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NEVERTIRE

This Village Plan has been updated with feedback from the public exhibition of the draft by Council and the meeting held with the Nevertire Community on 16/04/2018. Some suggestions may not be directly related to public domain enhancement so they may not be reflected in this plan but Council has noted these concerns and will act on them as best as possible.

1. Settlement Overview

1.1. Brief History & Heritage

This plan has not reviewed the significance of the local area to Aboriginal people or key Aboriginal sites. Any significant projects should address local concerns and avoid/minimise impacts.

Nevertire arose in the 1880s with the construction of the railway from Dubbo to Nevertire (opened in 1882) and it was proclaimed a town in 1885. In 1896 a cyclone destroyed much of the town. Agriculture has grown with the Trangie-Nevertire Irrigation Scheme but reduced water and mechanisation have reduced local growth in recent years.

A comprehensive **history** should be prepared/collated/made available to inform visitors and guide this plan (not costed) and ideally summarised on the **Central Information Board** (see below). Good sources of information include the local community, The Warren Historical and Family History Society Inc., *Warren Shire Thematic History* and R.M Brennan's two books *Across the Black Soil Plains* and *Keep the Billy Boiling*.

There are no listed heritage items in Warren Shire or in or immediately around Nevertire in the Local Environmental Plan. However, there are a number of items in and around Nevertire recommended for protection in the 2011 *Community Based Heritage Study of the Warren Shire*.

These include, but are not limited to the General Cemetery, Anglican and Catholic Churches, Police Lockup, School House and Public School, Hotel, Noel Waters Oval, CWA Rest Rooms and Memorial Hall, railway related infrastructure, and Government Tank etc. These items should be reviewed (not costed) and if needed protected and/or sensitively adapted for modern use and improved information provided for visitors.

1.2. Population & Demographics

Nevertire's Census District is defined by a State Suburb (SSC 12936) that includes a significant rural catchment as well as the village. At the 2016 Census there were 189 people in this district; 78 private dwellings (65 occupied); a median age of 46, and 50 families (due to the small population limited information is available). The area that forms part of the Village Zone would be only a portion of these figures (old village signs suggests pop.103). Most people are employed in agricultural activities.

1.3. Location & Distances

Nevertire is a settlement located in the south-western part of the Warren Shire. Driving distances are approximately:

- 19km (~12 mins) from Warren (Oxley Hwy);
- 33km (~20 mins) from Trangie (Mitchell Hwy – outside Shire);
- 58km (~35 mins) from Nyngan (Mitchell Hwy – outside Shire);
- 65km (~45 mins) from Tottenham (Nevertire-Bogan Rd– outside Shire);
- 67km (~44 mins) from Narromine (Mitchell Hwy – outside Shire);
- 105km (~1 hour) from Dubbo (Mitchell Hwy – outside Shire);
- 105km (~1 hour) from Gilgandra (Oxley Hwy – outside Shire).

Nevertire has limited local services (see *Key Facilities Section* below) so additional services are likely to be sourced from Warren or Dubbo. There are public bus connections along both highways.

2. Main Rail & Road Connections

2.1. Rail

Nevertire was created partly in response to the construction of the railway from Dubbo to Nevertire (Main Western Line - opened in 1882) and, subsequently, rail was extended from Nevertire to Warren (Warren Branch) in 1898. This has resulted in the construction of large grain handling facilities that supported the village's growth. The passenger station is now closed but grain/cotton/freight still occurs on both lines. The **Mitchell Hwy and Nevertire-Bogan Road both have level-crossings with Stop or Give Way signs that may need upgrading** to signalised crossing (not costed).

2.2. Main Roads, Connections & Gateways

Nevertire is located at the intersection of the Mitchell and Oxley Highways and in effect acts as the 'gateway' to Warren Shire from the south/east. These major road systems carry significant freight and passengers through Nevertire.

The Mitchell Hwy connects Bathurst/Orange/ Dubbo to Nyngan and Bourke and then up to Charleville in Queensland. Nevertire is located at the start of the Oxley Hwy that connects up through Warren, Gilgandra, Coonabarabran, Tamworth, and east to Port Macquarie.

The **key issue for Nevertire is improving the relationship of the town to the two highways, vehicle and pedestrian safety, strengthening the sense of 'arrival' at Nevertire and promoting visitors to stop and see the village and Warren Shire**, particularly as Nevertire is relatively close to Narromine/Trangie, Nyngan and Warren.

