

# Villages Strategy

2018



## **Villages Strategy**

Drafted 2017

Adopted 2018

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Cootamundra-Gundagai Regional Council acknowledges the significant input given to this project by the Australian Rail and Track Corporation, Department of Primary Industries, Goldenfields Water, Roads and Maritime Services and the keen members of the community.

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Samuel Matthews (9 years old) of Stockinbingal Primary School's survey of the "perfect" village.

# Introduction



# Introduction

## 1.1. Message from the Mayor & General Manager

We are pleased to announce the release of the Cootamundra-Gundagai Regional Council Villages Strategy 2018.

The Cootamundra-Gundagai Regional Council area is home to a number of diverse village communities. Set in stunning scenery with proud histories, these communities offer lifestyle and housing alternatives to our towns. Often located along major transport corridors, our villages are emerging as economic drivers for the growing services and logistics industry. By planning for growth, Council can assist land owners and prospective villagers undertake development today while not compromising the health and wellbeing of future generations.

This strategy has been the result of robust community consultation and background research. The feedback and conversations during this process have been phenomenal and a testament to the passion and dedication of our community.



Abb McAlister  
Mayor



Allen Dwyer  
General Manager



Mayor Abb McAlister & General Manager Allen Dwyer

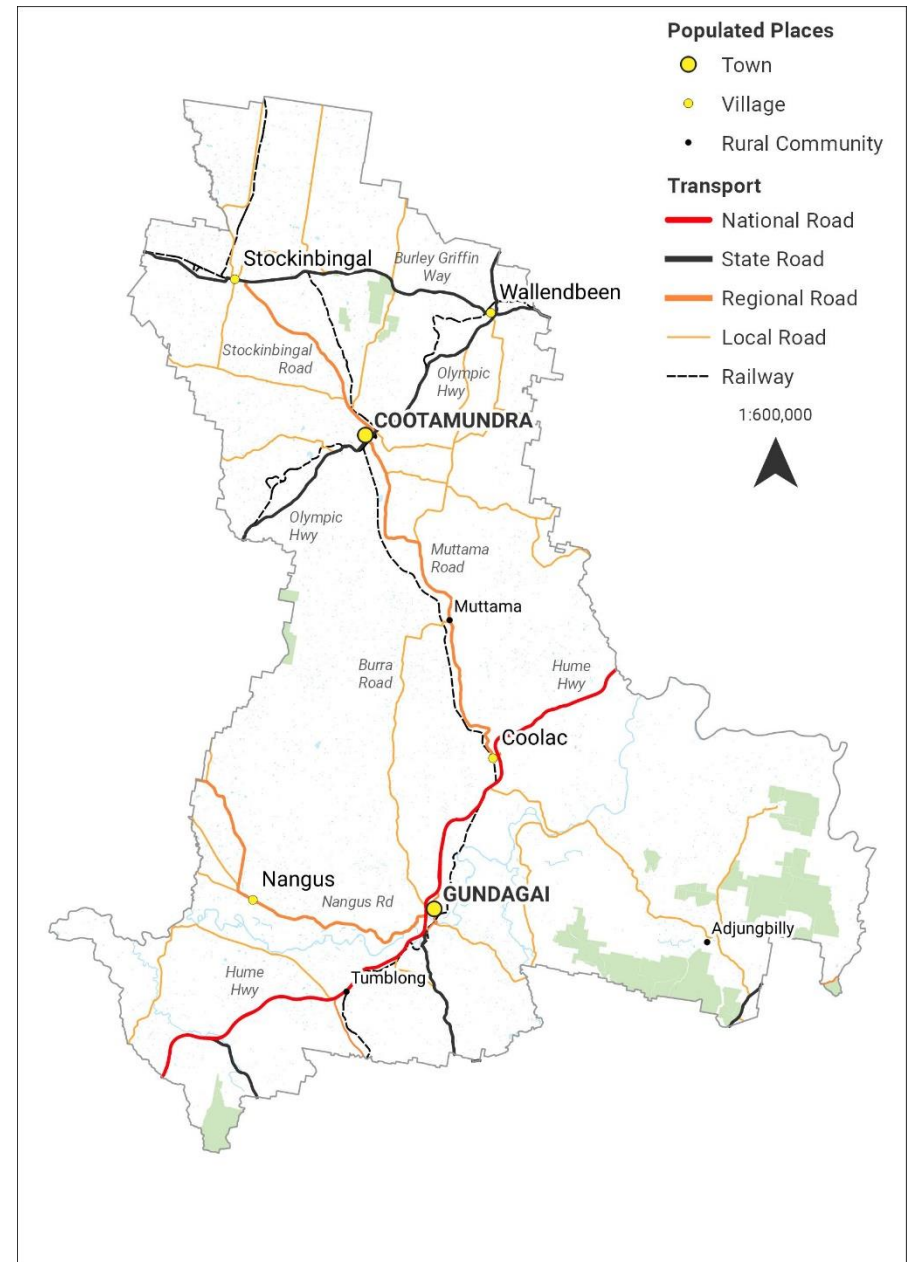
## 1.2. Purpose of the Villages Strategy

The purpose of the Cootamundra-Gundagai Regional Council Villages Strategy 2018 is to provide clear, strategic indicators for the development of the villages of Cootamundra-Gundagai Regional Council Local Government Area over the next 30 years and beyond. The plan aims to inform residential and economic growth, whilst still being flexible and responsive to opportunities.

By articulating the vision of the community through land use planning, we are able to better use our land and manage competing demands for that land. Future planning today, ensures that we will be operating and developing in a more sustainable, prosperous and innovative manner minimising adverse impacts on neighbours and ensuring quality of life and service availability for future generations.

This strategy is based on extensive community consultation and planning analysis to provide a blueprint for village planning and associated projects. This process has focused on identifying community direction with opportunities for growth, be that population and/or economic. Actions to achieve these outcomes are listed and a works schedule has been created to assist in the delivery of these actions. The strategy will be reviewed every five years to ensure that emerging trends and opportunities are captured.

The future vision of each village or rural community guides the proposed land use planning actions and helps other decision makers in the allocation of resources such as services and infrastructure. This strategy provides the framework to deliver the community strategic plan's vision of "A vibrant region attracting people, investment and business through innovation, diversity and community spirit." At a Council level, this strategy informs the Local Environmental Plan, Development Control Plan, Contribution Plan, Development Servicing Plans and Long Term Financial Plan.



Cootamundra-Gundagai Regional Council

## 1.3. Strategic Context

The Cootamundra-Gundagai Regional Council Villages Strategy was developed over a 12 month period of consultation and review. This section outlines the context within which this strategy was developed. It is also worth noting that future review of some of these documents will in turn refer back to this strategy such as the future amalgamated local environmental plan and development control plan.

### Community Strategic Plan: Our Place, Our Future 2018-28



The Integrated Planning and Reporting framework for local councils was developed to help Councils strengthen community participation in decision making, provide corporate strategic emphasis and reduce duplication of work. As a part of this Integrated Planning and Reporting framework, Council is required to prepare a community strategic plan.

The community strategic plan is a ten year document with high level objectives, developed by the community articulating the vision of “A vibrant region attracting people, investment and business through innovation, diversity and community spirit.”

The formulation of the community strategic plan is based on the principles of equity, access, participation and rights. The plan takes a holistic view of our community by addressing social, economic, environment and civic leadership issues.

The key direction of “Sustainable natural and built environments: we connect with the places and spaces around us” speaks directly to the role and purpose of the Villages Strategy and demonstrates the connection between the community strategic plan and this strategy.

### Environmental Planning & Assessment Act 1979

The Environmental Planning & Assessment Act 1979 and associated regulation legislate how local environmental plans and other planning controls are to be created. The Villages Strategy aims to inform changes to the existing Local Environmental Plans (Cootamundra and Gundagai) and inform the forthcoming Cootamundra-Gundagai Local Environmental Plan.

Objectives from the Act to encourage the proper management of land have influenced and shaped a number of the actions and recommendations of the Villages Strategy.

### NSW 2021

The NSW State Plan is a 10 year plan to guide policy and budget decision making. NSW 2021 works in conjunction with the NSW Budget to deliver identified community priorities. It sets goals and measurable targets outlining immediate actions that will help achieve these goals. These goals reflect the Government’s commitment to whole of State growth and delivery of projects, to improve opportunities and quality of life for people in regional and metropolitan NSW.



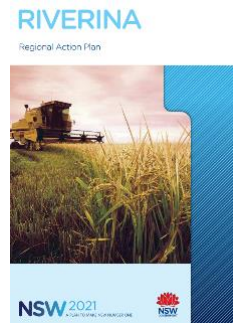
The Plan indirectly guides residential development through infrastructure planning. Major infrastructure plans have been used to inform, justify and support recommendations of the Villages Strategy.

## 117 Ministerial Directions

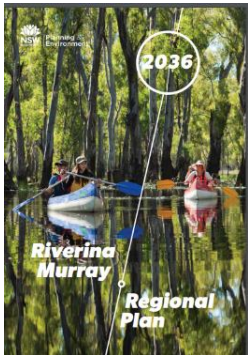
### Riverina Regional Action Plan 2021

The Riverina Regional Action Plan identifies the immediate actions the NSW Government will prioritise in the Riverina. These actions aim to compliment both long term strategies developed for NSW and existing regional strategies.

These priorities inform a number of directions and recommendations of the Villages Strategy.



### Riverina-Murray Regional Plan



The Riverina-Murray Regional Plan looks broadly at the Riverina Region, with specific emphasis on the cities and towns of the region as key to the future 27% increase in population by 2036.

In terms of development, the Regional Plan provides good planning outcomes which can be directly translated not only into policies but are also implementable through other planning and engineering documents. These recommendations influence recommendations for local environmental plan changes in particular.

### Employment & Resources

#### Business & Industrial Zones

The Villages Strategy is consistent with this direction and proposes to increase industrial land across the local government area through rezoning identified land in Stockinbingal and Coolac to support major logistical routes.

#### Rural Zones

The Villages Strategy is inconsistent with this direction as it does have recommendations to rezone existing RU1 – Primary Production zoned land to alternate zones. This inconsistency is justified as it is minor in nature and reflects existing settlement or land uses currently being undertaken on that land.

#### Rural Lands

The Villages Strategy is inconsistent with this direction as it identifies existing rural land as potential village or industrial land; however the Strategy does support the objectives of this direction.

### Environment & Heritage

#### Environmental Protection Zones

The Villages Strategy is consistent with this direction as it does not recommend diminishing any environmental protection zones nor impact the function of such areas.

## **Heritage Conservation**

The Villages Strategy is inconsistent with this direction as it seeks to repeal the heritage conservation area in Stockinbingal. This is considered minor, as all heritage listed items would remain and would be better preserved should urban renewal occur in the precinct.

## **Housing, Infrastructure & Urban Development**

### **Residential Zones**

The Villages Strategy is consistent with this direction as it encourages a greater diversity of housing type and tenure with the aim of making effective and efficient use of existing and planned infrastructure. Importantly, the Strategy seeks to minimise residential impacts on other zones.

### **Caravan Parks & Manufactured Home Estates**

The Villages Strategy makes provision and recommendations for short term accommodation such as caravan parks and camp grounds in certain areas. The objectives of this direction are supported and complied with.

### **Home Occupations**

The Villages Strategy is consistent with this direction as it aims to continue and support home occupations in dwellings.

### **Integrated Land Use & Transport**

The Villages Strategy is consistent with this direction as it promotes greater employment opportunities and increases in services in villages, thereby reducing the travel distances of residents.

## **Hazard & Risk**

### **Acid Sulfate Soils**

The Villages Strategy is consistent with this direction as it does not propose development on land identified as containing acid sulfate soils.

### **Mine Subsidence and Unstable Land**

The Villages Strategy is consistent with this direction as it does not propose development on land identified as unstable or in a mine subsidence area.

### **Flood Prone Land**

The Villages Strategy is inconsistent with this direction as there are recommendations to rezone existing rural land which has been mapped as flood prone to residential (village). This is considered minor, as it is believed that this land has been incorrectly mapped and is actually subject to inundation. Such land will not be rezoned until flood mapping is renewed. Should the land identified to be subject to inundation, development controls relating to floor heights will be applied.

### **Planning for Bushfire Protection**

Noting that review of the bushfire mapping for the local government area will be undertaken in the near future, the Villages Strategy does propose rezoning some land currently identified as being bushfire prone, however is consistent with the objectives of this direction.

## **Regional Planning**

### **Implementation of Regional Plans**

The Villages Strategy has been formulated and influenced by the Riverina-Murray Regional Plan and a number of actions and work items are directly supported by the regional plan.

## **Local Plan Making**

### **Approval & Referral Requirements**

The Villages Strategy is consistent with this direction as it does not include recommendations of provisions which would require the concurrence, consultation or referral of development applications to a Minister or public authority.

### **Reserving Land for Public Purposes**

The Villages Strategy does not seek to create, alter or reduce existing zones or reservations of land for public purposes and is consistent with this direction.

### **Site Specific Provisions**

The Villages Strategy does not propose any site specific works or projects on land which would require spot rezoning and thus be subject to a planning proposal. The Strategy is consistent with this direction.



