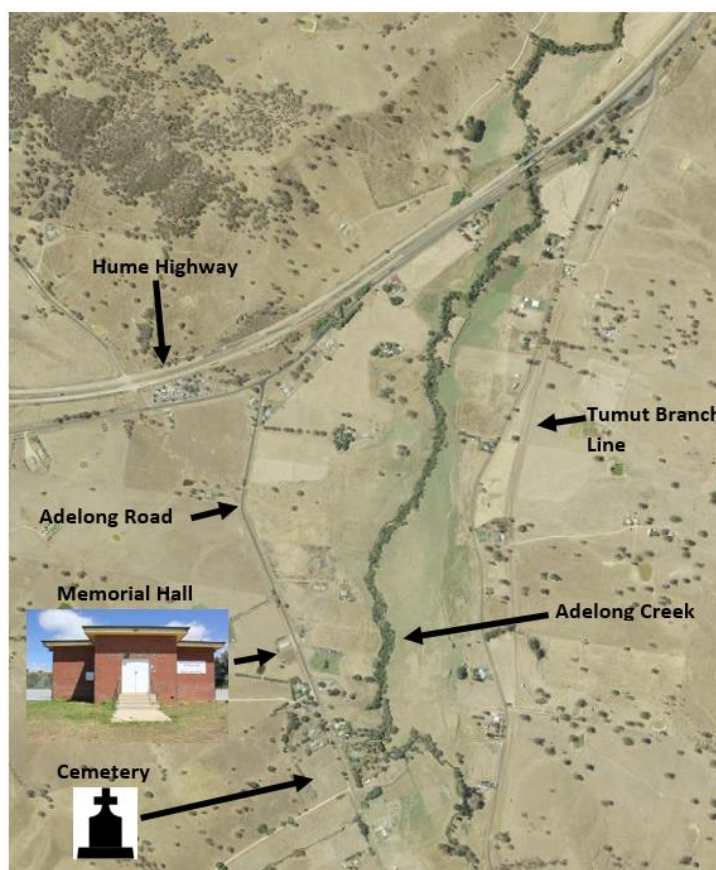


Figure 34: Aerial image of Tumblong



Main Linkages and Connections

Current Links

Honey is the biggest rural industry in Tumblong with an extraction facility behind Tumblong Hall and another on Sylvia's Gap Road. The hives are moved all around Australia and the honey is extracted on the properties. The other main industry is beef cattle and cropping hay or fodder to feed them.

The Tumblong Tavern has recently been purchased by a new owner who plans to turn the pub into a country music venue. There are also plans to use the cafe section of the tavern, which has not been used in several years. The tavern is next to the Hume Highway and is visible from the Highway, so it has great potential to attract tourists.

The village and surrounding area contain a number of rural service industries, farm stay accommodation and speciality producers.

Future Links

\$30,000 of funding has been obtained toward community facilities, multipurpose courts and a BBQ area in the village.

Opportunities

Feedback from the Tumblong community is that they wish to grow. Tumblong has a locational advantage for residential growth being on the Hume Highway and accessible to both Gundagai and Tumut.

To improve connectivity and recreational opportunities, exploration of the possibility of a rail trail between Gundagai and Tumblong should be investigated.

Changing to the RU4 – Primary Production Small Lots from RU1 – Primary Production Large Lots will allow for area specific land uses and a smaller than current (40ha) minimum lot size. At this stage, without reticulated sewer or water an appropriate minimum lot size would be 5ha.

The development of a cafe in Tumblong has the potential to attract significant numbers of tourists, being located on the Hume Highway. Additionally, on weekends 2 – 3 motorcycle groups pass by Tumblong on recreational rides. This cafe could be situated inside the Tumblong Tavern or be a separate premise.

At present there is no general store and residents travel to Gundagai for essential items. The opening of a general store, or a cafe/general store could cater to this market.

Residents have expressed concern at the number of speeding vehicles on Adelong Road. Installation of traffic calming devices like roundabouts, speed humps or rumble strips along Adelong Road and Sylvia's Gap Road would alleviate this problem and make the village safer for pedestrians and cyclists.

There is a natural gas pressure reducer in the village so there is potential to connect the village to natural gas.

Another servicing problem is that every property south of 15 Lucerndale Road needs to buy a transformer for \$30,000 to connect to the electricity supply network.

Ellerslie Nature Reserve and Tumblong State Conservation Area are currently underutilised. Ellerslie is accessible from the Snowy Mountains Highway and Scholz Rd Mt Adrah, and Tumblong State Conservation Area currently has no public access routes. Better promotion of these natural areas and provision of signage and road access would bring tourists to the area.