On the south-eastern approach from Trangie, the Mitchell Highway slows from 110km/hour to 60km/hour at the village limits but due to the straight nature of this road and limited visual cues (see photos of approaches to Nevertire following) there still may be issues creating that sense of 'arrival' and slowing traffic enough to consider stopping / promoting safety. An 80km/hr transition sign may be worth investigating.

On the western approach from Nyngan, speed limits drop more incrementally from 110km/hour to 80km/hr for the railway line and then 60km/hour at the village limits. There is also a 110km/hour transition to 60km/hour on the Oxley Highway entrance from Warren and again an 80km/hr transition sign may be worth investigating.

The Nevertire-Bogan Road (regional road) extends south-west from the Oxley/Mitchell Highway intersection and connects to Tottenham, Tullamore and the Newell Hwy. There is increasing heavy vehicle traffic on this route using it as an alternative route from Condobolin to Warren and Gilgandra and connecting to the GrainCorp/rail facilities. **Road upgrades may be needed in the future** (not costed).

The Roads & Maritime Services (RMS) is responsible for the highways & regional roads and has the final say on what traffic calming / road-side landscape & features are permissible so they must be consulted as part of the exhibition / implementation of this plan (see *Entrance Design & Signage Section* below).

MITCHELL HWY EASTERN APPROACH (FROM DUBBO/TRANGIE)



'Hidden Gem – Turn Right 3km' – Mitchell Highway



'Beaten Track – Discovery 2km' – Mitchell Highway



'Down the Rabbit Hole – Turn Right 1km' – Mitchell Highway



Metal silos and grain sheds create built form entrance features



60km/hour ahead speed signs and outer Rest Area (add landscape)



Approach on Mitchell Hwy from south-east (gateway opportunity)



Rail crossing is quasi-western gateway (may need upgrading in future)



'Nevertire' black on white village signs & street lights (add Key Facilities signs and additional street trees to emphasis entrance to Nevertire)



Village Centre (unblock village sign but enhance landscape elsewhere)



60km/hour ahead signs (enhance good landscape on left)



'Warren – Last Town with a Bloke's Name for 200km – Turn Right 300m'



'For a Good Time see Warren'- Mitchell Highway
MITCHELL HWY WESTERN APPROACH (FROM NYNGAN)



Old 'Scenic Route' sign (could be repainted and an alternate bird watching route to Lachlan Shire and the 'Centre of NSW' added)



60km/hour speeds signs (add landscape to southern side of highway)



80km/hour speed sign (maintain sight-lines to rail line/no landscape)



'Nevertire' black on white village sign (retain but add Key Facilities Sign)



60km/hour speed sign (add landscape behind signs/away from elec. lines)



Village Centre (traffic blister / improve signage / landscape needed)



Mitchell / Oxley Hwy intersection from north-west (gateway opportunity)
OXLEY HWY NORTHERN APPROACH (FROM WARREN)



Outer edge past electricity substation / 60km/hour ahead sign



Inner edge / 60km/hour sign (landscape opportunity both sides)
NEVERTIRE-BOGAN RD SOUTHERN APPROACH (FROM TOTTENHAM)



Road upgrades may be required in future due to increased usage



Ag & Vet/Grain Storage southern entrance (seal driveways) (Google)