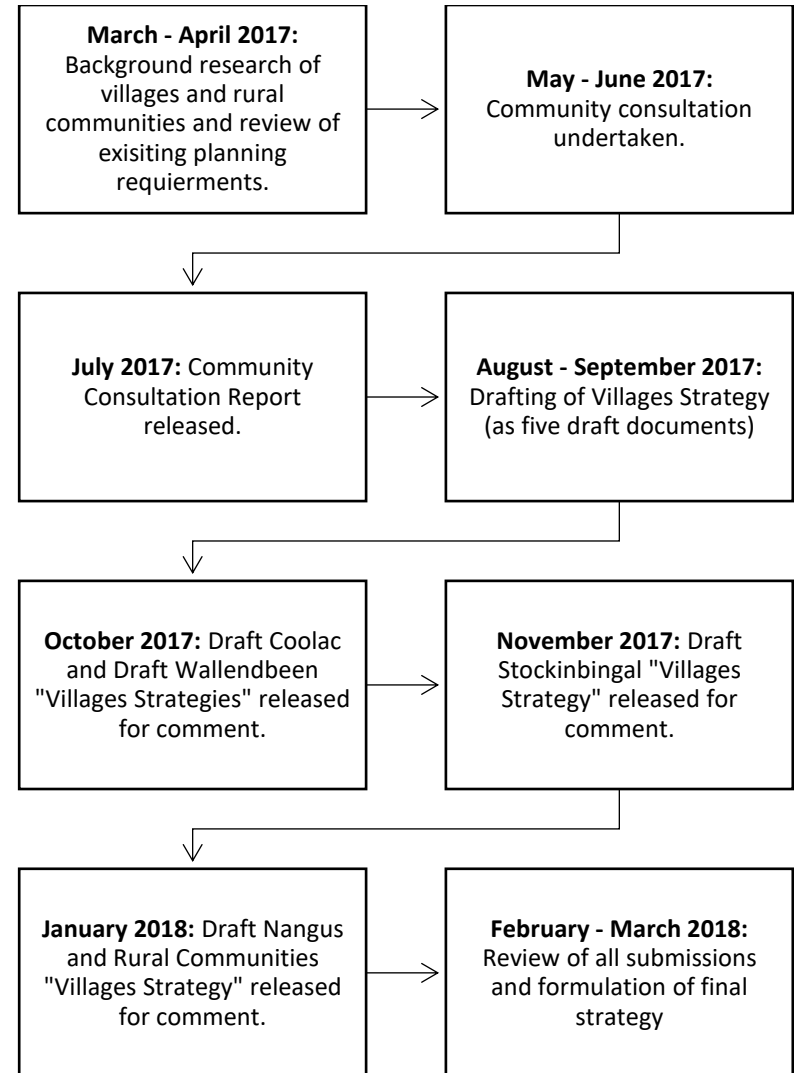
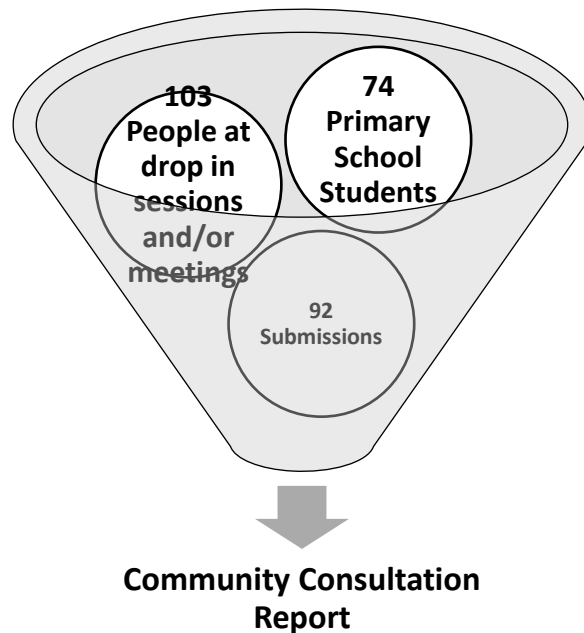
*Community engagement at the Wattle Time Fair 2017*

## 1.4. Preparation of the Strategy

The Cootamundra-Gundagai Regional Council Villages Strategy is a strategic document which aims to create a vision for the villages and rural communities of Cootamundra-Gundagai Local Government Area. The strategy is the culmination of research, consultation and future planning.

Council began the process of creating a Villages Strategy in March 2017 with the entire process showed in the flowchart to the right.

With the amount of background research collated and impressive volume of community engagement (see below), it was decided that the draft Villages Strategy would be released individually as village and rural community specific to ensure that the community was easily able to access and engage with the proposed actions and directions of the strategy.



# CGRC Wide Actions



## 2.1. Overview

The villages and rural communities of the Cootamundra-Gundagai Local Government Area are able to trace their early settlement to the mid to late 19<sup>th</sup> century, with individual areas surveyed between then and 1927.

The villages were originally service centres of agricultural communities and often fulfilled the need for staging posts along major roads. Later the majority of the villages and rural communities (bar Adjungbilly and Nangus) were serviced by rail. Their role as service centres is demonstrated by the urban form of these communities. Those which serviced primary road corridors are centred on the road, while those which became dependent on the railway as a local industry actually turned away from the original “main street” and reorientated to the railway corridor.

Future development opportunities were a key point to community engagement. It was important that along with background analysis of growth potential, the existing community’s desires regarding growth are taken into account. This is a critical outcome of this strategy as recommendations to expand a village or rural community’s footprint have to be well justified to satisfy the planning system in New South Wales.

Access to services and businesses were explored, with economic opportunities evaluated on a case by case basis. While there are many barriers to commercial and industrial development in the villages, there are also opportunities in these areas which are lacking in the towns.

Recommendations for growth are individual. Each village and rural community is separately addressed under Part 3 of this strategy.

## 2.1. Environment

Sustainability is crucial to the future viability of the region and small communities like the villages and rural communities have a real opportunity to be case studies and examples of sustainable development and living. Individual to each village and rural community are actions and directions to achieve this, noting the constraints such as bushfire and flooding of each individual area.

Coupled with this is the need to protect and enhance habitat for native flora and fauna. Villages and rural communities are often home to remnant habitats which have been cleared elsewhere for agricultural purposes.

Focus on environmental standards through the development control plan will be able to achieve urban greening and regeneration of remnant flora and fauna communities. Enhancing these areas also provides additional economic opportunities for bird watchers and promotes a sense of pride of place.

**Action 2.1:** Develop a “village” chapter in the Development Control Plan which promotes passive environmental design in dwellings.

**Action 2.2:** Create a street tree master plan for all villages and rural communities.

**Action 2.3:** All village subdivision is to have a minimum vegetation requirement to enhance existing flora and fauna habitat.

**Action 2.4:** Stormwater networks will be designed to incorporate water sensitive urban design principles.

## 2.3. Connections

The villages and rural communities of the Cootamundra-Gundagai Local Government Area are all located along main roads and some also have rail connections available.

The physical road connections between the villages range from regional roads to federal roads. All of these roads have significant freight movements each day. This high level of use, while demanding of the road physically, ensures that generally roads connecting the villages are to a high standard for C Class vehicles.

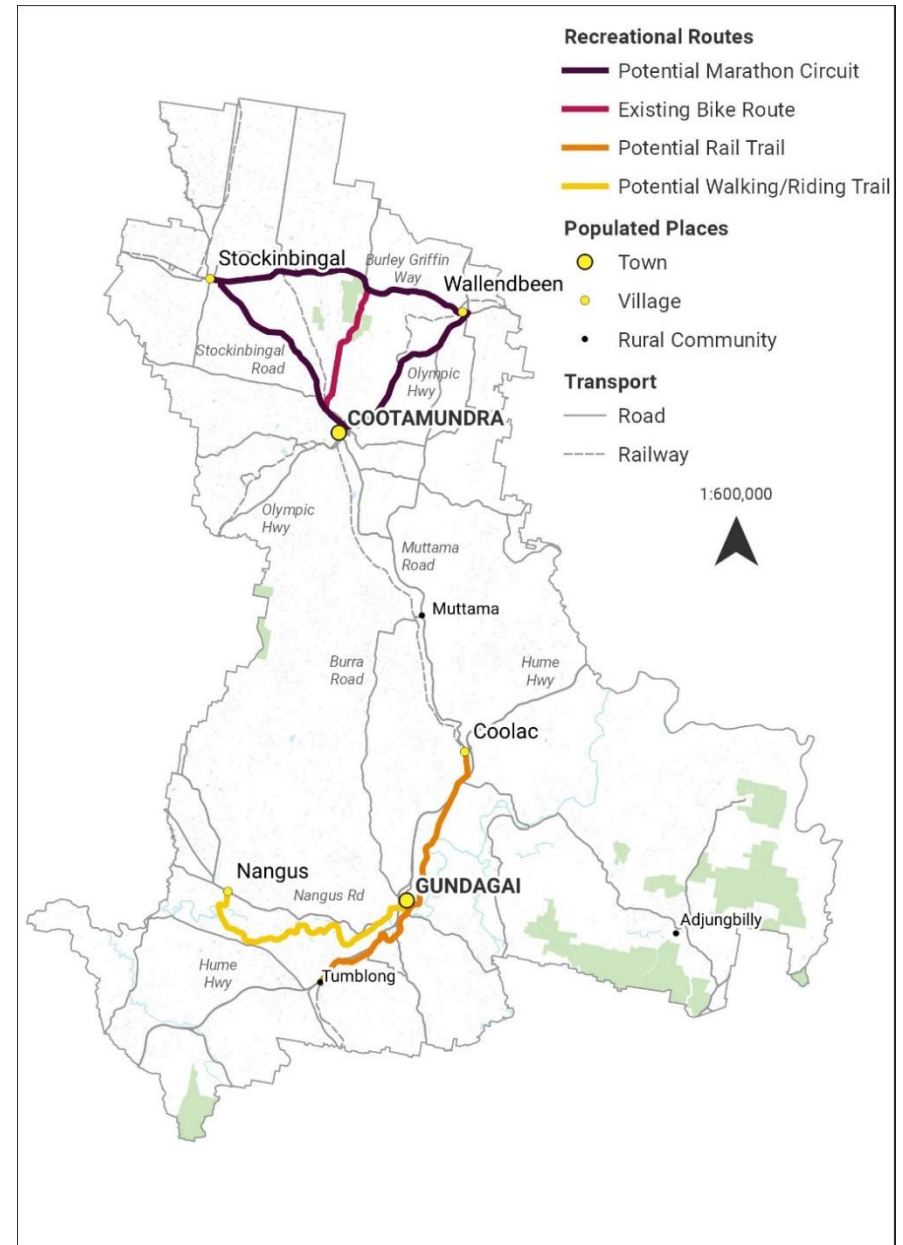
Recreational links between the villages and rural communities and the towns are lacking. Recently, there has been a push to investigate rail trails as a possible recreational link between the towns and villages. At this stage, only the Tumut Branch Line, which runs from Cootamundra to Tumut via Gundagai would be a viable option for this.

The proposed Rail Trail would be roughly 35 Kilometres between Coolac and Tumblong, via Gundagai.

Another identified recreational track is a walking and riding trail along the Murrumbidgee River between Gundagai and Nangus; roughly 30 kilometres. Such a track would be similar to the 27 kilometre Murrumbidgee Discovery Track in the Australian Capital Territory. It is envisioned that such a track could provide economic benefit to adjoining land holders and Nangus who currently run, or could run, accommodation services or hire services which could lease kayaks, canoes, etc. to users seeking to recreate along the Murrumbidgee.

**Action 2.5:** Develop a costed, route plan for a rail trail Coolac-Gundagai-Tumblong.

**Action 2.6:** Survey Murrumbidgee walking and riding trail and identify enabling works.



Existing and proposed recreational routes

## 2.4. Economic Opportunities

The villages and rural communities of the Cootamundra-Gundagai Local Government Area are all located along main roads with the majority of identified economic opportunities related to tourism and service provision for travellers.

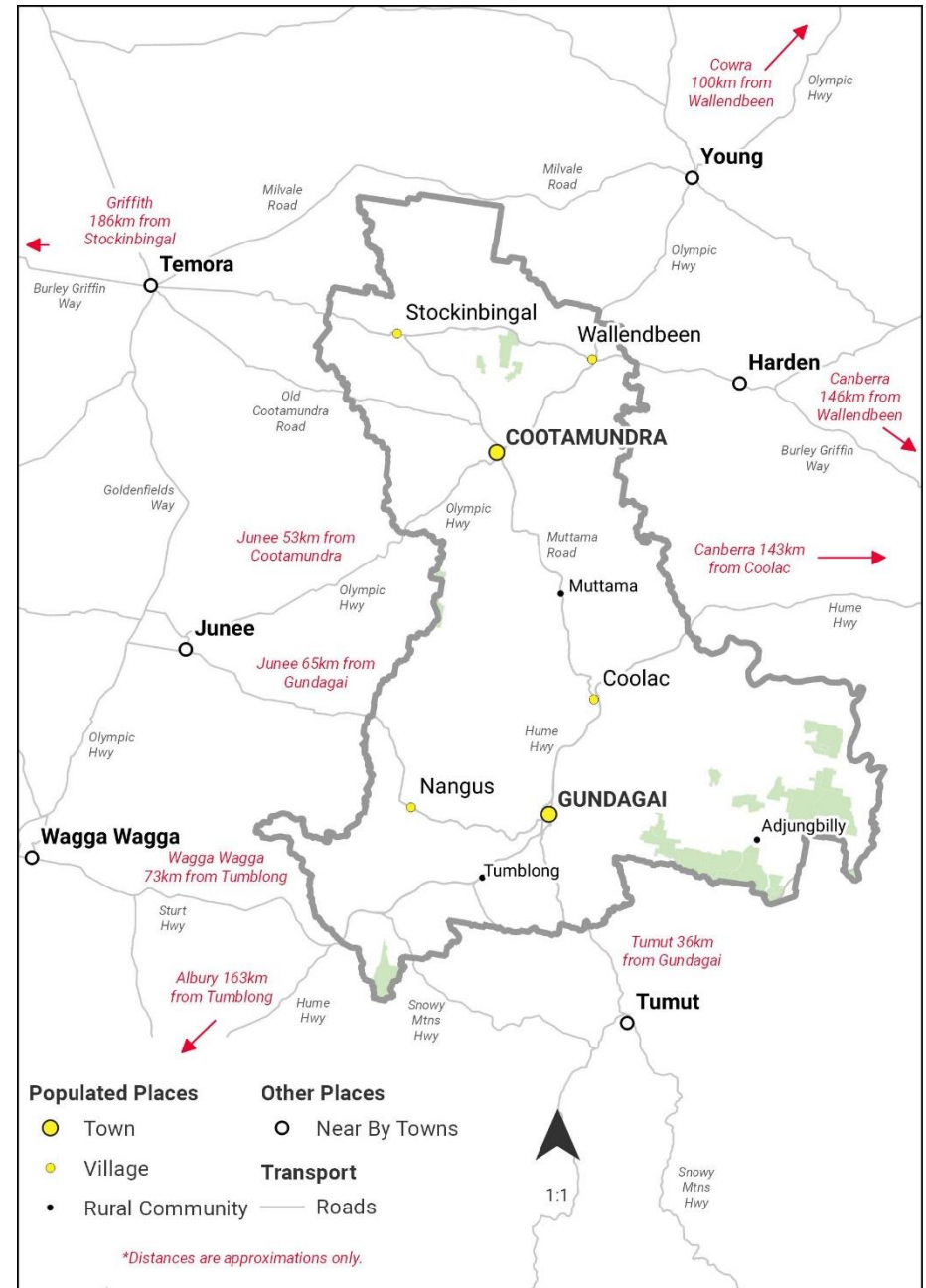
These opportunities are further explored under each individual village and rural community in Part 3 of this Strategy. However, some general principles and general encouragement of new economic opportunities and expansion of existing economic opportunities should be stimulated.

Using natural advantages such as proximity to other centres and leveraging of existing and planned infrastructure, the villages have many advantages for people looking to start a business due to the low buy in cost of real estate and the ability to tap into commuters as customers.

**Action 2.7:** Dedicate an individual page to each village on the Council's website.

**Action 2.8:** Create a single brochure which covers the Cootamundra-Gundagai Regional Council Local Government Area promoting economic opportunities and experiences in the villages and towns.

**Action 2.9:** Review Contributions Plans to identify opportunities for funding for village works, which will also provide opportunity for works in kind arrangements for developments in the villages.



