



Narrandera Shire Council

Gillenbah Gateway Master Plan

Update: September 2013

January 2014

Executive summary

Gillenbah village south of Narrandera located at the intersection of the Newell and Sturt Highways just south of Narrandera. The 2009 Master Plan identified opportunities to improve road safety for vehicular traffic and pedestrians, amenities and services for travellers, services to the various properties in the precinct and the general appeal and aesthetics of the area. These aspects would also enhance the promotional value of Narrandera to travellers through the precinct.

Although the implementation of the 2009 recommendations have been slow due to two major floods through the area and the interdependence of the various stakeholders that had to be resolved, plans and funding are now in place to make progress.

The 2009 Master Plan was reviewed by GHD Pty Ltd based on information provided by the Narrandera Shire Council in July 2013 and the road upgrade by the Road and Maritime Services (RMS) due for implementation in the current financial year.

The purpose of this document is to provide a summary of the major Master Plan objectives and recommendations from 2009, and to report against what works have been completed or are planned to be completed by July 2014. This document also provides a Gap Analysis summarising 2009 recommended items not under consideration at the moment. Finally a list of recommendations are provided for consideration beyond 2014 and subject to funding becoming available.

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1. Introduction

GHD Pty Ltd developed the Gillenbah Gateway Master Plan for Narrandera Shire Council (Council) in May 2009. Key issues identified were developments to achieve greater road safety, improved amenities and facilities to truck drivers and tourists alike and improved presentation of the Narrandera Shire to all travellers through this key location.

Implementation of the key development aspects were largely subject to investment and funding from the Narrandera Shire Council, Roads and Maritime Services and private industries. The Master Plan highlighted the interdependence of several tasks and objectives, for example, sewer and potable water reticulation by Council freeing up private drainage land for truck-parking development.

Key development works are now funded and the procurement process to have the works undertaken is being driven by Council and NSW Roads and Maritime Services (RMS) respectively:

- Progress between affected parties achieved Federal and State funding approvals to RMS;
- Council preparing technical details and appointing contractors and private industry submitting an Integrated Development Application.

Hence the prospects are that a budget total of more than \$7.0M will be invested in the next 12 months.

This report documents a review of the key 2009 Master Plan recommendations and developments in progress for implementation in the near future.

1.1 Purpose of this report

The Narrandera Shire Council engaged GHD to review the 2009 Master Plan with respect to recommendations, implementation, proposed developments and funding approvals. This report presents the key 2009 recommendations as well as the current status of activities and plans presented in table and sketch format throughout this document according to information received.

- Master Plan review with relevant developments
- Inclusion of updated road improvement drawings
- Commentary on funding allocated
- Summary of goals and outcomes of funding currently allocated

The purpose of this report is for information only and should not be relied on for the purpose of planning, budgeting or investment.

1.2 Scope and limitations

This report: has been prepared by GHD for Narrandera Shire Council and may only be used and relied on by Narrandera Shire Council for the purpose agreed between GHD and the Narrandera Shire Council as set out in section 1.1 of this report.

GHD otherwise disclaims responsibility to any person other than Narrandera Shire Council arising in connection with this report. GHD also excludes implied warranties and conditions, to the extent legally permissible.

The services undertaken by GHD in connection with preparing this report were limited to those specifically detailed in the report and are subject to the scope limitations set out in the report.

The opinions, conclusions and any recommendations in this report are based on conditions encountered and information reviewed at the date of preparation of the report. GHD has no responsibility or obligation to update this report to account for events or changes occurring subsequent to the date that the report was prepared.

The opinions, conclusions and any recommendations in this report are based on assumptions made by GHD described in this report, refer sections 1.1 and 1.3 of this report. GHD disclaims liability arising from any of the assumptions or sketch plans being incorrect.

GHD has prepared this report on the basis of information provided by Narrandera Shire Council and others who provided information to GHD (including Government authorities), which GHD has not independently verified or checked beyond the agreed scope of work. GHD does not accept liability in connection with such unverified information, including errors and omissions in the report which were caused by errors or omissions in that information.

1.3 Assumptions

We have assumed that information received from the Narrandera Shire Council is correct and implementation of plans for construction by Council, RMS and Tasco Inland Australia (Tasco) will be compliant to all current legislation, standards and not significantly deviate from proposed plans and budgets.

2. Master Plan Aims

The Master Plan provides a visual concept of how the Gillenbah commercial precinct might look in the near future and the component of development activities that could take place.

Narrandera Shire Council is the lead agent in the development of the Gillenbah Gateway Master Plan. A range of design objectives, development constraints, community inputs and community needs have been considered in the development of the 2009 Master Plan. This updated Master Plan considers the original plan, approved plans and developments implemented and due for implementation within the next twelve months. Detail of approved funding is also provided below.

The Gillenbah Gateway Master Plan is a vision of the Gillenbah commercial precinct area, which is situated along the Sturt Highway and includes the Newell Highway junction areas.

Vision/ Objectives

The Master Plan projects Council's vision for the area. The vision determines the outcomes desired from future developments and infrastructure and amenity improvements. The vision is underpinned by planning assessment and establishment of design objectives.

In July 2007 Narrandera Shire Council resolved to develop a "Gillenbah Gateway Strategy". The Council established an internal working group to foster the development of this strategic aim. A range of design elements needed to be assessed which required the input and advice from community stakeholders, planning and engineering professionals, the NSW Roads and Traffic Authority and Council representatives. The assessment of these elements has developed into a master plan which conveys a visual concept of design elements and features that support the vision.