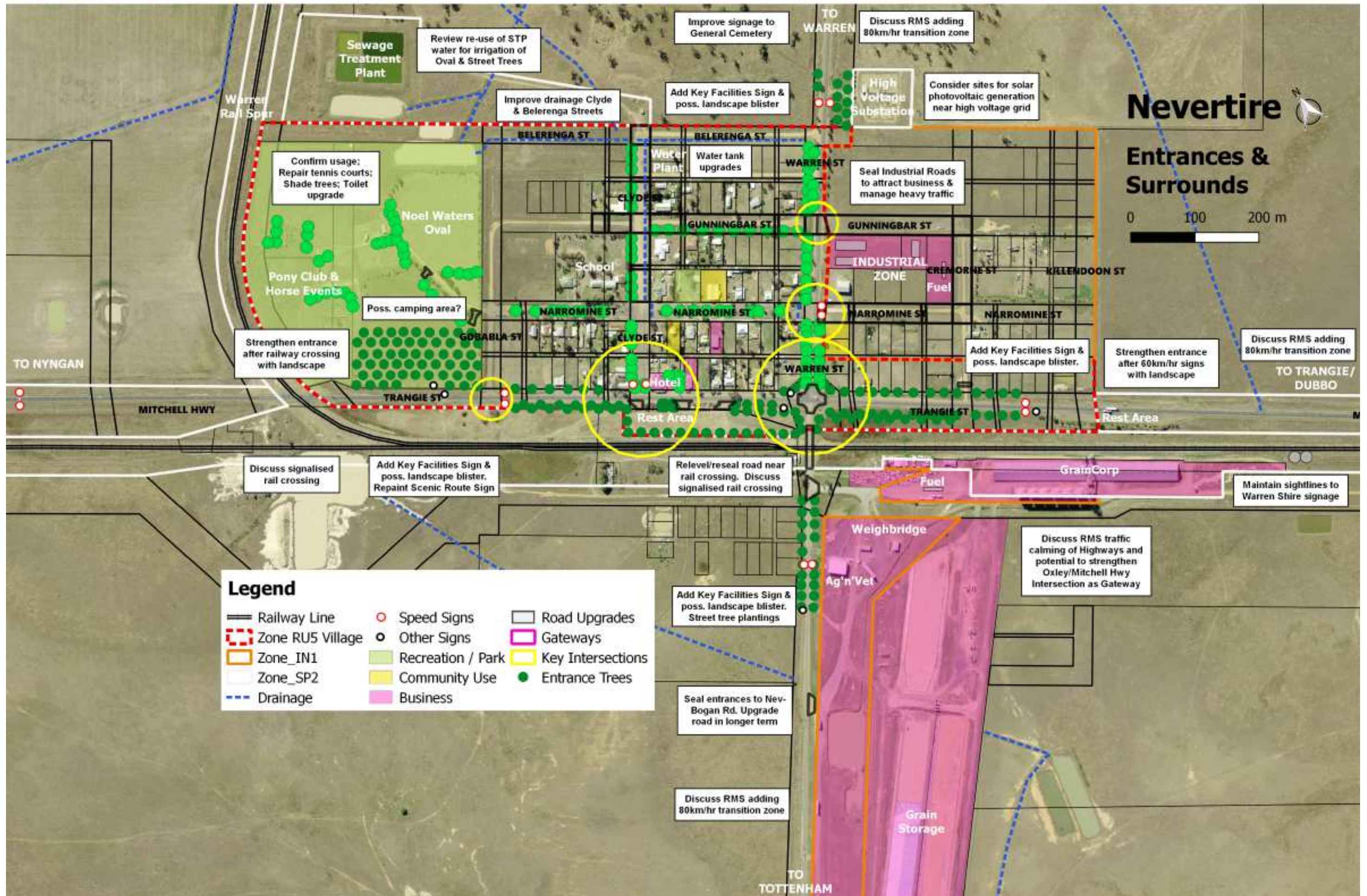
60km/hour speed signs (repair road/seal driveway/add landscape)



Rail crossing (repair road/reduce grade/seal side-road access / future signalised crossing for improved safety?)



Mitchell Hwy intersection (gateway opportunity)



3. Entrance Design & Signage

3.1. Shire Wide Navigation Signage

As stated above, Nevertire is at the intersection of the Mitchell and Oxley Highways so it is relatively easy to locate and there is distance signage at nearby towns. Nevertire is also in some ways the gateway to Warren Shire from the Mitchell Highway (even though the local government boundary is further away).

Nevertire is also potentially on or near major regional bird watching trails from Lake Cargelligo (Lachlan Shire) through to the Macquarie Marshes and up to the Warrumbungles. Generally, these bird trails are on printed maps and not signage. In the future (not costed) some regional bird watching signage may be suitable.

The only **white on brown 'tourist' sign-postings are the old 'Scenic Route signs on the Mitchell Highway** (see photos above). Any new signage may need to comply with the RMS (2011) *Tourist Signposting* guidelines and be part of consistent shire-wide tourist trail signage. However, merely **repainting/upgrading this existing signage** is unlikely to require RMS approval and is significantly cheaper and more unique.

3.2. Gateway/Entrance Signage

The photos on the pages above show key signage along the three (3) main /highway gateways to Nevertire. Council has recently installed 5 large coloured sign-boards on the approach from Dubbo/Trangie along the Mitchell Highway that communicate the approach of the Oxley Highway turn-off to visit the Shire at 1km intervals including the words 'Hidden Gem – Turn Right 3km'; 'Beaten Track – Discovery 2km'; 'Down the Rabbit Hole – Turn Right 1km' and 'Warren – Last Town with a Bloke's Name for 200km'; (and on leaving Nevertire) 'For a Good Time – Visit Warren'. The signs are great for Shire tourism but don't specifically promote Nevertire.