Spheres of influence for CGRC's villages

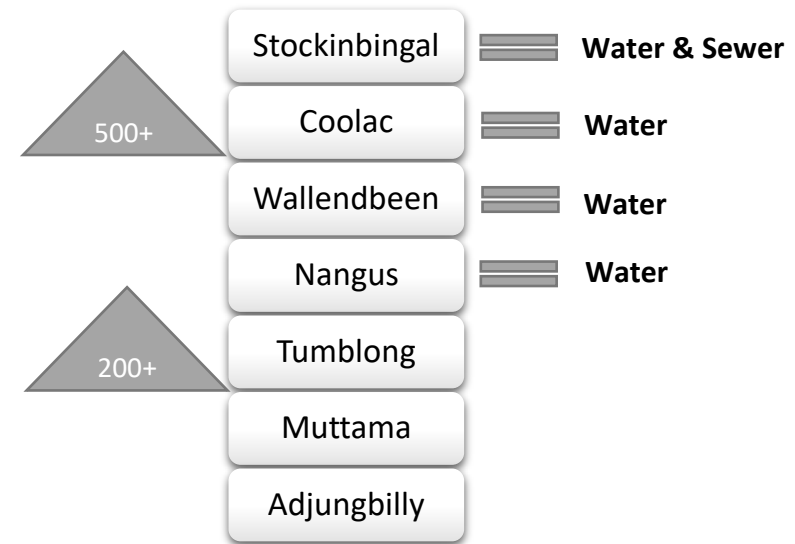
## 2.5. Planning Principles

Each individual village and rural community presented a differing vision for the future. It has become evident that there is no “one size fits all” land use planning approach when dealing with the villages and rural communities of Cootamundra-Gundagai Regional Council. The role of the Villages Strategy is to provide clear strategic indicators for the development of the villages of Cootamundra-Gundagai Regional Council Local Government Area over the next 30 years and beyond. The plan aims to inform residential and economic growth, whilst still being flexible and responsive to opportunities.

Under Part 3 of this strategy, each village and rural community will have a discussion if applicable, on the building form and scale of each community and how that will be represented in planning legislation such as through the local environmental plan and the development control plan.

Based on the Villages Strategy, a hierarchy of potential future residential settlement and economic expansion has been created to help guide Council policy as well as informing the community diagrammatically how their local government area is likely to change over the next three decades.

### Residential Hierarchy Projection 2048



*Murray Street, Cootamundra's tree lined verges add character and prestige*

**Action 2.10:** Create a how to guide for developing in villages.

**Action 2.11:** Implement zoning changes proposed for the villages no later than 2020.

# Villages & Rural Communities



### 3.1. Adjungbilly

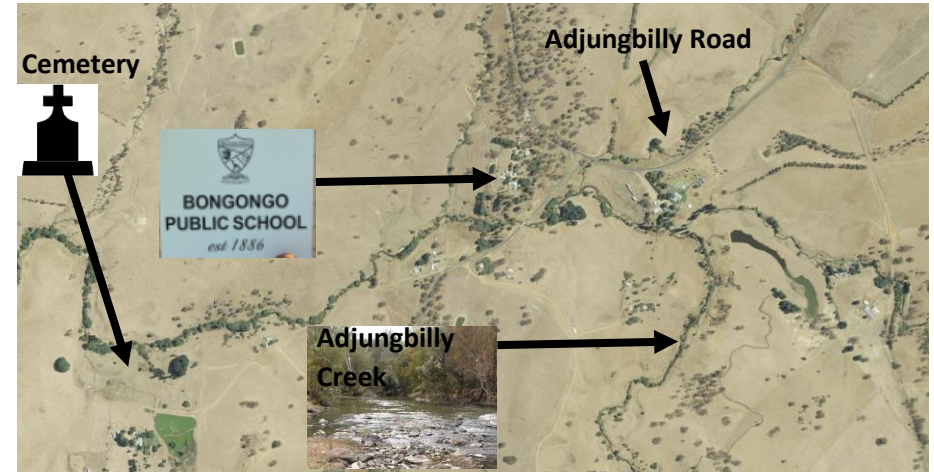
Adjungbilly is the smallest of the rural communities in Cootamundra-Gundagai Regional Council. Unlike other centres, it lacks a distinct urban form and can be generally assumed to centre on the Bongongo Public School which doubles as the community hall.

Adjungbilly is set atop a picturesque hill scape serving agricultural purposes. Significant road upgrades have improved access over the years, however accessibility and access to services are still a challenge for most residents. Forestry is a major industry in this community with large swathes of land dedicated to state forest pine plantations. Many historical private plantations also exist. These plantations often cause friction with adjoining land holders who battle weeds and feral animals which shelter in these forests.

Opportunities for residential growth and/or economic expansion in Adjungbilly were not identified through community engagement and the lack of built form makes it difficult to identify opportunities.



*Adjungbilly Community Hall*



*Adjungbilly Locality*



*The Native Geranium & the Superb Fairywren are both found in Adjungbilly*

**Action 3.1:** Support community initiatives to renovate and expand the usage potential of the Adjungbilly Community Hall.

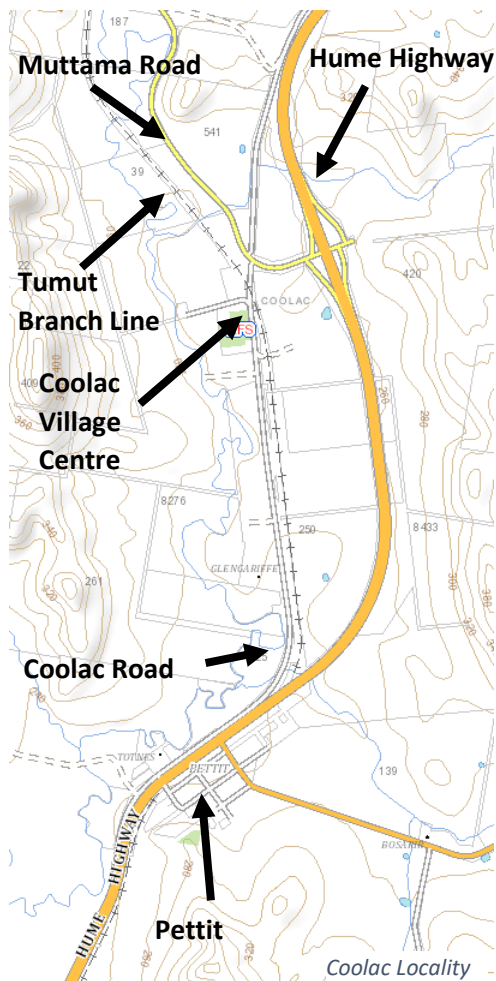
**Action 3.2:** Partner with the Department of Education in delivering improved recreational facilities that can be used jointly by the school and community.

**Action 3.3:** Further investigate land use and zoning of Adjungbilly as a part of the Rural Lands Strategy.

## 3.2. Coolac

### Overview

Located on the Hume Highway and connected to the main southern railway line via Cootamundra since 1885. Coolac has served continuously since European settlement in the early 19<sup>th</sup> century as a travellers and freight service centre. Coolac has also seen periods as a mining town, dairy country and grazing country.



With Gundagai so close and railway connection to the larger towns of Cootamundra and Tumut, Coolac's population growth was never assured as there has not been a requirement to develop a larger residential service industry beyond a general store.

Coolac is noted for a number of historical buildings, particularly the Beehive Hotel, Windmill Cottage, churches and numerous 19<sup>th</sup> century homes.

Coolac has a strong military history, with a particularly strong showing in the Second World War. The Coolac Memorial Hall was built with funds raised by the

community and today serves as an iconic Coolac building which is used extensively by the community.

### Urban Form

Coolac was proclaimed a village on 20<sup>th</sup> March 1885. The southern section of Coolac known as Pettit displays a traditional grid layout.

With the Hume Highway running through Coolac until 2013, the main buildings of Coolac were spread out along this road. There was no denser settlement of houses with most residents being either surrounding farmers or shop keepers.

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. Most dwellings have a septic system, though it is expected that some systems are failing and some dwellings do not treat their sewerage.

The main road, Coolac Road, is a well formed two way highway. Now a local road after the bypass, this road offers greater capacity than that which is required and offers opportunities for amenity improvements (such as tree plantings) and the capacity to utilise the road reserve for temporary events.



*Coolac Goods Shed is one of the only station buildings still remaining in the village*

## Infrastructure

Coolac is centred on the intersection of Muttama Road and the Hume Highway, with the southern portion of Pettitt centred on the intersection of Gobarralong Road and the Hume Highway. These intersections are entry points from the Hume Highway to Muttama, Cootamundra and Adjungbilly. Some major roads are sealed, with Coolac Road and Gobarralong Road able to take heavy vehicles. The majority of roads in the Coolac community are unsealed. The state and schedule for grading of these roads was raised during community consultation as a concern; however overall the roads would be classified to be in a good condition.

The branch line from Cootamundra to Tumut ran through Coolac with the town serviced by a station and goods yard. A platform in Pettitt (known as Pettitts) was constructed in 1946. Most stations on the Tumut Branch Line were closed in 1975, however the line was not officially abandoned until 1984 when floods damaged the line. The Hume Highway bypass of Coolac lifted part of the railway line, meaning that any reopening or reuse of the Tumut Branch Line would require acquisition and construction of a new portion to traverse the Hume Highway. The option for conversion to a rail trail has been raised. A 35 kilometre rail trail is proposed from Coolac to Tumblong via Gundagai. This is seen as not only a recreational link between these villages and Gundagai, but also a tourism driver and an option for commuting between the town and villages.

Potable water is not connected to Coolac at this point in time with Muttama Creek and Daisy Bed Creek being key water channels which some pump from. A number of residents have bores and some rely solely on rainwater and trucked water. Recent commitment by Council to connect Coolac to potable water in the short term means that potential residential development can be intensified and opportunities are greatly expanded for commercial and industrial development.

Coolac residents rely on septic systems, however it is likely that some houses may have failing septic systems or even no treatment system at all. Particularly with the addition of potable water, Coolac will be an area for septic tank inspections and compliance into the future.

There is no stormwater network in Coolac. Noting the significant run off issues from the Hume Highway and Muttama Road, mapping and creating a stormwater network will be a priority for Council. Integrating a stormwater network with street trees could be an option for achieving multiple outcomes with one project.

Energy is available via poles and wires, however connection to natural gas is not available. A bottle service does deliver to some residences. NBN coverage of Coolac will be through Skymuster satellite technology. If the system works as intended, it may offer Coolac a digital advantage for population growth with more people able to work remotely and ease of opportunity for people to establish home businesses, connect with specialists and operate in virtual markets and workplaces.

Recreational infrastructure is available in Coolac. The recreation grounds adjacent to the Coolac Memorial Hall have public toilets, a number of playing fields, cricket nets, tennis courts, seating and so on. Unfortunately the recreation ground and its facilities, while loved by the community, have significant maintenance issues which make them almost unusable.

**Action 3.4:** Stage rezoning and development along existing roads.

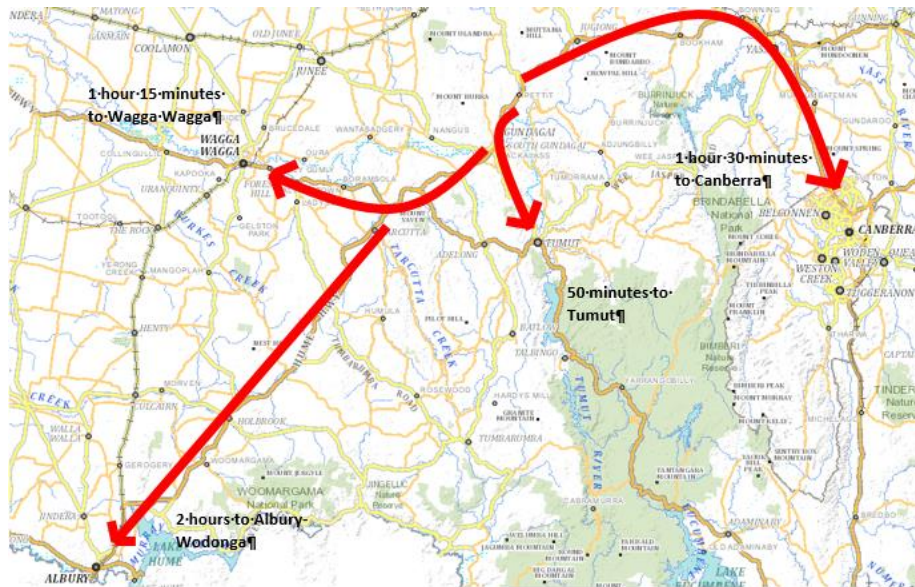
**Action 3.5:** Masterplan potable water infrastructure to maximise lot yield for future development potential.

**Action 3.6:** Support community initiatives to renovate and expand the usage potential of Coolac Memorial Hall and Recreation

## Services

Coolac Provisional School was opened in February 1872 and became a public school in 1874. Provisional schools required a minimum of 15 children to be established and conversion to a public school required 25 pupils. Coolac Public School was closed in 1981. The school is now a privately owned residence and children in Coolac either attend school in Jugiong or Gundagai.

The Coolac Post Office was established in 1870, notified by the Government Gazette on Wednesday, 29 June 1870. Today the post office is operated out of the General Store.



*Increased road usage means that commuters and freight drivers are looking for an all-purpose rest and amenity location.*

## Opportunities

### Location

The location of Coolac, being 1.5 hours from Canberra, one hour and fifteen minutes to Wagga Wagga, fifty minutes to Tumut and two hours to Albury-Wodonga places Coolac as an ideal location to stop, revive and survive. With a growing focus on healthier food alternatives, organic produce and unique experiences, Coolac has the opportunity to become a premier rest stop location synonymous with offering quality food, opportunities for letting dogs off lead and allowing children to play before getting back on the road.

In the short to medium term, opportunities can be created to allow growth of industry and population within the community by rezoning to allow for as many compatible land uses as possible. Designating Coolac as a location where people can experiment and try new things, will present Coolac as a destination for “tree changers” and other entrepreneurs to trial new methods and ideas for the transport service industry. A long term measure of success will be successful approval of brown tourist signage promoting the 4 kilometres of Coolac Road as a scenic route.

**Action 3.7:** Support residential growth to ensure existing services are maintained in Coolac.

**Action 3.8:** Improved directional and promotional advertising signage to Coolac.

**Action 3.9:** Support development which caters to the road transport and tourism industry.

## Agriculture

There are a number of small holdings around Coolac and historically the area has been noted as being prime dairy country. Feedback has indicated a desire for Coolac to be explored as a small farms community, with opportunities for market gardens, speciality farms and small farms which could be harmonised with a service industry element such as cafés, nurseries, permaculture schools, farmstays and so on. Digital opportunities are also available with connection to the NBN, meaning that small holdings in Coolac could blog about their experiences and sell products online.

In order to achieve this, alternate zoning must be applied to Coolac as the current zoning of RU1 – Primary Production limits holdings to 40 hectares and the SP3 – Tourist zone prohibits residential accommodation. RU5 – Village would be appropriate for the majority of Coolac however other uses central to highway services such as service stations, restaurants and so on; will need to be considered under alternate zoning or as additional permitted uses. Community consultation highlighted that the people of Coolac want their community to grow and that there be ample opportunity for people to create acreage lots/farmlets with ancillary cafes, bed and breakfasts, road side stalls and so on. A residential containment border and minimum lot size of 2 hectares for residential development on the village centre's outskirts should be established to limit the infrastructure burden on Council and maintain a village feel.