The guiding objectives of the Gillenbah Gateway development endorsed by Council are as follows:

- Promote awareness of the proximity of the Narrandera township to travellers passing through the Gillenbah highway junction area.
- Improve the image and promotion of Narrandera Shire.
- Improve appearance of Gillenbah with effective landscape design and landscape maintenance.
- Address the community concerns over road safety and traffic management, including parking of heavy vehicles.
- Eliminate dust generated from heavy vehicle parking areas.
- Address community concerns over road design and storm water management.

A comparison of approved developments with the 2009 Master Plan recommendations is presented in Chapter 4 below.

3. Development pre-requisites

Stakeholder interdependence

The upgrading of the Gillenbah precinct is dependent on the different stakeholders negotiating to agreement and coordinating activities. Key aspects are:

- Council to invest \$800,000 for the provision of pressurised sewer and piped potable water;
- Freeing up of treated waste water disposal area for truck parking development by Tasco for the Caltex service station;
- Tasco submitting a Development Application for expanding and improving the filling station area;
- Subject to the Tasco DA being lodged with Council, RMS to approve the \$3.5M road upgrade plan;
- Likewise the proposed development by Tasco is subject to RMS upgrading the road to improve the safety features for traffic management and visibility.

Tasco and adjacent property owners had to come to an agreement for consolidating portions, access for the two residences east of the Tasco property and other impacts. These issues were successfully resolved.

Funding

The following investments are approved and / or committed totalling \$7.0M:

- Council: \$800,000 for reticulated sewer and water;
- RMS: \$3.5 M for road upgrade, kerbs and gutters, lighting, entrance and exit to the Tasco site (State and Federal);
- RMS funding for routine pavement rehabilitation \$1.4M;
- Tasco: parking area extension, lighting and other facilities, land acquisition from adjacent property owners (\$1.2M), and
- Tasco service centre roadhouse additions and improvements: \$100,000.

The RMS funding is provided 50% respectively by Federal and State Governments and the project is scheduled for completion by 30th June 2014.

4. Developments

4.1 Development Control Plan

A Development Control Plan (DCP) was implemented by Council to ensure that development outcomes are in line with commercial rezoning to ensure development design outcomes are consistent with the objectives of the gateway vision and Master Plan objectives. The DCP includes controls for design elements such as advertising structures, water management, landscaping and customer parking.

Table 1 Road

2009 Master Plan recommendations	Progress / Current plans for implementation
<p>1. Layout</p>	
<p>The road design principles recommended by GHD in the 2009 Master Plan were:</p> <ul style="list-style-type: none"> one entry only into the service station / kiosk facility, with a separate exit; deceleration lanes and passing lanes to assist in the movements of vehicles; formal medians, again to assist in turning and passing movements and to provide a more formal appeal to the precinct; and creation of on-site truck parking to remove parking from the road verges and improve safety of road users. <p>The Master Plan proposes that the road edges at the intersection with the Sturt and Newell Highway be developed using formal kerb and gutters. This will assist in draining the area whilst providing a more formal feel to entering the precinct. It will also assist in restricting parking to those areas defined on the Master Plan.</p> <p>60 km/h speed limit signage</p>	<p>Items 1 – 3 are to be implemented by the RMS. The proposed road upgrade is depicted in Appendix 3 and provides for the key elements above. A road verge is to be created on the southern road boundary to afford short truck stops for driver refreshment while the proposed expansion of the northern off-road parking area by Tasco provides for up to 9 B-double, 7 C-triple and 5 car/caravan parking bays which is near the identified 2009 target. The limited kerb-side parking south of the development is justified by RMS in terms of driver objectives and refreshment for safe driving.</p> <p>Constructed and painted road medians are planned by RMS</p> <p>RMS resolved that a speed limit of 60 km/h is appropriate for the precinct based on traffic counts, video footage of traffic interactivity balanced with the number of exits and entrances required within the limited road space.</p> <p>The unused filling station was earmarked for demolition and a truck wash development, however the owner is said to be considering selling the property. If this comes to pass the unused filling station will remain derelict. See also Table 2, Remediation section.</p> <p>The RMS plan provides for kerb and gutters, however the upgrade is restricted such that the section in the vicinity of the Newell Highway intersection remains as it is with informal parking.</p>

<p>2. Truck parking</p>	
<p>One single access opposite caravan park be provided for new parking; Channelized right hand turn to allow through traffic to pass unimpeded Auxiliary lane to be provided for vehicles turning left into the service station The development of a quiet precinct with adequate but not intense lighting and parking on both sides of the highway and median separation from the highway was recommended.</p> <p>Recommended Parking: 9 x B-triple parking spaces; 7 x B-double or semi-trailer parking spaces; 6 x Caravan and bus parking spaces; and</p> <p>The existing capacity of light vehicle and other parking remains as is within the Mobil Service Station area.</p> <p>Two 'short term' (15 minute) duration parking spaces are planned on the southern side of the highway, directly opposite the Mobil Service Station.</p>	<p>The proposed development achieves in essence these recommendations. Please refer to Appendice 3 for the RMS roads upgrade plan. Deviations are the provision of short term truck parking next to the road for west-bound trucks in lieu of a second parking area south of the road with quiet space. The RMS plan provides for a pedestrian refuge between opposing lanes.</p> <p>The RMS plan provides for a total of 20 parking spaces for vehicles up to 25 m long. A barrier kerb is provided for in the design to prevent ad hoc parking in front of the motel.</p> <p>A bicycle path connecting Gillenbah with Narrandera township is planned to be constructed.</p>
<p>3. Safety</p>	
<p>The road safety audit confirmed the following safety risks: Sight difficulties when travelling on the slip lane towards Narrandera, inadequate lighting and traffic speed and reported near misses due to parked vehicles blocking sight distances of patrons exiting the caravan park.</p>	<p>The proposed upgrade plans include the following safety improvements: Deceleration / turning lanes Designated entrance and separate exit to the Caltex (formerly Mobil) filling station Tree removal for improved visibility Lighting to Australian Standards to be provided by RMS at both of the filling station's access ways. Pedestrian refuge island.</p> <p>The plan discontinues such that it cannot be ascertained if a slip lane into the Narrandera road is provided for.</p> <p>A proposal to consolidate accesses to the caravan park and motel were rejected by the owners. However: the proposed plans mitigate access turning risk considering low frequency of access, segregation distance to truck parking and the reduced speed limitation.</p>