4.9 Wallendbeen

Introduction

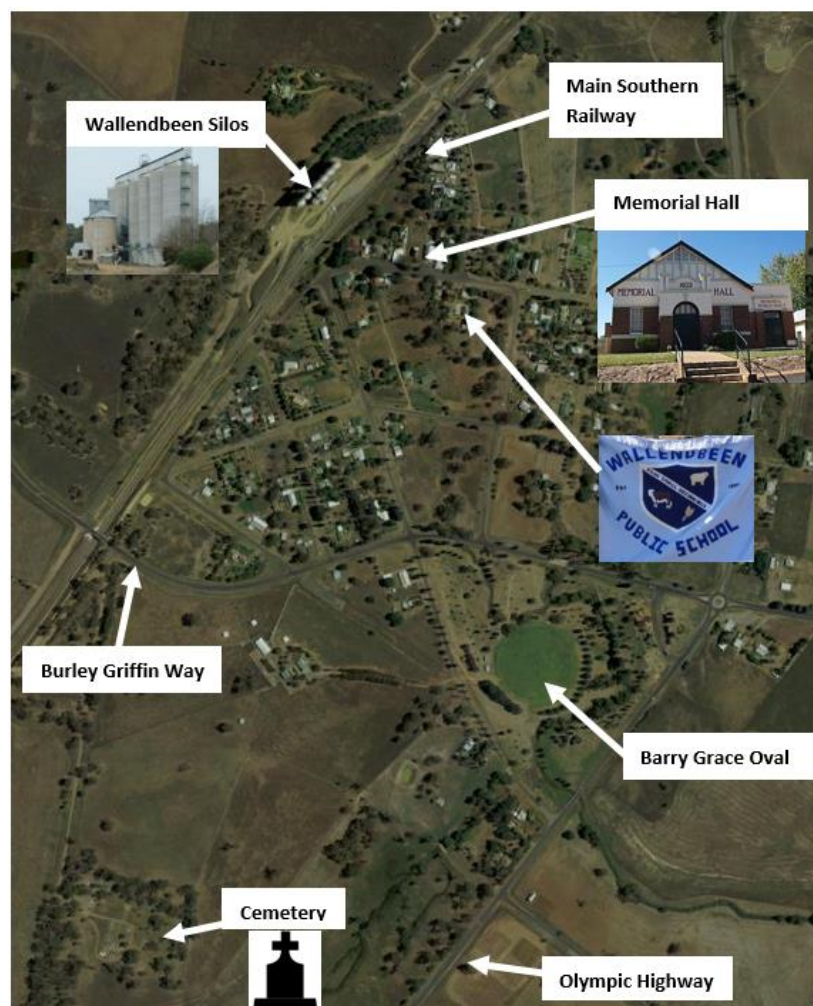
Wallendbeen is a village of 260 people located 20km northeast of Cootamundra at the intersection of the Olympic Highway and Burley Griffin Way. The rest stop and park next to this intersection is frequented by travellers. A small general store operates next to the roundabout and also functions as a post office. The only other open retail/food premise in the village is the Wallendbeen Hotel on the corner of Hoskins and King Street. The hotel serves counter lunches on Saturday and Sunday, and dinner Friday, Saturday and Sunday nights. The village has a public school and an oval.

The GrainCorp silos and depot along the railway line are still technically operational, however due to lower volumes of harvest and the increased capacity at the Cootamundra yards, the silos have only been operational on an as needs basis.

Wallendbeen has connection to town water for the majority of residents. Sewer is not available, with the majority of residents utilising septic systems.

An aerial image of Wallendbeen is provided as Figure 35.