*Fledgling farm gate industry is beginning to develop in Coolac.*

## Coolac and Muttama Road Intersection

The land surrounding the Coolac and 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 precincts, it would be prudent of Council to limit the spread of such land uses. Key to success of this precinct is for people to be able to park their vehicle and walk to a number of different experiences. Pedestrian mobility should be considered as a long term measure of success for this precinct. Formalised car parking is apparent in the vicinity of the Memorial Hall and General Store. Car parking is also available for patrons at the Beehive Hotel. A priority to facilitate commercial success of this area will be the creation of a pedestrian network connected to businesses, attractions, amenities and car parking. Car parking must include provision for trailers, caravans and trucks.

**Action 3.10:** Rezone Coolac Village to be a mixture of RU5 – Village to support residential and commercial growth.

**Action 3.11:** Rezone north of Muttama Road and east of Coolac Road to be suitable for industrial development.

**Action 3.12:** Create a movement plan for Coolac.



*Potential commercial and industrial activity area*

## Coolac Road

Formerly the Hume Highway, Coolac Road is an asset for the Coolac community. The wide road reserve offers opportunities for signage, road side stalls, food vans, markets and other pop up events. A key project identified through consultation was to create a statement feature for Coolac. Options include a grand tree lined avenue and/or art trail.

Tree lined avenues create statements and formulate positive impressions of an area. Particularly when the trees change with the seasons offering year round scenic opportunities. However, trees, particularly large trees can be a maintenance burden through limbs dropping and interference with road pavement integrity. Coolac Road has powerlines which would limit some tree planting on the western side, however the wide road reserve means that this can be worked around. Tree planting should be investigated for Coolac Road as it would improve amenity, be a statement feature and assist with stormwater runoff.

Roadside art is an option which could be incorporated into the Coolac Road streetscape or even the railway corridor. Many rural towns have transformed their local economy through public art such as Sheffield in Tasmania with its famous murals and the annual Mural Fest event. As the birthplace of the Bald Archies, it is clear that Coolac has a humorous view as to “serious” art and any art trail or project would have to be reflective of the people of Coolac. Local history, stories, people and events could be immortalised through mural, sculpture, poetry, story and so on, providing a more interactive experience which would require people to take a walking tour of Coolac Road to truly appreciate the displays.



*An art trail does not limit the scope for imagination. Clockwise from left: "Eat for England" a part of the Wildspace Network Art Trail, "1833" sculpture at Battery Point in Tasmania, "Cribs" by Brenda Baker and "Carhenge" by Jim Reinders.*

**Action 3.13:** Support the establishment of street trees and urban greening along Coolac Road.

**Action 3.14:** Instigate the establishment of the “Coolac Art Trail.”

**Action 3.15:** Investigate options of incorporating Coolac Road into the proposed Rail Trail as a method of bridging the “missing link.”

### 3.3. Muttama

#### Overview

Muttama Run was listed as a pastoral licence to F Tait in 1845, but it was gold which emanated this community. Gold mining commenced on the Muttama Reef Mine in 1862, after being notified as a part of the South Western District Gold Fields on 13 October 1861. In 1882, roughly 800 men were known to have been prospecting in Muttama, meaning that it is likely that Muttama had a population of over 1,000 people for a time.

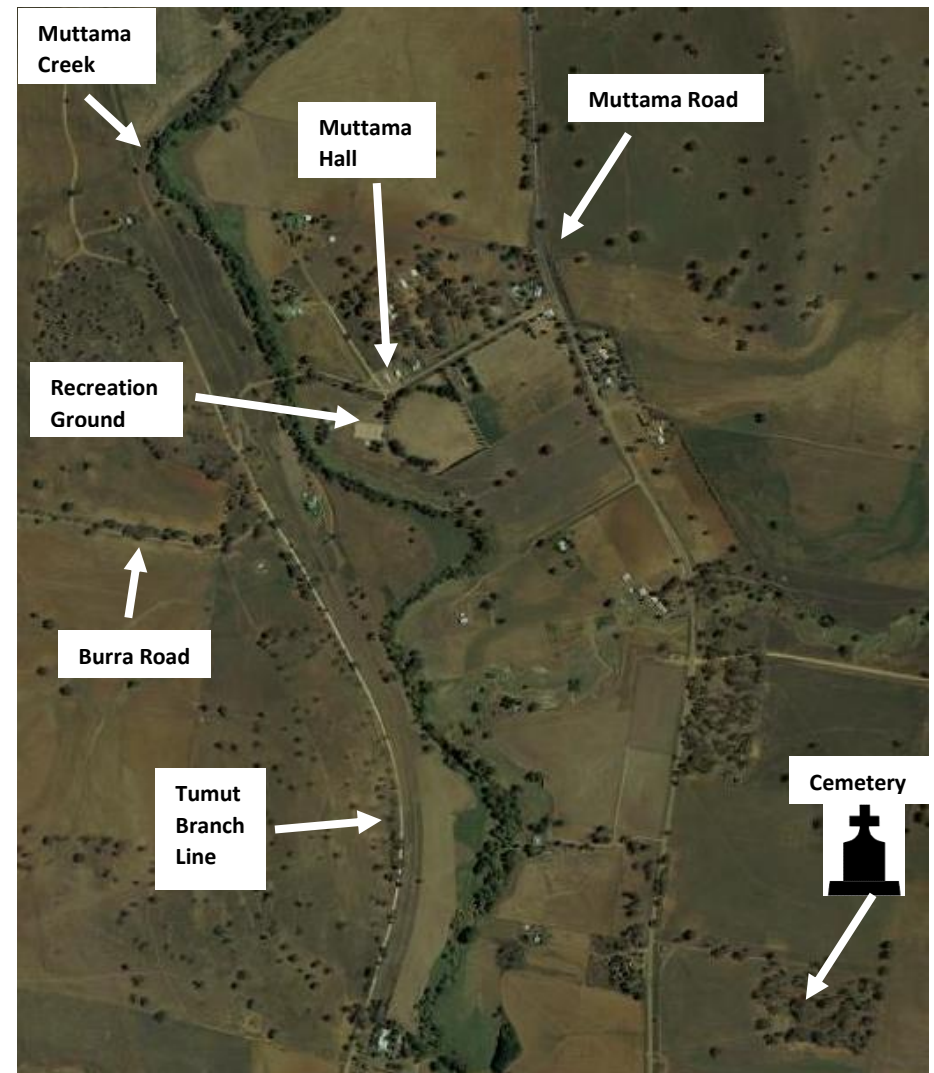
Muttama Reef Post Office was opened 1 February 1876, renamed Muttama Post Office in 1889 and closed 12 October 1979.

The Tumut Branch Line was constructed in the mid-1880s, with Muttama Station opening 1 June 1886. The station was closed in 1975 and the Tumut Branch Line was abandoned in 1984. Unfortunately the station and platform were demolished, though the station masters residence remains.

Muttama was home to 21 men who served in World War One, four of which were killed. 45 men and women served in World War Two, four of which were killed. Those who gave their lives are immortalised in remembrance gates to the recreation ground built in 1947.



Muttama Station in 1975 © Mark Zanker



Muttama Locality

**Action 3.16:** Improve access to and amenity of Muttama cemetery.

## Opportunities

Travelling through Muttama along Muttama Road (Hoskins Street) despite being signposted from 100 kilometres per hour to 80 kilometres per hour it is not always clear to people that they have passed through Muttama. Lowering the speed limit further to 60 kilometres per hour was suggested during consultation, however the amount of entry and exit points and number of vehicle movements does not warrant 60 kilometres per hour at this time. If the aim is not necessarily to get people to stop in Muttama, but rather recognise that they are passing through Muttama, then this can be achieved through more obvious welcome signs at either end of Hoskins Street and highlight tree planting.

As a point of interest a sculpture come direction sign should be placed at the intersection of Hoskins Street and Bridge Street to direct any who are interested to the Muttama Hall and the recreation ground. At the Hall a community notice board and information on the history of Muttama should be erected as a method of communicating with the Muttama community and visitors alike.

Upgrades and necessary repair work at the Muttama Hall are made complicated by a lack of leadership from Council over the years, the age of the Hall (built 1925) and the differing priorities of committee members. A practical approach may need to be taken to evaluate the cost of repairing and bringing the Hall to a usable standard versus demolition and construction of a new facility – however that is a community decision.

The recreation ground being Crown Land is able to apply for grants should a committee of management be formed which complies with standards required by Crown Lands. In this instance, Council could offer an assisting role in helping the committee of management lodge necessary documents for recognition and endorse subsequent grant requests such as requests for funds to upgrade the tennis courts.

Maintenance and signposting of the cemetery was seen as a priority of the residents of Muttama. Creating a clear entryway from Muttama Road to the cemetery using structures such as a gateway and/or trees to signify that this is the entrance would be necessary. Safety was also raised as a concern with the current gate operation requiring visitors to park on the side of a regional road and wrestle with the farm gate. Installation of a cattle grid is an option, if Short Street (designated, unformed road from Muttama Road to the cemetery) is unable to be fenced off.

The cemetery itself is a protected area and for some months of the year the cemetery is not able to be mowed. To ensure that graves are still accessible, creating a pathway to the various grave areas would reduce snake danger and improve mobility for elderly and less mobile people. Noting that Short Street is unformed nor physically separated from the neighbouring paddock, establishment of a clearly signposted and maintained parking area should be investigated.



*Rather lacklustre entry*

**Action 3.17:** Highlight tree plantings, directional signage and clear entry points to Muttama to be prioritised.

**Action 3.18:** Support the Hall and Recreation Ground Committees to source funds for upgrades and promote usage of facilities.

## 3.4. Nangus

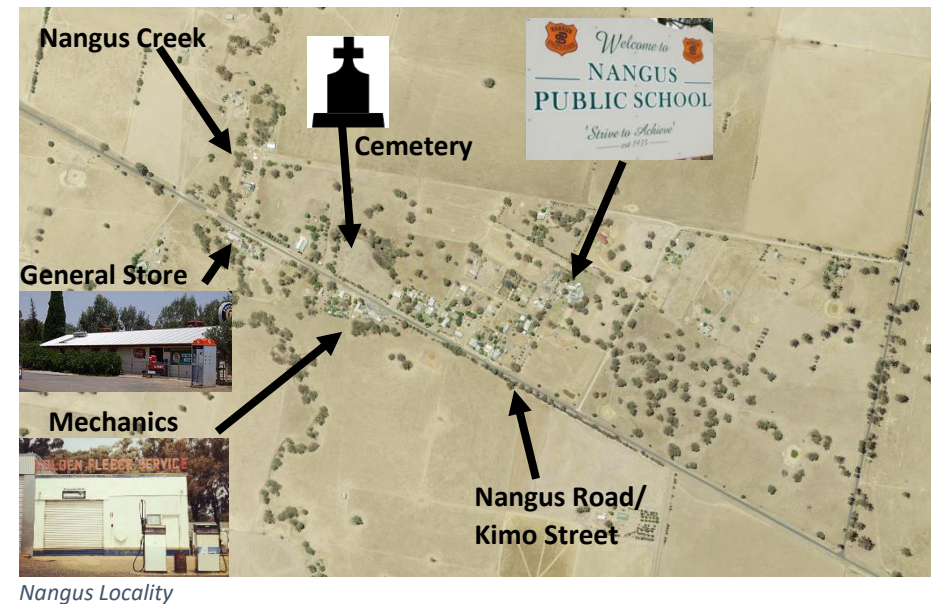
### Overview

The “Nangus” Run was mentioned in the Government Gazette on the 8<sup>th</sup> of November 1845 as being a pastoral licence in favour of James and William MacArthur, the sons of John MacArthur, the Australian wool pioneer. James and William ran sheep of the famous MacArthur bloodline on their Nangus property. In the following decades, Nangus is mentioned sporadically in gazettes due largely to the Nangus Road which was a main road between Gundagai and Wagga Wagga.

Despite being only gazetted as a village in 1925, it is clear that the Nangus community existed well before this as demonstrated by numerous mentions of local dances and meetings in newspapers.

With the decision to name Canberra as the capital in 1908, thought was turned to connecting the new capital to Sydney and Melbourne via direct train line, with an eventual direct rail connection to Perth via Adelaide. A popular proposal at the time was to construct a railway from Junee to Canberra which would have been routed through Nangus and Gundagai. The route of Sydney-Goulburn-Canberra-Gundagai-Nangus-Junee-Wagga Wagga-Albury was to become the Main Southern Line. The former Main Line via Harden was to become the Riverina Line which would then travel through Cootamundra West to Stockinbingal. The line running between Cootamundra and Junee was to become a branch line. The Depression and Second World War thwarted these plans however and the Main South Line was retained and duplicated between Cootamundra and Junee. The survey of the proposed Nangus Railway line had occurred in 1925, so it is conceivable that the original survey of the village of Nangus was done as a result of this.

A number of businesses have operated on and off in Nangus over the years and today the village is home to a General Store which also operates as both the post office and quasi pub known as “the Turkey Pen”, and the Golden Fleece Service Station. The Sign for the Golden Fleece Service Station is perhaps the most famous image of Nangus as the “retro” aspect of the lettering and building entice many commuters stop and take photos. A well-attended local primary school is also located in Nangus.



## Urban Form

Nangus is laid out in a grid pattern which parallels Kimo Street (Nangus Road). The layout and form has not altered since the village was surveyed in 1925, however many residential holdings encompass more than one lot. This is a combination of requiring space for a septic disposal area and access to bores and/or rainwater tanks.

All streets lack formal curb and guttering and no stormwater network exists. During inundation events, this leads to excessive pooling and detention issues particularly along Kimo Street. A footpath exists, running along Kimo Street and Hulong Street. Council intends to extend the footpath along Kimo Street in two future stages, first to the Memorial Hall and then on to the General Store.

While there are no formal street trees in Nangus, the southern side of the Kimo Street road reserve has naturally occurring gums and other natives growing. Aside from the school, the Nangus cemetery, Memorial Hall and recreational grounds are on the northern side of Kimo Street and are the main community facilities of the village.

## Infrastructure

Nangus is centred on Kimo Street which forms part of Nangus Road – a regional road linking Gundagai and Junee. A footpath exists along parts of Kimo Street and Hulong Street; however the village is currently devoid of stormwater, water or sewer infrastructure. 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 of Nangus to reticulated water. This is expected to raise the desirability of Nangus as an alternate lifestyle option and may result in future residential subdivision and growth.

NBN coverage of Nangus is through Sky Muster which is a satellite service offering Nangus a digital advantage for population growth with more people able to work remotely and ease of opportunity for people

to establish home businesses, connect with specialists and operate in virtual markets and workplaces.

Recreational infrastructure is available in Nangus with the playground collocated with the Nangus Memorial Hall on Kimo Street. The playground is identified under opportunities and constraints as a key site for renewal.

## Services

Nangus has been serviced by a public school since 1935. Nangus Public School operated with 27 students in 2017. Nangus Public School has two fulltime teachers and extra assistance for specialised teaching and administration. Along with the low student to teacher ratio, these facilities are very attractive to parents with children which may require more attention. The school has been a driving force behind a lot of improvement works around Nangus and as with most villages, the school is considered the heart of the community.

A post office servicing Nangus has been operating since 1 July 1897. Today the post office is located on Kimo Street as a part of the General Store.

**Action 3.19:** Conduct a stormwater analysis of Nangus.

**Action 3.20:** Create a street tree masterplan for Nangus.

**Action 3.21:** Support the implementation of potable water connections to existing residents and identify other urban release areas which can leverage off this asset.