Table 2 Buildings & Structures

2009 Master Plan recommendations	Implemented / Current plans
<p>1. Remediation</p>	
<p>1) <i>Demolish unused fuel service station on north side of the road</i></p> <p>2) <i>Remediate two former rest areas west of the decommissioned railway line and replanting of endemic species</i></p>	<p>The unused fuel service station is not planned to be demolished and the owner is offering the property for sale.</p> <p>The surface area of the former rest areas were improved and are currently used by traffic inspectors and police.</p> <p>Trees obscuring traffic views have been removed. Off-set planting by Council is due to commence in July 2013.</p>
<p>2. New facilities</p>	
<p>1) <i>New truck wash facility</i></p> <p>2) <i>New fast food court facility</i></p>	<p>Council have not received Development Applications for any of the above mentioned facilities.</p>
<p>3. Aesthetic improvements</p>	
<p><i>The 2009 Master Plan proposed recommended improvements related to the following:</i></p> <p><i>Unightly elements include road pavement and road shoulder damage from trucks, abandoned premises, out of control weed growth, poor table drain maintenance of weeds and debris, dust generated from road side parking activities, old, damaged and irrelevant signage, signage pollution (ie over-use of commercial signage), dumped tree logs, left behind concrete road barriers which are not in use, and partly</i></p>	<p>The recommendations have generally not been implemented in the precinct. The RMS plan provides for the construction of kerbs and gutters which will create an urban atmosphere in the precinct. Council plans to implement new vegetation plantings for road islands and the intersection.</p> <p>It is recommended that Council consults with individual owners and assist with aesthetic improvements for example: painting of unused structures, covering up of windows of unused buildings, removal of</p>

demolished buildings.

non-functional signage and weed control. These relatively low-cost improvements would create a more suitable milieu for placement of “Welcome to Narrandera Shire” signboards in the precinct while enhancing the aesthetics and saleability of properties in the area.

Table 3 Environmental Management

2009 Master Plan recommendations	Implemented / Current plans
<p>1. Environmental management</p>	
<p><i>Protection of environmentally sensitive river system in future development activities</i></p>	<p>The DA received for further development of the truck stop and refreshment centre is classified as Integrated Development due to the close river proximity and was referred to the Office of Water which is due to respond within 30 days. Advertisements were published.</p> <p>Tasco engaged NGH consultants to develop a Koala Management Plan as well as a Fauna & Flora Management Plan.</p> <p>Major stormwater infrastructure is inadequate and drainage systems currently in place are ineffective and poorly maintained. Table drains along the road are blocked. A storm water trench exists to take the water from the table drains to the river.</p> <p>Improved drainage to the precinct have not yet been implemented but are provided for on the proposed RMS plans.</p> <p>Part of the proposed RMS project is to establish a drain from the road to the river via an easement over the former Council road. The proposed plans provided do not detail any of the following:</p> <ul style="list-style-type: none"> • Filtering of road stormwater prior to river discharge; • River bank protection by eg. Rock lined channel discharge, and • Rock protection and stabilisation of the curved river bank which tends to erode towards the proposed car park extension south of the river bend.

<p>2. Flooding</p>	
<p>Development in the area is constrained by the need to mitigate flood damage and associated risks. A flood study of the area has been undertaken and a Flood Plain Risk Management Plan is currently being developed. Council has resolved that the Flood Plain Risk Management Plan for Gillenbah include the following guidelines for development:</p> <ol style="list-style-type: none"> 1. Development be continued in the Gillenbah area in a manner that is controlled and sympathetic to the findings to date of the draft Narrandera Flood Study. 2. Development in the Gillenbah area remains predominantly commercial in nature, commensurate with development in the area. 3. Applications for commercial development are assessed according to a merit based approach in relation to impacts on flood water levels. 4. That development classified within the provisions of the Building Code of Australia as class 1, 2 and 3 be constructed with floor levels a minimum of 500mm above the 1% AEP flood level. <p>That the Gillenbah area be rezoned to that of a more appropriate zoning such as a commercial zone during the review of the Narrandera Local Environmental Plan 1991.</p>	<p>RMS have undertaken a floodplain assessment and propose to make no changes to the levels of the existing road levels to avoid making changes to the floodplain which could be to the detriment to others.</p>
<p>3. Services</p>	
<p><i>The area is not supplied with reticulated sewerage or town water. Water is retrieved from property bores and rain water harvesting. Land owners in the area are keen for sewerage services to be extended to Gillenbah. A reticulated sewerage system would ensure a better environmental outcome. Currently a portion of Mobil's land is used for</i></p>	<p>Council plans to have a pressurised sewer system functional by December 2013, replacing septic systems in the precinct and freeing up private land (currently used for treated wastewater disposal) for development into a truck parking area.</p> <p>Council has proceeded with a programme to provide potable water to</p>