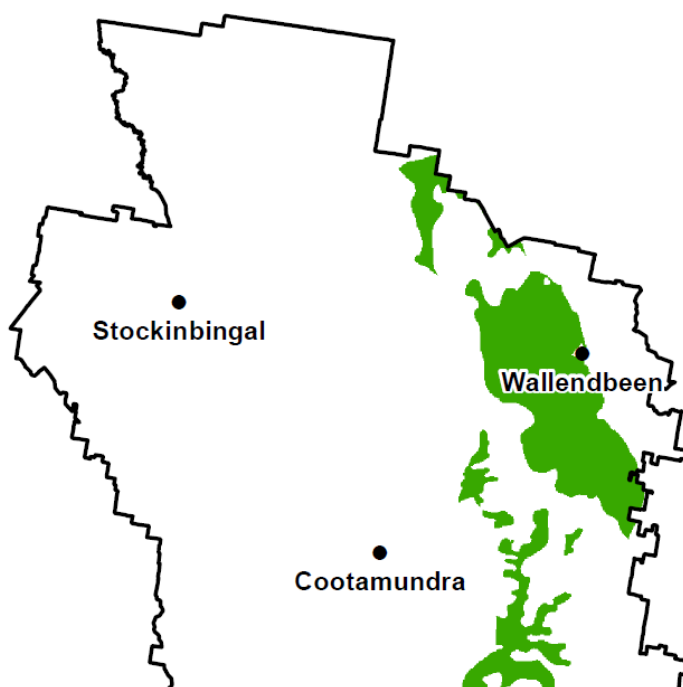
Figure 35: Wallendbeen Locality



The village is subdivided into a number of 2,000m² lots with larger lots of 15,000m² – 30,000m² as shown in Figure 36. Part of the village has an RU5 Village zoning and part has an RU1 Primary Production zoning. The village is surrounded by larger lots of 2ha – 40ha with an RU1 Primary Production zoning. As shown on the aerial photograph in Figure 35, the majority of the village lots are vacant.

Wallendbeen is surrounded by productive agricultural land. A portion of this land has been identified as Biophysical Strategic Agricultural Land (BSAL) by the NSW Department of Planning and Environment, land with high quality soil and water resources capable of sustaining high levels of productivity.

Figure 38: Biophysical Strategic Agricultural Land Around Wallendbeen



Main Linkages and Connections

Current Links

Wallendbeen has declined with the surrounding towns of Young and Cootamundra growing in size.

Wallendbeen is located in a highly productive wheat belt and is noted for the high quality of dry land wheat produced.

The village has regular markets, a number of speciality producers close to the village and a single community group.

Future Links

Silo Painting

CGRC has secured \$70,000 of funding to paint the Wallendbeen silos. The development of a “silo art trail” is one of the actions identified in the *South-West Slopes Draft Regional Economic Development Strategy*.

Wallendbeen Strategic Heritage Study

CGRC has been awarded a grant of \$95,000 for a three-stage project that will see the revitalisation of the Wallendbeen Heritage Conservation Area along a military service theme.

The project aims to increase community pride in local heritage and increase visitor numbers to the village. The project was assisted by the NSW Government through the Heritage Near Me program. The project is the result of extensive consultation between CGRC and the Wallendbeen community.

In 2017 Council initiated community consultation to develop the *Wallendbeen Village Strategy*. This strategy recommends changes to land use within Wallendbeen to encourage economic development and a wide range of infrastructure improvements. During the consultation process, the community requested that the Wallendbeen Heritage Conservation Area be revitalised along a military service theme.

The service theme originates with locally raised Major General Kenneth MacKay who formed the First Australian Horse unit. This volunteer militia unit saw combat in the Boer War and precedes the Australian Light Horse Regiment. The impact of military service on Wallendbeen during WWI was great. Ninety men enlisted and 18 died during service. Of the remaining 72 soldiers, many did not return to the district resulting in a significant change to the community. While the number of Wallendbeen enlistments decreased in WWII, members of the local community continued to serve in the Australian Defence Forces in WWII, the Korean War and the Vietnam War.

Palmer Park Upgrade

CGRC has secured a \$164,000 grant to improve the diversity of equipment at Palmer Park in Wallendbeen, through the Stronger Country Communities Fund Round 1.

Opportunities

The *CGRC Villages Strategy 2018* identifies an opportunity to rezone some of the RU1 Primary Production land around the town to allow for farm diversification. Smaller lots would be suitable for orchards, pigs, chickens and hobby farms.

The Wallendbeen Station Master's house, owned by CGRC, sits opposite the Wallendbeen hotel, overlooking the silos. One of the works items in the *CGRC Villages Strategy 2018* is to rent out the building for commercial use.

As discussed in previous sections, there is an opportunity to market the nearby Jindalee National Park to hikers and cyclists. There is also an opportunity to promote the 70km round trip between Cootamundra, Stockinbingal and Wallendbeen to road cyclists.

5. Conclusion

The development of linkages and connections between each village and town across the CGRC area is reliant on addressing the specific needs and future aspirations of the various communities.

These linkages and connections occur at varying levels around key locational, social and economic influences.

Many of the opportunities identified in this Issues Paper rely on building on these influences and planning for the support of existing infrastructure.

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