**Action 3.22:** Support residential growth to ensure viability of Nangus Public School and other services.

## Opportunities

### Location

The location of Nangus, being 15 minutes from Gundagai offers the village as a residential lifestyle alternative to Gundagai. The Nangus Road is the main route from the Hume Highway to Junee which could afford the village opportunity to capture passing vehicular traffic.

In the short to medium term, opportunities can be created to allow for residential infill growth in Nangus and support the service and amenity industry. Particular attention needs to be focused on wayfinding and signage around Nangus. Tourism traffic to Junee from the Hume Highway is a significant contributor to vehicle movements along Nangus Road and through Nangus.

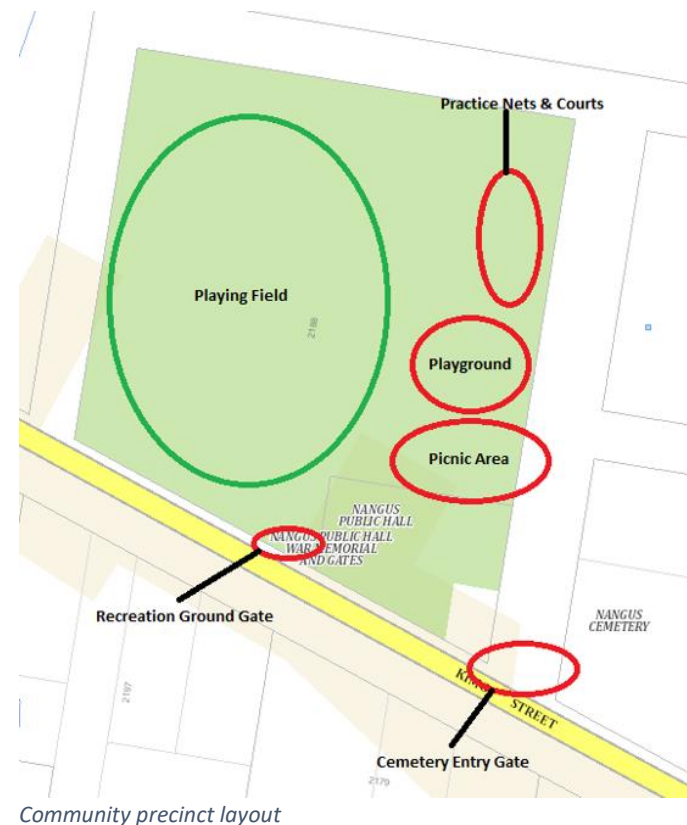
Economic activity off the back of unique experiences and amenities will ensure that opportunistic visitors will plan all future trips to include a rest stop and/or stop over in Nangus or see it highlighted as “the route to take” for travelling to Junee.

### Recreation

Nangus’ recreation precinct is largely centred behind the Memorial Hall and contains a playing field and playground. The grounds are largely maintained by the community. Installation of an irrigation system and an increase in the variety of sports and recreational activities which could take place on the grounds would ensure that the area is continuously used. The locality and access to newly renovated, accessible toilets, means that facilities such as a picnic area could be multipurpose as an unofficial rest area along Nangus Road, area for people to have a picnic and use the recreation ground and/or playground and could be a meeting place for annual cemetery visits and grave tidy ups.

Improvement of the existing playground will expand the ages which the playground appeals to and by collocating other activity areas such as cricket nets and a half court, children and teenagers can overlap in their recreational experience and there will be greater opportunities for imagination play.

Ornamental entry gates to the recreation ground and fencing to designate playing fields would assist in distinguishing the area from the surrounds and be eye catching to passing motorists; such gates could also be replicated in a similar style for entry to the cemetery.

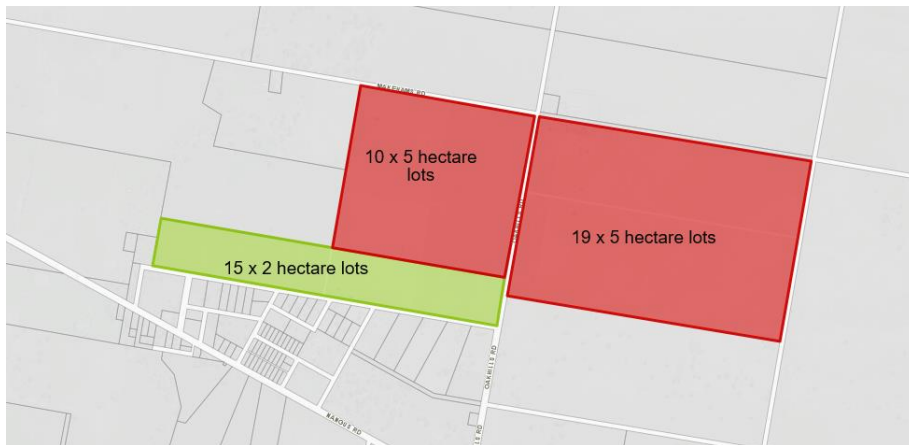


**Action 3.23:** Support the Hall and Recreation Ground Committees to source funds for upgrades and promote usage of facilities.

## Agriculture

Sheep farming is the main agricultural activity undertaken around Nangus and even the village of Nangus has the odd sheep or two to keep the grass down on village lots.

Without a Rural Land Strategy to accurately map and evaluate the agricultural potential of land in the local government area, it would be pre-emptive to suggest what agricultural activity is best suited to the Nangus area. However, smaller, fragmented acreages could flourish surrounding Nangus if they are connected to the new reticulated water service. These acreages can play a role in the supply of land for marginal and boutique agricultural pursuits such as heritage animal breeding, market gardens and the like. These small farm enterprises are often the backbone to local markets and small grocers.



*Proposed village and surrounding acreage expansion*

**Action 3.24:** Support development of small farm enterprises in identified areas surrounding Nangus.

**Action 3.25:** Rezone to expand the RU5 - Village zone and RU4 – Primary Production Small Lots as proposed, with all lots in the RU5 Zone to be connected to potable water.

## Connection to Gundagai

Nangus is socially and historically connected to Gundagai. The Nangus Road was an original regional road connecting Gundagai and Wagga Wagga. Kimo Estate is a historically significant station being the remainder of “Kimo Run”. Kimo Estate has been diversified beyond just agriculture to provide facilities for functions and short term accommodation which would be complimented by increased use of the Murrumbidgee River and a recreational route to Nangus.

Creating a trail along the Murrumbidgee River or Nangus Road, could be used by cyclists, walkers, horse riders and so on. This would increase tourism in the area and provide opportunities for education on the history of the district and identification of native flora and fauna.

Should a trail between Gundagai and Nangus be successful, opportunities would exist to expand the trail to connect communities such as Wantabadgery, Oura and even Wagga Wagga.



*A walking and riding along the Murrumbidgee River offers opportunities for recreational activity but also opportunities for businesses and land holders to cater to these people's needs.*

**Action 3.26:** Survey and determine route for a walking and riding trail from Gundagai to Nangus along the Murrumbidgee River.

## Kimo Street

Aside from formalising the recreation ground and incorporating activity from the Memorial Hall and cemetery into the precinct, the general amenity of Kimo Street could be improved over time with some small and large projects. Formalised street trees add character to any street and Nangus already has a good collection of native trees along the southern side of Kimo Street which could be expanded upon. Any tree planting needs to be mindful of the powerlines running along Kimo Street.

Kerb and guttering would assist in dealing with stormwater pooling as well as adding a “neatness” quality to Kimo Street. However, current table drains could be re-dug and the lack of kerb and guttering does contribute to the rural character of the village. Kerb and guttering is not recommended as a part of the 2018 strategy, however should be revisited in subsequent reviews and once a stormwater analysis is conducted.

Homage to the current and historical sheep farming could be considered as a road side art project, which would become a point of interest to those travelling through Nangus, but also educate about the history of the area.

Signage into the village is essential for identity and to denote the significance of Nangus as a village and not a rural community.

**Action 3.27:** Create a clear entry points to Nangus along Kimo Street through signage and public art.

**Action 3.28:** Extend the footpath network in conjunction with street tree plantings along Kimo Street.



*Public art which speaks to the agriculture primacy and heritage of the Nangus area would add character and interest to Kimo Street. The above sculptures have been used to a similar effect in Uranquinty. Two art displays at the eastern and western ends of Kimo Street would also assist in creating clear entry points.*



*New village entry signs which are attractive and informative, while minimising distraction will be placed on the approaches to Nangus on Nangus Road.*

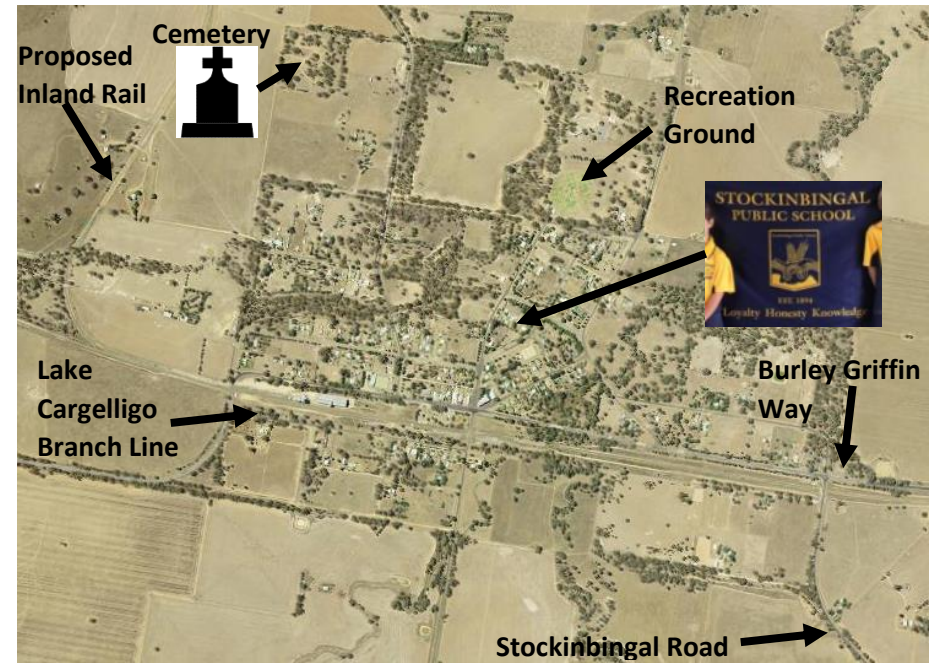
### 3.5. Stockinbingal

#### Overview

Stockinbingal, having been notified prior to the construction of the railway (Lake Cargelligo Branch Line) developed a basic commercial district along Martin Street. The Stockinbingal Hotel, Commercial Bank and other merchants were located along Martin Street. Commercial development began along Hibernia Street after the construction of the railway.

The purchase of the Commercial Hotel by Thomas Ellwood in 1909 was to have a profound impact on the prestige and architecture of Stockinbingal. Mr. Ellwood modified the Commercial Hotel from a single storey weatherboard building, to a two storey brick premises with an impressive 12 foot wide lace work balcony dominating the intersection of Dudauman, Martin and Hibernia Streets. A wing was added on in 1913 which provided more lodgings and opportunities for two commercial tenancies. During this time, Thomas Ellwood also built Ellwood Hall which was of a similar architectural style as the new wing. Shop fronts were installed at the front of the Hall – one of which serves today as the Stockinbingal Post Office. The Hall was a common meeting place for the Stockinbingal community with dances, meetings and films regularly shown.

Stockinbingal has a proud military history with a number of residents serving in both world wars and subsequent conflicts. 75 men are listed as having served in World War 1 on the Stockinbingal Honour Roll, 18 of which died on active service. 102 men served in World War 2 and 12 women, 4 of whom died.



*Stockinbingal Locality*



*Ellwood's Hotel in the early 20th century*

## Urban Form

While Stockinbingal grew due to the railway, settlement occurred as early as 1881 and was centred on what was then the road to Wallendbeen being Martin and Hoskins Streets. With the railway built in 1883, commercial and residential development was planned in parallel to the rail line as shown with Troy, Temora, Hibernia and Wood Streets.

The urban form and lot layout of Stockinbingal remains almost exactly the same as the town plan in 1885, with quarter acre blocks along Troy, Hibernia and Martin Streets and half acre blocks in the streets behind these. Larger one and two acre blocks were designated to the east of the creeks.

Today, Stockinbingal is characterised by village streets which lack formal curb and guttering outside of the Hibernia and Martin Street precinct. A rest stop is located on Hibernia Street in front of the train station. As the area is unsealed, it regularly becomes dusty and presents maintenance issues in wet conditions.

The rest area/train station is a focal point for highway travellers and any industry which would seek to build on this would be centred on this area. As all shops along Hibernia Street are either empty or private residences, no real commercial precinct is evident in Stockinbingal. However, the opening of a few shops would drastically change this and the area would see a rise in pedestrian activity and may experience overflow from highway users.

Ellwood Hall is still the social hub for the community with the post office now operating from one of the shop frontages and community events regularly held in the hall.

Stockinbingal Public School and King George V Park on Britannia Street are another focal point in the community, with the school students noted as the “lifeblood of the community” in community feedback. The

recreation grounds on O’Brien Street, Tennis Courts on Britannia Street and the Lawn Bowls Club on Hibernia Street are host to a range of community groups and are generally well maintained.

Lack of a pedestrian network across Stockinbingal severely diminishes the ability for children and the elderly to move around the village. Lack of a stormwater network and street trees means that at times moving around is further exacerbated by pooling stormwater and/or extreme heat. Due to the disparate activity centres, movement around the village for even a couple of hundred meters is often undertaken via car.

**Action 3.29:** Create a Stockinbingal specific section of the Development Control Plan which reflects the existing character and aspiration of the community.



*Typical historic and new dwelling in Stockinbingal*

## Infrastructure

Stockinbingal was originally centred along the original road to Wallendbeen with Martin Street serving as the “main street.” The construction and opening of the Lake Cargelligo Branch Line in 1893 realigned the town to be laid out in an east – west grid, with Hibernia and Troy Streets parallel to the railway line. The Stockinbingal to Parkes Line was constructed in 1916 as a route for east west freight trains to avoid crossing the Blue Mountains, west of Sydney. The proposed Inland Rail connecting Brisbane to Melbourne is to use the Stockinbingal to Parkes alignment with a line between Stockinbingal and Illabo to be created.

Hibernia Street and parts of Martin Street are the only areas of Stockinbingal to have curb and guttering and some footpath infrastructure.

Stockinbingal has connection to town water for the majority of residents. Sewer is not available, with the majority of residents utilising a septic system. With a number of quarter acre lots in single ownership with dwellings constructed, concern is held for the effectiveness and compliance of absorption trench septic systems. Additionally Stockinbingal is mapped as being flood prone throughout the residential area and groundwater is believed to be close to the surface in some areas. Because of this, sewer is assessed as a priority for Stockinbingal currently, but also a necessity to support future growth. Additional stormwater infrastructure, would assist in flooding and inundation events. Creating a sewer and stormwater network, essentially from nothing is a massive undertaking for any Council let alone a rural Council of just over ten thousand people, however land pressures in Cootamundra and Gundagai mean that to encourage growth in the Council area it is important that new areas for growth be identified. Stockinbingal has been identified as an area for potential

growth and providing the infrastructure and amenity to achieve this is a priority.