<p><i>disposal of treated effluent water. Provision of sewerage services would mean that this land could serve other purposes like on-site truck parking.</i></p>	<p>properties in the area – underbore works for pipe reticulation have been tendered and is due for completion by December 2013.</p>
<p>4. Riparian buffer zone</p>	
<p><i>A riparian corridor of 20 – 40 m wide is required to separate aquatic environment and a controlled activity. During the detail design phase of the parking area a geomorphological assessment of the river and the development had to be undertaken to confirm the extent of the riparian buffer requirements.</i></p>	<p>The Development Application for the Tasco property has been referred to the Office of Water for comments on the riparian buffer zone requirements. A response is pending.</p>
<p>5. Unused road – stormwater management</p>	
<p><i>It was recommended that the unformed road used for stormwater disposal to the river be partly developed for parking or transferred to private owner for development and maintaining an easement for stormwater management. Relocation of the public drainage easement to within the road boundary to improve accessibility for maintenance.</i></p>	<p>The development plans provide for RMS to retain an easement for drainage, maintenance thereof by RMS.</p>

Table 4 Rest Areas & Other Features

2009 Master Plan recommendations	Implemented / Current Plans
<p>1. Rest area/heavy vehicle inspections – Southern side of Newell Highway</p>	
<p><i>It is proposed that a new heavy vehicle inspection bay be provided on the southern side of the Newell Highway, east of Jerilderie Road. The area has been conceptually designed to accommodate two B-Triple vehicles without the need to acquire land.</i></p>	<p>This proposal is not part of the current plans for the precinct</p>
<p>2. Rest area/heavy vehicle inspections – Northern side of Newell Highway</p>	
<p><i>A rest area exists directly opposite the intersection of the Newell highway. The Master Plan proposes that this area be formalised, with designated parking spots and improvement in safety.</i></p>	<p>The extent of the RMS upgrade plans terminate east of the informal parking areas near the unused railway line. It is understood that priorities are planned to be addressed within the limits of available funds.</p>
<p>3. Property Entrances</p>	
<p><i>Existing property entrances will remain in their current location. It is anticipated that they may be upgraded to suit Basic Rural Intersection (BAR) type right hand turn dimensions.</i></p>	<p>The Caravan Park entrance is to remain unchanged. The entrance to the adjacent motel will be via a S-curved road to achieve the required clearance with the caravan park entrance within the restricted space.</p>
<p>4. Uncoupling Area</p>	
<p><i>Based on the survey information, there is a lack of space and security provisions to develop the area as an uncoupling site. Future development of the site may see sufficient area made available for uncoupling; at the current time, this area does not exist. <u>Therefore the concept of an uncoupling area</u></i></p>	<p>No uncoupling area is currently considered in development plans. If the disused fuel station were to be demolished, this may provide a suitable area, otherwise an off-site area may be more suitable.</p>

<i>shall not be considered further.</i>	
5. Speed Limit	
<i>There are no plans to reduce the speed limit to 50 km/hr from 70 km/hr. It is noted that a reduction to 50 km/hr would not be supported by the RTA.</i>	A speed limit of 60 km/h has been decided upon by RMS
6. Travelling Stock route	
<i>No travelling stock route exists within the proposed development area. However, the Master Plan allows for movement of stock. The plans propose that road reserves be made available for travelling stock and designated parking areas may be fenced to restrict stray animals.</i>	Council has consulted with LHPA. The available road reserves are seldom used for travelling stock and plans provide for maintenance of TSR status. It was noticed during a site visit in July that the road reserve within the precinct was covered with fresh cattle tracks. The new infrastructure will be designed so that stock movement will not be impeded.
7. Cycle/Pedestrian way	
<i>Council has identified a need for a cycle/pedestrian way, for access to Narrandera from Gillenbah. It is proposed that this cycle/pedestrian way will extend from Gillenbah on the northern side of the Newell Highway, following the road reserve. This path will consist of a two coat bitumen seal, with a nominal width of 2.5 m.</i>	The pathway may be completed as part of future works.
8. Removal of vegetation	
<i>One tree has been selected for removal on the Highway. This tree is located on the southern side of the highway and has been identified as a safety issue within the recently completed safety audit commissioned by NSC. This removal will improve sight distances for vehicles exiting the Motel. The Ecological Assessment has identified that this tree is a mature tree and the appropriate approvals shall be obtained prior to removal.</i>	This tree has been removed.