The natural gas bulk line runs within the vicinity of Stockinbingal, though Stockinbingal does not have a connection. A bottled gas service is available through private operators. Should there be a greater catchment of people in the future, it is conceivable that Stockinbingal would be connected to the gas network.

NBN coverage of Stockinbingal is through a fixed wireless tower offering Stockinbingal a digital advantage for population growth with more people able to work remotely and ease of opportunity for people to establish home businesses, connect with specialists and operate in virtual markets and workplaces.

Recreational infrastructure is available in Stockinbingal with playground and tennis court facilities located on Britannia Street. The War Memorial has also been moved to this location. The Stockinbingal recreation ground are located on O’Brien Street providing a cricket oval and amenities.

**Action 3.30:** Connect existing and future buildings to a sewer.

**Action 3.31:** Analysis and create a stormwater network.

**Action 3.32:** Establish a footpath plan and implement.

**Action 3.33:** Conduct a review of flood mapping in Stockinbingal.



*Martin Street verge, guttering in Dudauman Street and current Stockinbingal Flood Mapping*

## Services

Stockinbingal Public School operated with 27 students in 2017 with two fulltime teachers. Stockinbingal Public School is fortunate to have had upgrades which enable less physically able children to access all school buildings and facilities.

A post office servicing Stockinbingal has been operating in various locations since 1891. Today the post office is located on Martin Street in one of the shopfronts of Ellwood Hall.



*Ellwood Hall is the current home of the Stockinbingal Post Office*

**Action 3.34:** Improve signage and wayfinding for Stockinbingal.

**Action 3.35:** Extend RU5 – Village Zoning for future growth.

## Opportunities

### Location

The location of Stockinbingal, being 15 minutes to Cootamundra, 25 minutes to Temora, 40 minutes to Young and 30 minutes to Harden-Murrumburrah, affords Stockinbingal potential as a lifestyle alternative for young families and workers in these larger localities. Additionally, Stockinbingal is an easy drive or destination for cyclists from these localities.

In the short to medium term, opportunities can be created to allow for residential infill growth in Stockinbingal and support the service and amenity industry. Particular attention needs to be focussed on wayfinding and signage to and around Stockinbingal. Use of street signs off Burley Griffin Way will further encourage people to venture into the village. Economic activity which is suited to short stay visitors such as cafes, bakeries, pubs, unique experiences and amenities will ensure that opportunistic visitors will plan all future trips to include a rest stop and/or stopover in Stockinbingal.



## Recreation

Stockinbingal has two recreation precincts and a separate recreation facility being the Lawn Bowls Club. The tennis courts and playground on Britannia Street known as King George V Park are within proximity of the school and are regularly used by children and the Tennis Club. The playground equipment is functional and typical of most small communities. It is noted as providing limited use to children outside of the 8 year old to 14 year age bracket. Because of this, it would be appropriate to supplement the existing playground equipment with equipment for young children and intergenerational play equipment such as an expression swing where parents can play with toddlers.

Older children in Stockinbingal tend to utilise the recreation ground and creek environment for play opportunities. Council conducted a session with school students of Stockinbingal Primary in May 2017 and a village design competition to gauge opportunities for improving the liveability of Stockinbingal for children. Council also received written submissions from Stockinbingal students, with the desire for a skate park or BMX facilities raised. Noting that to choose between these two options limits play opportunities, Council is proposing that a modular pump track be installed in Stockinbingal which would allow for either BMX riding or skate boarding. In conjunction with a shared path across the village, opportunities for children to physically recreate and move about the village safely will be linked through a formal pedestrian network.

**Action 3.36:** Support grant applications and community initiatives for improved and expanded recreation facilities.

**Action 3.37:** Improve accessibility around the village, with recreational areas highlighted as priority areas for connection.

## 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.



*Potential industrial zoning to support Inland Rail*

**Action 3.38:** Rezone to support freight and logistical land uses with access to the Inland Rail, Lake Cargelligo Branch Line and Burley Griffin Way.

## Ellwood Hall

The hall is a gathering place for the community with a number of get-togethers taking place on a regular basis. There is a Stockinbingal Hall Users Committee, however income for necessary repairs and upgrades is scarce due to the state of the hall. There is no heating or cooling system to help regulate temperatures and the amenities are rudimentary. Feedback is that if the hall was upgraded to be usable in hot and cold periods and amenities were improved, the hall would be used on a more regular basis.

In order for the hall to become a viable community function centre and meeting place, investment needs to be made to allow for year round use. Making the hall desirable for people to hire for parties, exercise classes, weddings, debutante balls, school functions, indoor markets, committee meetings, community meetings, bingo, trivia nights and other private functions. A cost efficient method of achieving this would be to break the hall into zones for use.

The supper room is an option for an isolated user space. The supper room could be sealed, insulated and fitted with heating and cooling to allow for year round use. Amenity improvements such as painting the walls and installing windows could be investigated. Comparisons to the insulation and upgrade of the Wallendbeen Memorial Hall's supper room and subsequent usage highlights just how useful such a versatile space can be.

In order to hold functions, upgrades to the toilets and kitchen should be considered to be more attractive to caterers and those wishing to hold parties, receptions and so on.

Use of the yard next to the hall can be viewed as an asset as a spill over area for functions, parties and receptions or used separately as a site for open air markets.



*The current state of the amenities means that people are unlikely to hold events or functions at the Hall.*

**Action 3.39:** Support community usage of Ellwood Hall.

**Action 3.40:** Support grant applications and community initiatives for improved amenities and Hall facilities.

**Action 3.41:** Investigate application for a blanket event development consent to improve marketability of the Hall.



*The Hall is a versatile building which can be used for everything from school award nights, yoga to receptions. The outdoor area, offers a versatile space for events to spill into.*

## Hibernia Street

Hibernia Street was nominated as the “main street” of Stockinbingal by the majority of respondents to community consultation, however most former shops now sit either vacant or are used as houses. The heritage conservation area further constrains the use and redevelopment of this area with a perception that the heritage conservation area means that redevelopment, extensions, augmentation and even maintenance is not permissible. Unfortunately, this has led to urban decay. In the short term, the reality of Hibernia Street being the commercial core of Stockinbingal is unlikely and is best viewed as a medium to long term goal.

In order to achieve this, it is recommended that the heritage conservation area be repealed and that zoning along Hibernia Street be changed from RU5 – Village Zone to a commercial zoning. This would mean that any new development or land use can only be that which is permissible in a commercial zone.

To improve amenity, a landscaping plan should be undertaken which identifies appropriate plants and street furniture which will create a more inviting environment for people to stop and chat.

**Action 3.42:** Repeal Heritage Conservation Area in Stockinbingal.

**Action 3.43:** Promote Hibernia Street as the “main street” with an emphasis on creating a space for visitors and locals to interact and support commercial development.



*Hibernia Street*

## Train Station/Rest Area

Formerly the junction for the Lake Cargelligo Branch Line and Stockinbingal-Parkes Line, Stockinbingal was a two platform station which was closed to passengers in the 1970s. Today, only one platform remains and the station buildings on the remaining platform are locked and generally in a state of disrepair.

The rest area contains a toilet and picnic area which is often deserted due to the impact of weather (mainly heat) on the facilities. The parking area is serviced by a dirt road which in summer creates a dust hazard or is filled with deep pot holes in winter.

Community feedback indicated that there is a large train spotting community in Stockinbingal and enthusiasts regularly visit the village to photograph various freight trains.

The position of this site along Hibernia Street means that it has high exposure to passing motorists and a captive audience of those using rest facilities. Opportunities for this area include interactive displays on the heritage of Stockinbingal, train displays and information at the station as well as the holding of short events such as markets.

**Action 3.44:** Support ongoing maintenance and restoration of the Stockinbingal Train Station.

**Action 3.45:** Improve function and usage of rest area by sealing the parking area and supporting community plantings.

**Action 3.46:** Allow for markets and other short events to occur in the rest area and adjoining park.

## Camping and Caravanning

Free camping is available at the recreation ground at Stockinbingal with power available and shower facilities accessible to campers and caravans. The free camping facility is not signposted from the highway or even at the recreation ground and so it is rarely utilised.

The use of the recreation ground for camping and caravans is an untapped asset which could generate revenue easily. Signposting the availability of free camping and caravan parking will direct more opportunistic traffic to the site which in turn will generate word of mouth coverage of Stockinbingal through caravanning and grey nomad blogs and forums.



*A number of power points are scattered across the Recreation Ground*



*The Recreation Ground has a number of facilities including undercover areas and toilets (background)*

**Action 3.47:** Improve wayfinding and signage to the recreation ground.

**Action 3.48:** Advertise the availability of free camping and use of powered sites.

**Action 3.49:** Support opportunities to improve facilities including a BBQ area and seating.

## 3.6. Tumblong

### Overview

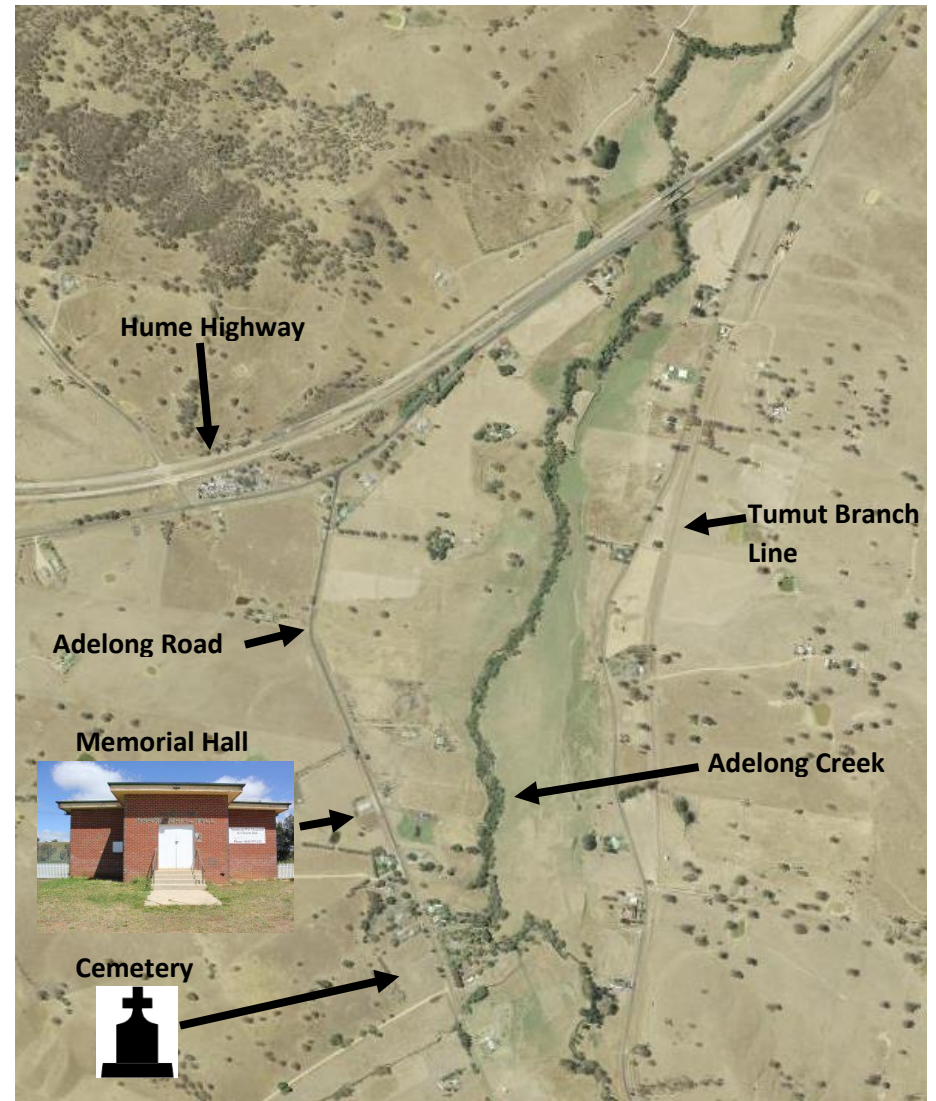
The word Tumblong comes from the Wiradjuri word “Tamblong” which means crossing place. What is now considered Tumblong, was originally called Adelong Crossing Place until 1913 when it was renamed “Tumblong” after the neighbouring land which had been the original “Tumblong Run” site leased by Henry Stuckey in 1854.

The most infamous aspect of Tumblong is the Tumblong Tavern which is visible from the Hume Highway. The Tumblong Tavern is on the site of the Bangus Inn which had been converted from the original ten bedroom home of Bangus Station known as Bramballa circa 1843. It is quite possible that the Tumblong Tavern is a conversation of this building, meaning that the Tumblong Tavern may be one of the oldest European structures in the region.

Saint James Church in Tumblong opened in 1871 funded by the community and the Diocese of Goulburn. The church is an important part of the community in Tumblong and services still occur.

Tumblong has a long military history with plaques to commemorate the service of Tumblong residents in the Boer War, World War One, World War Two, Korea and Vietnam. The contingent of those who served in World Wars One and Two is particularly large with 32 and 91 people respectively. The Tumblong Memorial Hall was dedicated on the 5<sup>th</sup> of November 1954 to commemorate the service of the 91 who served in the Second World War. The Hall is an impressive brick building which is still well used today.

Tumblong is located on the Tumut Branch Line which has been closed since 1984. The station itself was closed in 1975, as were a number of other stations on that line.



*Tumblong Locality*

## 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 supported. Rail trails can bring substantial opportunities to an area and ancillary economic activity such as farm stays, cafes and other services can emerge. Being so close to the Hume Highway, such businesses could not only serve recreational bikers but highway travellers as well. Should such an economy develop, Tumblong has real potential of becoming more of a village than rural community as a clear urban form would develop.

Historical displays and information along the railway corridor would further add to points of interest as would improved signage to encourage highway travellers to venture down to the Memorial Hall and Church.

Regular slashing and mowing will improve the amenity of the community and help to demonstrate the pride of place Tumblong residents feel. Stormwater pooling is a concern coming off the Highway and onto Adelong Road, as this section of the road should be widened, stormwater can be addressed as a part of road upgrades.

**Action 3.50:** Rezone existing small holdings along Adelong Road (with 1.5 kilometres of Hume highway) to RU4.

**Action 3.51:** Support rail trail and associated economic opportunities for Tumblong.

**Action 3.52:** Investigate stormwater and inundation pooling in Tumblong.



*Disused railway sidings and platforms can be repurposed as viewing platforms, rest and picnic areas*



*Economic opportunities can evolve from an activity corridor like this cafe in Bright © Natasha Dragun*

## 3.7. Wallendbeen

### Overview

In 1840 Alexander Mackay arrived in Australia to manage numerous properties including Wallendbeen Station. Alexander and his wife Annie are considered the first European settlers in Wallendbeen having lived at Rose Cottage on Wallendbeen Station prior to purchasing Wallendbeen Station.