<p><i>It is anticipated that a tree located within the Mobil Service station will need to be removed to accommodate safety of the users. Again this is a mature tree and the appropriate approvals will be required by the proponents (being the Mobil Service Station Operators) prior to removal.</i></p> <p><i>Another tree has been identified as being located within the clear zone. This issue as well as possible removal and approvals will be addressed during detailed design.</i></p>	<p>This tree has been removed.</p> <p>This tree is planned to be removed in August 2013.</p>
<p>9. Re-Vegetation</p>	
<p><i>Re-vegetation shall be undertaken across the precinct. Species selected shall be endemic native species, propagated locally where possible</i></p> <p><i>It has been noted that due to failure of the irrigation system providing water to the medians located at the intersection of the Newell and the Sturt Highways, existing vegetation has died. As part of the proposed upgrade, it is anticipated that these medians may be revegetated.</i></p>	<p>A species list was received from RMS and plantings are due to commence on Tree Planting Day in July 2013.</p> <p>The existing medians are to remain as part of the plans. Revegetation of the medians is planned to be implemented.</p>
<p>10. Gateway precincts</p>	
<p><i>The two gateways (west and east) are the 'entrance points' to Gillenbah, proposed to be accompanied by public art features. Appropriate signage is also proposed, to signify the significant vehicle and pedestrian movement which occurs in this area. The eastern gateway provides opportunity for an Indigenous cultural centre to be created.</i></p>	<p>These considerations are not yet implemented.</p>

Table 5 Services, Utilities, Drainage & Lighting

2009 Master Plan recommendations	Implemented / Current Plans
<p>1. Potable water</p>	
<p>Council plans to provide pressurised potable water to the precinct in the near future.</p>	
<p>2. Sewerage</p>	
<p>The previous recommendation for the Department of Water and Energy that all commercial operators should be connected to a reticulated sewerage system is due for implementation by Council.</p>	<p>Council progresses with the implementation of plans for a pressurised sewer system and pumped transfer across the river to existing treatment works at Narrandera.</p>
<p>3. Existing Drainage</p>	
<p><i>Existing table drainage is ineffective and many culverts are blocked. The proposed development will see an increase in the impermeable surface area, from the expansion of the highway, the proposed ring roads and the truck and vehicle parking areas. This will result in increased volumes of stormwater runoff, which will require appropriate management prior to disposal.</i></p>	<p>Improvements are provided for in the Tasco Development Application currently under review by Council.</p>
<p>4. Proposed Drainage</p>	
<p><i>The proposed drainage scheme relies on table drains north of the Highway and new off takes to the River, with a table drain and trickle flow pipe system to detention dams on the south side of the Highway.</i></p> <p><i>The Master Plan proposes that the road edges at the intersection with the Sturt and Newell Highway be developed using formal kerb and gutters. This will assist in draining the area whilst providing and more formal feel to</i></p>	<p>This proposal is currently part of the RMS plans but not yet finalised.</p> <p>Formal kerbs and gutters are included in the RMS plans.</p>

entering the precinct. It will also assist in restricting parking to those areas defined on the Master Plan.

5. Lighting

It is proposed that sufficient lighting be provided throughout the area, along the highway as well as parking areas. The passive rest area for truck drivers will have low level illumination to allow for a better resting environment. It is anticipated that the truck parking facilities located at the Mobil Service Station will need to be well lit to allow for security and improve safety for all facility users and pedestrians.

The proposed road treatment for the entrance to the heavy vehicle parking is based on the RTAs channelized arrangement for the right hand turn, with an auxiliary lane for the left hand movement. It is proposed that raised medians be provided. These medians assist in improving safety of pedestrians, by allowing a pedestrian refuge. Furthermore the aim of the project is to formalise the precinct as gateway to Narrandera – this would be best achieved by formalising traffic movement through the use of raised medians.

The disadvantage of the use of raised medians is the need for additional lighting, to improve safety during night time. There will be a need to ensure the intersection is well lit, and this may be at Councils cost.

It is anticipated that the provision of lighting will be at Councils expense. This is due to the use of raised medians. Channelised treatments do not require raised medians, meaning that funding would not be provided for such an expense.

Street lighting in areas of high frequency traffic interactions, such as entrances and exits, will be lit to Australian Standards. This will be provided by RMS according to the current plans. Lighting in the Tasco (Caltex fuel station) area will be of less intensity (lower lighting standard) to suit the parking and rest area requirement.

Table 6 Gateway promotion of Narrandera

2009 Master Plan Recommendations	Implemented / Current Plans
<p><i>It was recommended that signage be improved to promote Narrandera a worthwhile stopping venue beyond the basic “services and rest” theme.</i></p>	<p>This recommendation is not yet implemented. While placing signage promoting Narrandera in the precinct littered with unused structures and signage is not conducive with the goal, improved aesthetics can relatively easily and at low cost be achieved by Council and coordinating with landowners – please refer to recommendations above</p>

5. Gap analysis: 2009 Master Plan vs Approved Plans

Recommendations from the 2009 Master Plan not under present consideration are summarised in Table 1:

Table 7 2009 Master Plan Recommendations not under consideration until 2014

1.	Extension of road upgrade including kerbs and gutters up to the unused railway viaduct.
2.	New no stopping zones adjacent and east of the Jerilderie Rd intersection, including signage and physical barriers.
3.	Remediate rest areas west of decommissioned railway line and vegetation establishment
4.	Formal rest area / heavy vehicle inspections – Southern side of Newell
5.	Formal rest area/heavy vehicle inspections – Northern side of Newell
6.	Provision of all-weather off-carriageway parking with lighting and median separation north and south of the Sturt Highway near the Jerilderie Rd intersection
7.	Provision of “quiet” truck parking
8.	Provision of separate caravan and coach parking in the active precinct
9.	Drainage: detention dam on the south eastern side of the Sturt Highway
10.	Consider Narrandera: Gateway precincts east and west of the precinct with “Welcome to Narrandera” signage
11.	Themed promotion centred on Narrandera eco-tourism
12.	Display of public art features promoting Narrandera
13.	Indigenous cultural centre at the eastern gateway
14.	Demolish unused service station