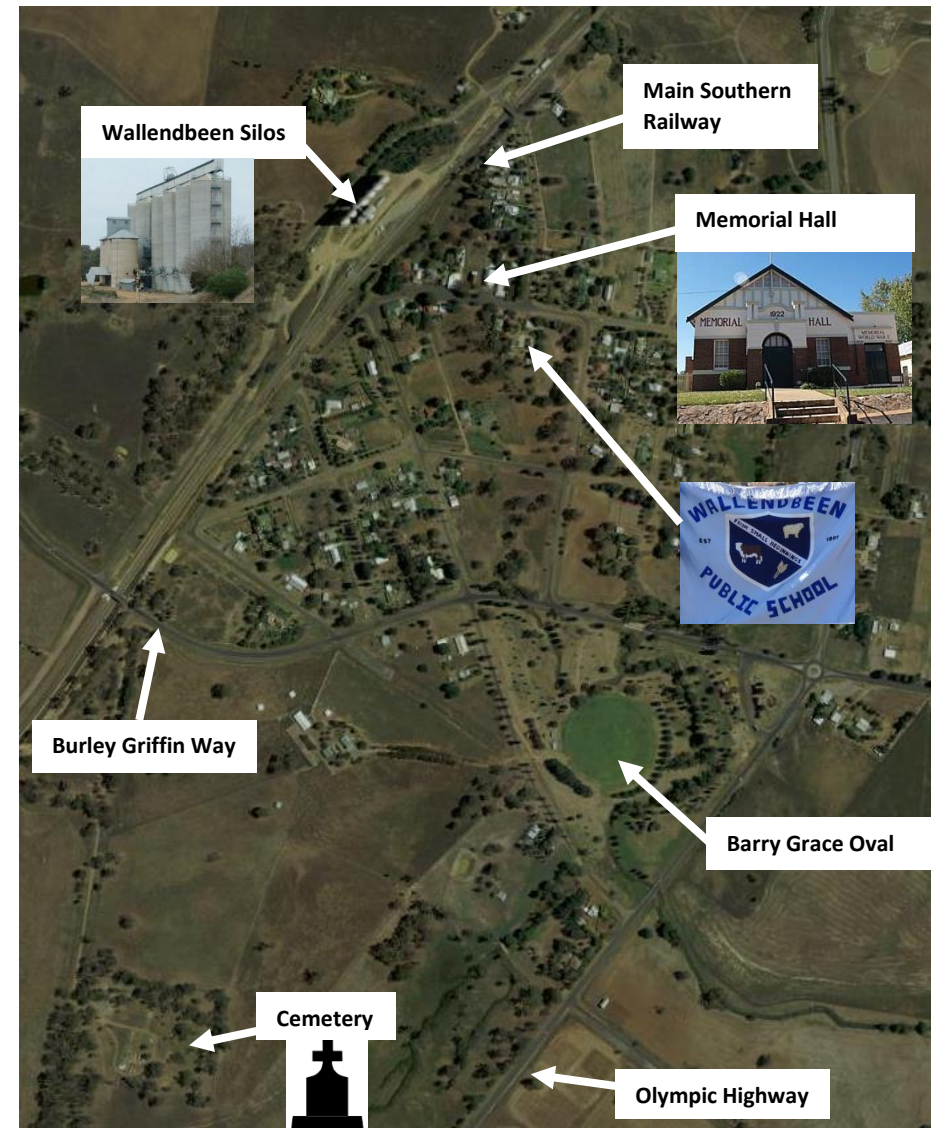
Wallendbeen had been gazetted for settlement in 1853 and the next half century saw the settlement establish numerous buildings and services for a town. These include numerous hotels, a produce mill, tannery, butter factory, police station, general store, school, post office and so on. The Great Southern Railway arrived in 1877 bringing further services and prosperity to the settlement.

Gazetted as a village in 1885, Wallendbeen was quickly becoming a major resting spot for travellers along the Young Road as well as a hub to the high yielding agricultural plots surrounding it. Wallendbeen was proclaimed a municipal district in 1892, before being proclaimed a town in 1894 with over 600 residents and numerous stores and facilities.

Over time, Wallendbeen has declined with surrounding towns of Young and Cootamundra growing in size. The impact of the First World War cannot be discounted for its effect on the population of regional areas. Wallendbeen in particular suffered from the First World War with 18 men dying and numerous more settling elsewhere after returning home to Australia.

Military pride and history is evident throughout the district and while nearby towns such as Harden-Murrumburrah can claim to be the birthplace of the Australian Light Horse Regiment, it is Wallendbeen

which is home to the founder of the First Australian Horse, Major General Kenneth Mackay. Made up by many residents of the district, the First Australian Horse saw combat in the Boer War, with the men and women of Wallendbeen serving in other conflicts which the Australian Defence Force has since participated.



## Urban Form

Wallendbeen was gazetted for settlement in 1853 and proclaimed a town on the 6<sup>th</sup> October 1894. Centred on the north-south Young Road, Wallendbeen is laid out in a grid pattern which, unlike flatter country such as Cootamundra, is not in perfect equidistant blocks. Early streets such as Mackay, Grey, King and Queen Streets parallel the Young Road. However, the gradients and the path of Connaughtman's Creek mean that the majority of this land could not be densely built upon. These parcels did offer convenient stock reserves and community land with the frontage to the Young Road convenient for travellers.

The construction of the railway in 1877, provided an opportunity for Wallendbeen to realign in parallel to the Railway. This is evident in the urban form of Wallendbeen today. The majority of industry and services have been concentrated in this western portion of the town.

Town lots were originally surveyed as half acres (roughly 2,000 metres square), with blocks to the south of Bland Street and to the east of the Young Road surveyed as larger "suburban" blocks.

The town is zoned RU5-Village with a minimum lot size of 2,000 metres square. While town water is available to most residences, there is no sewer and natural gas is not connected.

Storm water is an issue with most streets devoid of curb and guttering. Coupled with the sloping nature of most blocks, run off from the streets invariably detain on private property.

Wallendbeen has two focal points. The western section of King Street and northern section of Lackey Street display the remnants of commercial and social enterprise in Wallendbeen, with the majority of buildings now used for private residences. The Wallendbeen Hotel, the Memorial Hall and the Public School still function on King Street today and are key features of what is considered Wallendbeen's "main street."

The second focal point is the intersection of the Olympic Highway (Young Road) and Burley Griffin Way (road to Griffith). A disused petrol station dominates the south eastern corner of the intersection. Today the building operates as the Wallendbeen Post Office and offers some general necessities. The south western corner is a designated rest stop with toilets. A monument to the region's famous, high quality dryland wheat and information signs are located in this rest stop. The rest area is often used by grey nomads and other short term travellers as a safe night stop.

Burley Griffin Way is a physical barrier between the bulk of Wallendbeen residents and the post office/general store. The highway is also a barrier to potential patrons of the Wallendbeen Hotel.

**Action 3.53:** Use directional signage off the highways to promote Wallendbeen village.



*Wallendbeen Hotel*

## Infrastructure

Wallendbeen was originally centred on the Young Road (now Olympic Highway). Today Wallendbeen can be assessed as sitting on the Olympic Highway and Burley Griffin Way. Traffic counts show that along the Olympic Highway south of Wallendbeen 2,070 vehicles use the road per day with 1,583 movements north of the town. East of Wallendbeen 1,674 vehicles use Burley Griffin Way and 1,316 vehicles to the west. These highways offer enormous logistical support and tourism potential to Wallendbeen.

Most local roads in Wallendbeen are sealed, with King Street the only one to have curb and guttering.

While the main line from Sydney to Melbourne (Great Southern Railway) runs through Wallendbeen, Wallendbeen is not a stop for passengers. Railway commuters wishing to visit Wallendbeen must stop at Cootamundra, where a connecting bus service will take them to Wallendbeen.

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 a septic system. It must be acknowledged however, that there would be a significant number of septic systems which may be failing and some residences may be occupied at this time without a septic system at all.

The natural gas bulk line runs within the vicinity of Wallendbeen, though Wallendbeen does not have a connection.

Stormwater systems are rudimentary. Spoon drains, swales and other open drains deal with the bulk of inundation and runoff. The hilly nature of Wallendbeen and integration of major creeks into the town limits means that local, minor flooding occurs regularly during rain events.

NBN coverage of Wallendbeen will be through Skymuster satellite technology. Anecdotally, the community is worried about reliability and speed of this service, however, if the system works as intended, it may offer Wallendbeen a digital advantage for population growth with more people able to work remotely and ease of opportunity for people to establish home businesses, connect with specialists and operate in virtual markets and workplaces.

Recreational infrastructure is available in Wallendbeen. The white picket fence of Barry Grace Oval is often the only landmark passers-by on the Burley Griffin Way note about Wallendbeen and the use, maintenance and facilities of Barry Grace Oval are a testament to the pride and sporting passion of the community of Wallendbeen. Palmer Park on Lackey Street is considered the “town park” however it lacks variety of equipment and amenities to encourage longer stays.

**Action 3.54:** Conduct a stormwater analysis of Wallendbeen and create a works schedule to alleviate inundation pressures.

**Action 3.55:** Designate and build a safe crossing point for pedestrians and cyclists across Burley Griffin Way.

**Action 3.56:** Create a shared path from the village centre to the cross roads via Barry Grace Oval.

## Services

Wallendbeen Public School operated with 14 students in 2017. Due to low enrolments, Wallendbeen Primary School has one fulltime teacher and one part time teacher. This means that the junior class must combine with the senior class for two days every week. As with most villages, the school is considered the heart of the community and to lose it would be devastating to any growth potential for the town.

A post office servicing Wallendbeen has been operating in various locations since 1875. Today the post office is located on the south eastern corner of the Olympic Highway and Burley Griffin Way intersection and is physically dislocated from the town with the two highways acting as a barrier to pedestrians.



*Despite passenger trains using the line, passenger services no longer stop at Wallendbeen. Wallendbeen is instead serviced by a connecting bus from Cootamundra train station.*

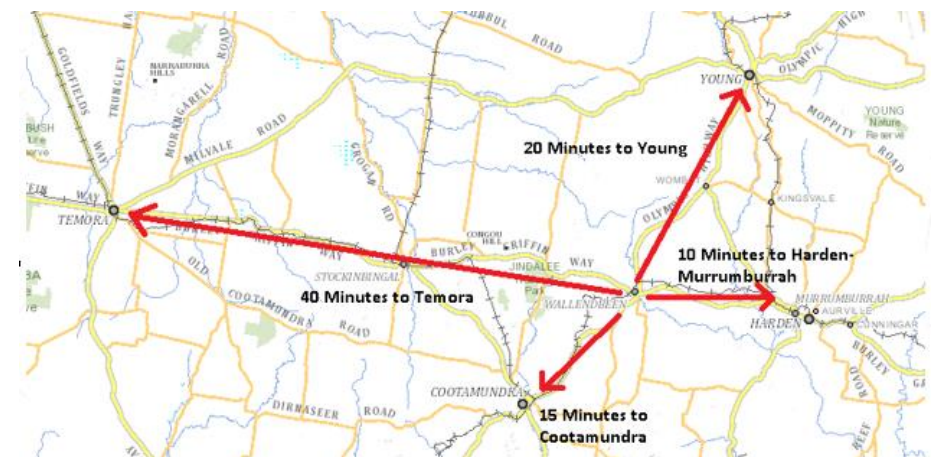
## Opportunities

### Location

The location of Wallendbeen, being 15 minutes to Cootamundra, 20 minutes to Young and 10 minutes to Harden-Murrumburrah, affords Wallendbeen potential as a lifestyle alternative for young families and workers in these larger localities. Additionally, Wallendbeen is an easy drive or destination for cyclists from these localities.

In the short to medium term, opportunities can be created to allow for residential infill growth in Wallendbeen and support the service and amenity industry. Particular attention needs to be focused on wayfinding and signage to Wallendbeen. Having Wallendbeen designated by the Roads and Maritime Authority as a Historical Town will assist in signage along both highways. Use of street signs off Burley Griffin Way will further encourage people to venture down to King Street.

Economic activity which is suited to short stay visitors such as cafes, bakeries, pubs, unique experiences and amenities will ensure that opportunistic visitors will plan all future trips to include a rest stop and/or stop over in Wallendbeen.



*Travel distances*

## Recreation

Wallendbeen is noted for Barry Grace Oval, which with its white picket fence and position along Burley Griffin Way is the only glimpse most travellers see of Wallendbeen. Barry Grace Oval is a large recreation facility with associated buildings and structures for viewing sporting matches and providing hosting facilities. Playground equipment is available at the Oval. However, it was raised during community consultation as a concern due to its age and safety issues. Exercise equipment was also raised as being a deficit for Wallendbeen. Collocation of an exercise station or spaced at points around the oval were suggested. To maximise the use of the Oval and any exercise equipment, upgrades to lighting for safety would also be needed.

Palmer Park is considered the local playground, however the park lacks a footpath from Wallendbeen Primary School. Additionally, it is around the corner to King Street and so is out of sight should a family be spending time at the Wallendbeen Hotel. A large stormwater drain borders the park parallel to Lackey Street. Palmer Park's play equipment could be relocated to Barry Grace Oval to replace dangerous playground structures there, with Palmer Park to receive new equipment providing traditional play experiences, interactive play experiences for parents and young children and imaginative structures for older and more confident children.

In order to create a long stay park, a mixture of equipment which targets all age groups is required. To further enhance Palmer Park, in addition to the existing seating, a barbecue structure could be established. Council could coordinate bookings of Palmer Park for events such as birthdays and picnics.

**Action 3.57:** Improve lighting at Barry Grace Oval.

**Action 3.58:** Redesign Palmer Park as a long stay park.

## Agriculture

Wheat and other crop production is a key identity, however opportunities exist to diversify this, increasing income and population. Any opportunities for change in zoning and land uses in RU1 – Primary Production Land will be explored and evaluated as a part of the Cootamundra-Gundagai Regional Council Rural Lands Strategy.

Community consultation highlighted that the people of Wallendbeen did not want their town to physically expand due to the impact this would have on high value agricultural land. A residential containment border should be established with a buffer area for smaller existing farmlets allowed for.

Identity tied to agriculture is a given for Wallendbeen. New town signage could be used to signify this, with the cross roads/rest area precinct with the milestone sculptures already performing this function.



*Canola in front of historic Wallendbeen Church building*

## King Street Precinct

The King Street Precinct offers enormous economic and social potential for Wallendbeen. The community's soul lays in this precinct and its ability to value add to the social and economic health of the community could be realised through some considered planning and key projects. In order to ensure ongoing commercial activity in Wallendbeen it is essential that permitted land uses encourage this. The current zoning of RU5 – Village means that former shops now serve as residences. Council does not advocate to change this overnight and acknowledges the existing use rights of owners and tenants using these shop fronts as dwellings. However, alternate zoning would ensure that use and development into the future would be in keeping with the aspirations the people of Wallendbeen have for this precinct.

In order to achieve revitalisation of the King Street Precinct and capture the feedback from the community for projects such as tree planting, community space, silo art and so on; a master planning process can investigate and prioritise opportunities for short, medium and long term implementation. Partnerships with local land owners, government agencies, charities, community organisations, the people of Wallendbeen and Council can to be identified and placed against individual outcomes and timeframes.