15. New truck wash facility
16. New fast food court facility
17. Aesthetic improvement of unsightly urban elements of streetscape such as: unused / damaged building structures, weeds, debris, derelict fences and signage and other waste material
18. Make-over of “ugly spots” for example the disused railway viaduct which could be transformed into an attractive town entrance feature.
19. Re-zoning of the Gillenbah-area to Commercial
20. Noise pollution: signage to reduce / eliminate exhaust braking
21. Implementation of a side road arrangement to eliminate the need for individual property driveway access to the south of the highway
22. Landscaped medians
23. Directional signage
24. Implementing a development control plan,
25. Developing of a directional and town/region promotional signage plan for the area,
26. Preparing and implementing gateway entrance design plans, including the evaluation of public art installations.
27. Uncoupling area

6. Plans beyond 2014

Considering the 2009 recommendations and plans earmarked for implementation by 2014, the following items are identified as being supportive of Council's long term objectives identified in Section 2: Master Plan Aims although not yet in the planning stage and may be considered for future implementation:

Table 8 Recommendations for future implementation

Extension of road upgrade including kerbs and gutters up to the unused railway viaduct.
New no stopping zones adjacent and east of the Jerilderie Rd intersection, including signage and physical barriers.
Remediate rest areas west of decommissioned railway line and vegetation establishment
Formal rest area / heavy vehicle inspections – Southern side of Newell
Formal rest area/heavy vehicle inspections – Northern side of Newell
Provision of all-weather off-carriageway parking with lighting and median separation north and south of the Sturt Highway near the Jerilderie Rd intersection
Provision of “quiet” truck parking
Provision of separate caravan and coach parking in the active precinct
Provision of truck / trailer uncoupling / interchange area
Drainage: detention dam on the south eastern side of the Sturt Highway
Consider Narrandera: Gateway precincts east and west of the precinct with “Welcome to Narrandera” signage
Themed promotion centred on Narrandera eco-tourism
Display of public art features promoting Narrandera
Indigenous cultural centre at the eastern gateway
Demolish unused service station and structures
New truck wash facility
New fast food court facility
Aesthetic improvement of unsightly urban elements of streetscape such as: unused / damaged building structures, weeds, debris, derelict fences and signage and other waste material
Make-over of “ugly spots” for example the disused railway viaduct which could be transformed into an attractive town entrance feature.
Re-zoning of the Gillenbah-area to Commercial
Noise pollution: signage to reduce / eliminate exhaust braking
Implementation of a side road arrangement to eliminate the need for individual property driveway access to the south of the highway

Landscaped medians

Directional signage

Implementing a development control plan,

Developing of a directional and town/region promotional signage plan for the area,

Preparing and implementing gateway entrance design plans, including the evaluation of public art installations.

7. Summary and Conclusions

Table 9 Summary and Conclusions

The key recommendations from the 2009 Master Plan are due for implementation in the next 12 months. The key stakeholders to the proposed developments (Council, RMS , Tasco and two residents east of the Tasco property) have consulted and agreed which goals are essential to achieve the required interdependent outcomes.

It is recommended that Council takes a pro-active position on aesthetic upgrades of various structures and signage in the precinct. Owners will benefit not only from an aesthetic perspective but also a land value / re-sale perspective, considering that some properties are said to be for sale at the moment.

It also recommended that the proposed RMS and Tasco works are seen as Stage 1 improvements. Stage 2 would likely be the re-development of the unused fuel station, demolition of unused structures at the precinct, improvement of the pavements and signage of the vehicle inspection parking areas.

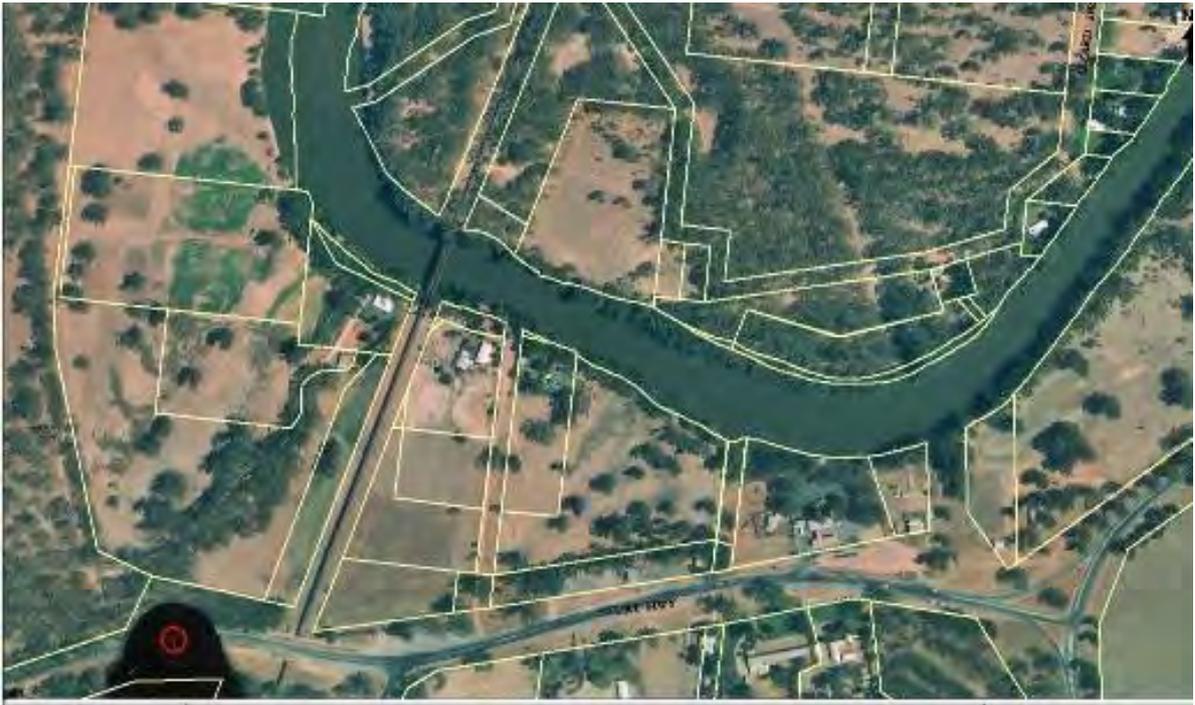
Other aspects of importance for the future are:

- Upgrade of the informal vehicle inspection areas subject to RMS requirements and funding, or alternatively extension of the kerbs and gutters to prevent stopping and parking near intersections and private entrances;
- Display marketing of the Narrandera Shire Council LGA within the Gillenbah precinct by means of for example "Welcome to Narrandera" signage, information and map boards etc;
- Active maintenance within road and drainage reserves by Council;
- Negotiation and information sessions with landowners within the precinct to address the issue of unused and derelict structures for example by painting and blinding of windows of unused structures if not demolished. Noting that Narrandera Shire promoting displays in the current milieu may defeat the objective.

The current upgrade plans and recommendations, once implemented, are expected to form the basis of attracting further investment by entrepreneurs and service providers into the precinct considering that freight and tourism traffic are likely to grow steadily in the future.

Appendice 1

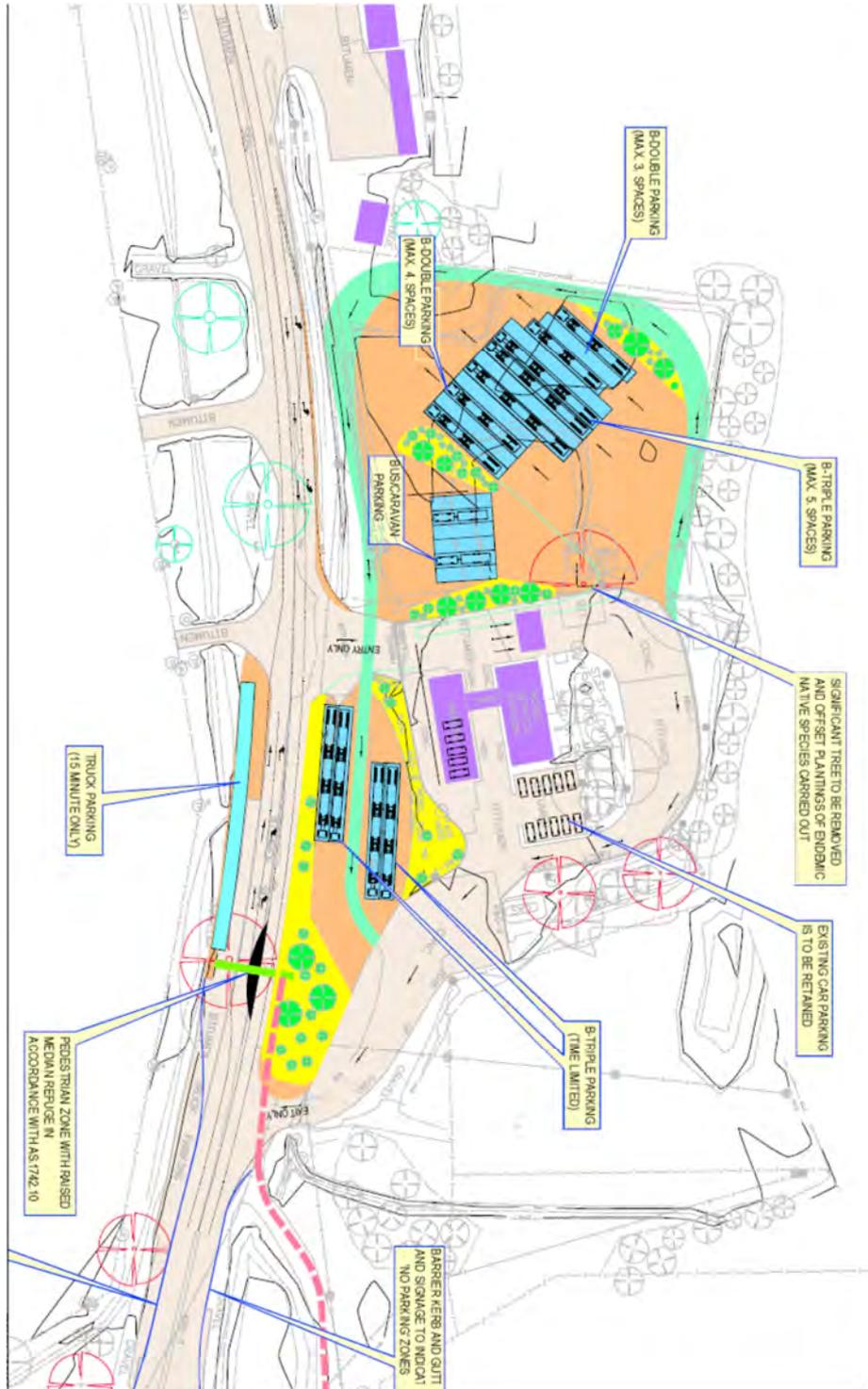
(A) Aerial Photograph – Gillenbah Commercial Precinct