**Action 3.59:** Rezone King Street to a commercial zone.

**Action 3.60:** Create a masterplan for King Street to address stormwater, street trees and historical significance.

**Action 3.61:** Acknowledge the military history of Wallendbeen by creating a "Remembrance Precinct."

## The Crossroads

While the two highways physically dislocate Wallendbeen from the general store, this area is highly utilised by travellers. Grey nomads stay overnight, day commuters use the rest rooms and picnic tables. The area is defined by the impressive wheat sculptures. Opportunities exist to enhance this area based on the needs of highway commuters. Redevelopment of the general store to include fuel services would provide the only petrol point between Harden and Temora and Cootamundra and Young. A service station would also increase local employment opportunities for youths.

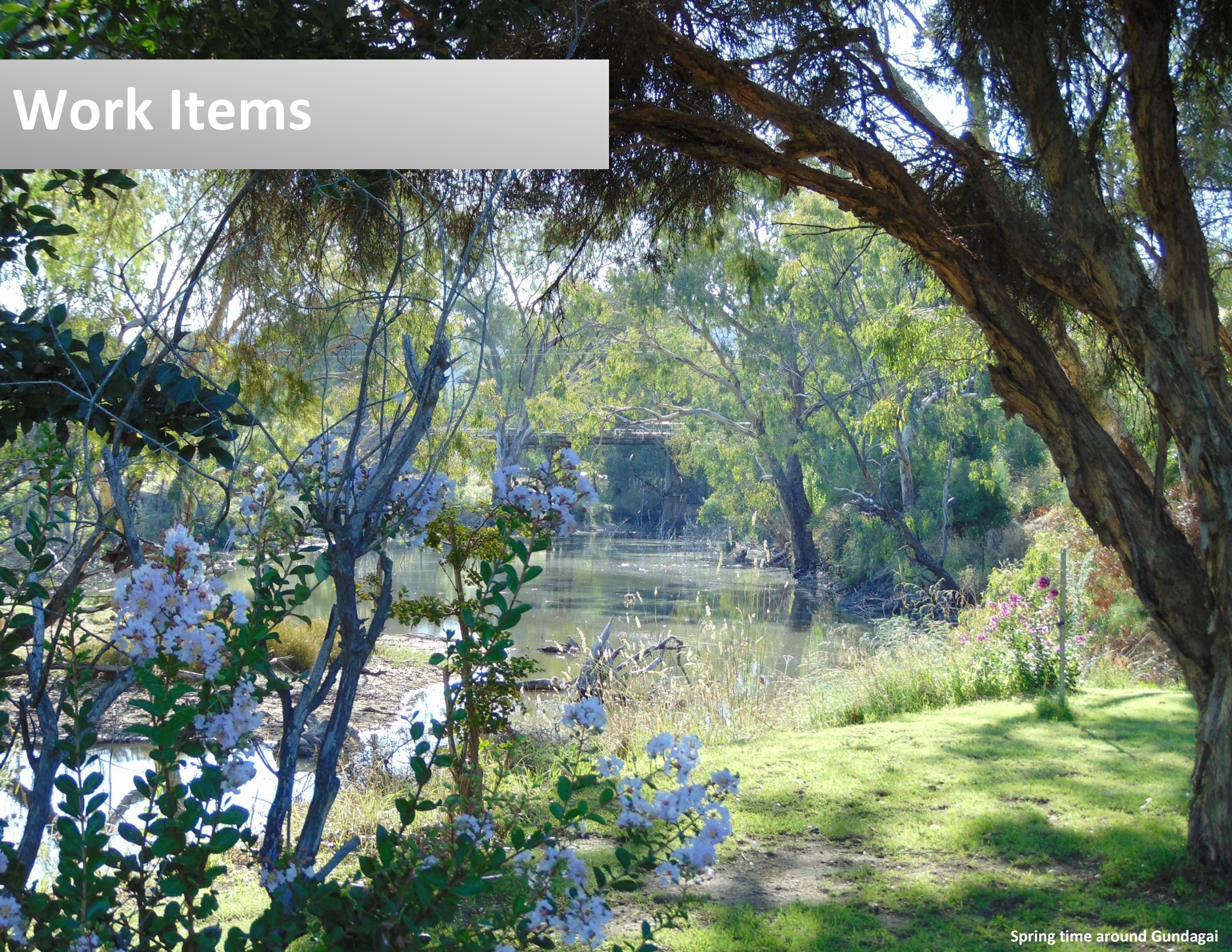
**Action 3.62:** Assist the Roads and Maritime Services to better maintain the roundabout.

**Action 3.63:** Encourage commercial activity of highway services by allowing for supporting land uses to develop at the Crossroads.



*Crossroads roundabout*

# Work Items



## 4. Works Items

Short term: 1-2 years,

Medium term: 3-10 years,

Long term: over 10 years

Project	Description	Timeframe	Estimated Cost	Funding	Responsibility
Entry signs	New signs required for village and rural community entrances	Short term	\$12,000 each	New signage fund	CGRC
Wayfinding signage	To direct pedestrian and vehicle traffic around to and around villages and rural communities	Short term	-	Combination of new signage fund and other sources	CGRC
Implementation of Street Tree Plans	Removal of damaged trees, planting of identified new trees and two years of water in Coolac, Muttama, Nangus, Stockinbingal & Wallendbeen	Short – Medium term	\$150 each	Unfunded	CGRC
Village Art Trail	Various art pieces to be installed in Coolac, Muttama and Nangus	Short – Medium term	\$10,000 - \$50,000 each.	Developer contributions, grant funding and general revenue	CGRC
Dedicated parks officer to manage village maintenance	Improve amenity and pride of place	Ongoing	-	-	CGRC
Septic System Audit	Audit of all dwellings, working to bring all septic systems up to code	Ongoing	-	-	CGRC
Develop an app for reporting	Develop an ability for people to log a complaint – be it a	Short term	\$5,000	Unfunded	CGRC

<b>maintenance concerns</b>	pot hole, long grass, and so on using an app which will provide Council with photos and a GPS coordinates				
<b>Footpaths</b>	Create a footpath masterplan for ongoing implementation	Masterplan – short term Implementation - ongoing	-	Unfunded	CGRC
<b>Cemetery mapping</b>	Digital portal to find and view graves in the cemeteries	Short term	-	Merger Implementation Fund	CGRC
<b>Cemetery beautification</b>	Number of initiatives to create an environment which is pleasant, respectful and easy to move around all cemeteries	On going	-	Merger Implementation Fund	CGRC
<b>Cemetery entrance</b>	Create an “entrance” which respects the emotional needs of cemetery visitors, is safe from traffic movements on Muttama Road and provides clear direction	Short term	\$20,000	Unfunded	CGRC
<b>Cemetery Car Parking</b>	Formal car parking area in Muttama	Short-Medium term	-	Unfunded	CGRC
<b>Water connection to cemeteries</b>	Provide taps to Coolac, Stockinbingal and Nangus cemeteries	Medium Term	\$10,000	General Revenue/Community Donations	CGRC and Community
<b>Community notice board and information sign</b>	Installed outside Muttama Hall	Short term	\$2,000	Developer contributions	CGRC

Historical display and information at Tumblong Station	Inform and educate visitors and physically denote the railway operation	Medium Term	\$25,000	Unfunded	CGRC
Widening of turnoff to Adelong Road	Improve safety and stormwater detention in Tumblong	Short – Medium Term	-	Unfunded	CGRC
Formalise car parking and define traffic lanes on Coolac Road	Based on business uses and annual traffic counts	Ongoing	\$2,000/year	Unfunded	CGRC
Lighting upgrade of the Coolac and Muttama Road intersection	Requirement for additional lighting in accordance with Australian Standards	Short term	To be determined by works required	Unfunded	Through CGRC
Realignment of Coolac Road and Muttama Road	Roadworks required to safely deal with additional vehicles	Short – medium term	To be determined by works required	Unfunded	Through CGRC
Lighting upgrade of recreation ground	Install lighting to improve safety at the playground, playing fields and picnic area of Nangus	Short term	\$50,000	Unfunded	CGRC
Picnic Area	Undercover table and chairs and BBQ facility at Nangus	Medium term	\$25,000	Unfunded	CGRC
Playground Expansion	Create a more diverse play area to appeal to more ages at Nangus	Short Term	\$25,000	Stronger Country Communities Grant	CGRC
Practice Nets and Half Court	Allow for training and play opportunities at Nangus	Short – Medium Term	\$25,000	Unfunded	CGRC
Recreation Ground and Cemetery Gates	Formal gates to signify place and significance in Nangus	Short – medium term	\$20,000	Unfunded	CGRC and Community

Other conflicts memorial	Acknowledgment of Nangus residents who served in conflicts other than World War Two.	Short term	\$10,000	Saluting their Service grant from Department of Veterans Affairs and ANZAC Community Grant from NSW	CGRC
Reticulated water connections to Coolac & Nangus	Connection to Gundagai & Goldenfields Water reticulated water network	Short term	-	Merger Implementation Funding	CGRC
Survey of walking and riding trail between Gundagai and Nangus	Utilising crown reserves and other routes along the Murrumbidgee	Short term	-	Unfunded	CGRC
Upgrade of Hibernia Street	Clearing of overgrown garden beds, replanting and street furniture in Stockinbingal	Short term	\$20,000	Unfunded	CGRC
Seating in vicinity of the cenotaph	Bench in the style of the cenotaph for people to reflect and for less mobile people to sit during ceremonies	Medium term	\$10,000	Developer Contributions	CGRC
Stormwater audit and implementation plan Stockinbingal	Investigation into the existing stormwater network, which correlated with data from inundation and flooding events will produce an implementation plan for works	Medium term	-	Funded via Stronger Communities Fund – Major Projects Program, Stormwater Mitigation strategy	CGRC
Stormwater Network	Creating a stormwater network in Stockinbingal	Medium – long term	Requires a masterplan for costings	Utilities Fund	CGRC

<b>Sewer</b>	Plan and build a sewer for Stockinbingal and future residential growth	Short-medium term	Requires a masterplan for costings	Utilities Fund	CGRC
<b>Pedestrian railway crossing</b>	Gated pedestrian crossing at Stockinbingal	Short – medium term	\$10,000	Unfunded	CGRC and ARTC
<b>Train Station lease</b>	Secure ongoing lease for the Stockinbingal train station for community purposes	On going	\$2,000 pa	Unfunded	CGRC, ARTC and Stockinbingal Community
<b>Rest area upgrade</b>	Improve amenity and all weather use (sealing) of the rest area	On going	-	Unfunded	CGRC and Stockinbingal Community
<b>Bus Shelter</b>	All weather shelter for school bus on Hibernia Street	Short term	\$5,000	Unfunded	CGRC and Department of Education
<b>BMX Pump Track at the recreation ground</b>	Exact configuration and location to be confirmed.	Short term	\$66,700	Funded via Stronger Country Communities	CGRC
<b>BBQ Facility at the recreation ground</b>	Coin operated BBQ to be placed at the recreation ground	Short-medium term	\$10,000	Unfunded	CGRC and Stockinbingal Community
<b>Playground upgrade at King George V Park</b>	Improve the diversity of equipment at the park to create a long stay experience	Short term	\$25,000	Funded via Stronger Country Communities	CGRC
<b>Upgrade free camping facilities at recreation ground</b>	Works required to be determined by relevant community organisation	Short term	-	Unfunded	CGRC and Stockinbingal Community
<b>Ellwood Hall shopfront</b>	Convert second shopfront into a museum	Short term	\$2,000	Unfunded	CGRC and Stockinbingal Community

Ellwood Hall amenities upgrade	Demolition of existing toilets and new toilet facility constructed. New kitchen facility	Short term	\$100,000	Unfunded	CGRC and Stockinbingal Community
Ellwood Hall heating and cooling	Install a heating and cooling system	Short term	\$50,000	Unfunded	CGRC and Stockinbingal Community
Ellwood Hall sealing of supper room	Seal existing supper room	Short term	\$50,000	Unfunded	CGRC and Stockinbingal Community
Off leash Dog Area	Designate an off leash dog area	Short term	-	-	CGRC
Wallendbeen Town Centre Masterplan	Investigation of options for the centre of town. The end result of which is an artistic impression and master plan of the town centre	Short term	\$80,000	Unfunded	CGRC
Upgrade of King Street	Removal of privet trees and replace with new trees, improve footpath and install kerb and guttering	Short term	\$60,000	Unfunded	CGRC
Lighting upgrade of the cenotaph	Either rewire existing heritage lights, or install accent lights in the ground	Short term	\$5,000	Unfunded	CGRC
Improved access to the cenotaph	Steps to be upgraded with supporting rails installed	Short term	\$5,000	Unfunded	CGRC
Planting of the Lone Pine	Requires removal of privet trees	Short term	-	-	CGRC

<b>Dedication plaques for trees along memorial avenue</b>	New street trees on King Street to be dedicated to the 18 men who gave their lives in WW1 and 8 men who gave their lives in WW2	Short term	\$4,000	Saluting their Service grant from Department of Veterans Affairs	CGRC
<b>Seating in vicinity of the cenotaph</b>	Bench in the style of the cenotaph for people to reflect and for less mobile people to sit during ceremonies	Short term	\$2,000	ANZAC Community Grant from NSW	CGRC
<b>Wallendbeen Silo Art</b>	Mural painted on the side of the silos which face towards King Street	Short term	\$70,000	Developer contributions	CGRC
<b>Wallendbeen Stormwater audit and implementation plan</b>	Investigation into the existing Wallendbeen stormwater network, which correlated with data from inundation and flooding events will produce an implementation plan for works	Medium term	-	Funded via Stronger Communities Fund – Major Projects Program, Stormwater Mitigation strategy	CGRC
<b>Exercise equipment in Barry Grace Oval</b>	Exact configuration and location to be confirmed through community consultation	Short term	\$35,000	Funded via Stronger Country Communities	CGRC
<b>Lighting at Barry Grace Oval</b>	Stage one to be focused on exercise stations and path	Short term	\$50,000	Unfunded	CGRC

<b>Shared Path</b>	Plan and build a shared path connecting Wallendbeen Village, Barry Grace Oval and the Crossroads	Short term	\$150,000	Developer contributions to part fund	CGRC
<b>Redesign and build of Palmer Park as a long stay park</b>	Improve the diversity of equipment at the park to create a long stay experience	Short term	\$164,344	Funded via Stronger Country Communities	CGRC
<b>Beautification of cross roads roundabout</b>	In conjunction with RMS upgrade the roundabout to be more aesthetically pleasing and easy to maintain	Short – medium term	-	-	CGRC & RMS
<b>Safe pedestrian and cyclist crossing of Burley Griffin Way</b>	Along the alignment of the proposed shared path	Short term	\$10,000	Unfunded	CGRC & RMS
<b>Perform maintenance and other works at Wallendbeen Train Station</b>	Coordinate with Wallendbeen community group for works days to upgrade the Wallendbeen Train Station	On going	-	-	ARTC
<b>Lease of Station Masters Residence</b>	Encourage the lease of the station masters residence to be primarily for commercial purposes	Short term	-	-	CGRC & ARTC
<b>Perform annual clearance works on Connaughtman's Creek</b>	To improve the amenity of Wallendbeen and reduce the risks of fires and snakes	Ongoing	-	-	CGRC & LLS