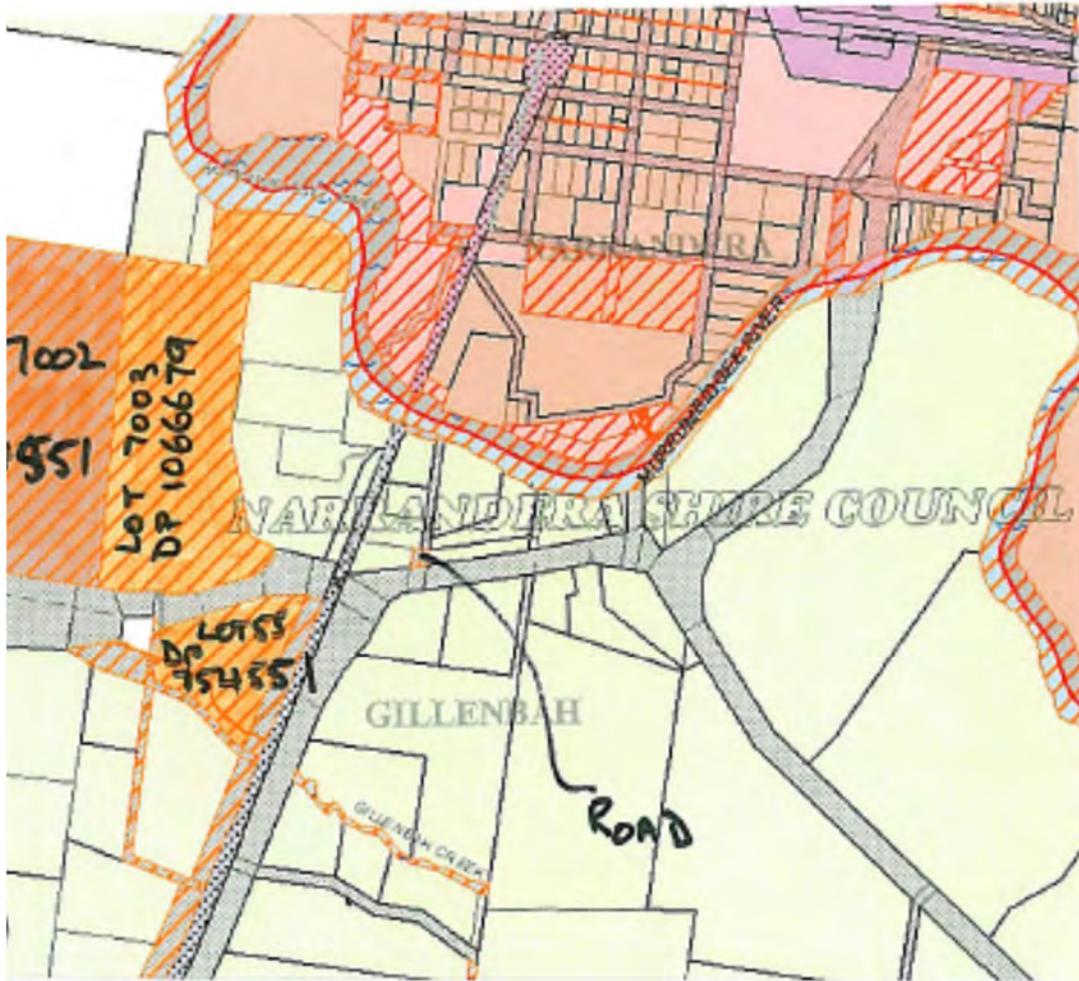
Gillenbah 2007

Appendice 2

(B) Gillenbah Master Plan 2009



(C) Travelling Stock Reserve - Map



Appendice 3

Upgrade Plans



GILLENBAH - SEWER, WATER AND DRAINAGE CONCEPTS

SCALE 1:1000

PRELIMINARY

A	INITIAL ISSUE	app'd	date
rev	description		

NARRANDERA SHIRE COUNCIL
 GILLENBAH MASTERPLAN
 SEWER, WATER AND
 DRAINAGE CONCEPTS



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SCALE 1:1000 AT ORIGINAL SIZE



GILENBAH - PROPERTY
SCALE 1:1000



PRELIMINARY

A	INITIAL ISSUE	app'd	date
rev	description		

NARRANDERA SHIRE COUNCIL
GILENBAH MASTERPLAN

PROPERTY PLAN



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GILENBAH CONCEPT -FOR COMMUNITY DISPLAY
SCALE 1:1000

PRELIMINARY

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	GILENBAH MASTERPLAN		
	GILENBAH CONCEPT FOR COMMUNITY DISPLAY		



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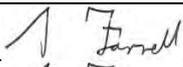
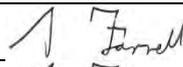
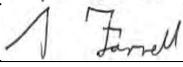
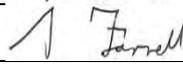
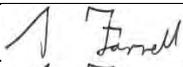
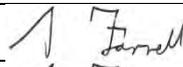
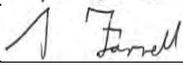
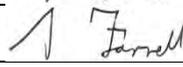
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3	C Joubert	S Farrell		S Farrell		23/9/2013
4	C Joubert	S Farrell		S Farrell		09/01/2014

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