One comment is that the pastel colours of these signs and their location well off the highway can make them blend in (especially when driving into the western sun) but otherwise they are an excellent campaign. For future upgrades a signage consultant should be engaged to ensure the maximum visibility/safety/co-ordination of this signage.

On all entries there is a standard black on white small 'Nevertire' sign that is reasonably clear and should be maintained. This may be sufficient if supported by the addition of **two Key Facilities Signs (White on Blue)** (possibly on all four (4) approaches) to highlight that Nevertire has food, accommodation, toilets, and potentially camping opportunities. In addition, a **low-planted low-maintenance landscape bed around each 'Nevertire' metal sign may make these more visible and visually appealing.**

The most striking buildings on the Mitchell Highway approach from Dubbo/Trangie are the tall metal silos and the large grain shed along the railway line but it would be difficult to add signage/murals to these.

3.3. Gateway Landscape

Both approaches along the Mitchell Highway to Nevertire have patches of significant native vegetation along one or both sides of the highway. However, closer to Nevertire this opens up and the highway is quite wide, sparse, and uninviting. The central rest area has a landscape strip but limited significant trees. The lack of landscape does little to slow traffic, particularly if it is passing through on the Mitchell Highway.

We recommend **consulting with RMS to see if additional highway entrance tree planting within the 60km/hour zone on both sides of each highway / all approaches** can be implemented. The south side of the Mitchell Highway is potentially the easiest as there are no power-lines.

These would ideally be a perennial tree but possibly a non-native to create a point of difference. They would need to be located so they do not interfere with power lines, sight-lines at intersections, and sufficiently off the highway to minimise collision risk. **An indicative layout (see attached plans) and species selection should be prepared for RMS review.**

3.4. Village Signage

As with Warren and Collie, Nevertire has a unique brick and sandstone wall style village signage perpendicular to the highway with clear black/silver trimmed letters on both sides. It is located in the village centre/ landscape strip between the Mitchell Highway and the truck rest stop adjacent to the rail line.

When it was constructed the vegetation in the landscape strip was limited and fairly open providing views to the village sign though one gum tree still blocked the sign. However, now the vegetation has grown up and other signage and bin structures conceal the signage from both directions.

Whilst removal of vegetation is undesirable, relocation of the solid wall structure is unlikely to be desirable/feasible so we suggest the following:

- a) **Relocation of the 'No Loaded Livestock Trucks...' and other signs;**
- b) **Relocation of the 240L Sulo Bin post closer to covered seating area;**
- c) **Clearing/removal of shrubs (retain trees) in both sightlines and replacement with ground-cover species (low-maintenance).**



White on brown tourist/visitor signage (repaint)



Example Key Facilities sign suitable for Mitchell Hwy (both approaches)



Village Sign (view east) (reduced visibility – clear shrubs/sign & bin clutter)



Village Sign (view west) (reduced visibility – clear shrubs/retain trees)



Village Sign (improve visibility/remove signage/ landscape upgrades)

3.5. Key Intersections & Navigation

Nevertire has a relatively simple grid layout of approximately 4 key roughly north-south streets and 4-5 roughly east-west streets. However, whilst the Mitchell Hwy/ Oxley Hwy intersection is the main vehicle intersection for navigation, the centre of the village is located closer to Clyde St meaning that vehicles turning up the Oxley Highway will miss the Nevertire village centre (though it is relatively visible).

There is an opportunity to **investigate/discuss with RMS creating a stronger intersection treatment for the Mitchell / Oxley Highway intersection as a gateway to Warren Shire. This could include kerb and guttering the corners, landscape/trees setback around the intersection, stronger lighting, improved signage**, or potentially a roundabout. Costing would be subject to detailed design (not costed).

Narromine Street is parallel to the Mitchell Hwy and connects to the Oxley Hwy and across to the Industrial area. It provides access to the CWA Hall, Community Park and Toilets, former school, and Noel Waters Oval so in some ways it is the civic street of Nevertire. This is accentuated by a central landscape verge / split lane.

There is signage for 'Noel Waters Oval', 'Community Park', and 'Toilets' at the Oxley Hwy/Narromine St intersection. There is signage for 'Community Park' and 'Toilets' at the Clyde St/Mitchell Hwy intersection.

A small sign with a symbol for toilets may be more easily seen if added to the Oxley Hwy/Narromine St intersection and Mitchell Hwy/Clyde St intersection. Otherwise, generally there is reasonable signage to local features from the highways.

Gunningbar St/ Cremorne St is also important, particularly as Cremorne St provides access to the 24-hour fuel station (IOR Petroleum) which is popular for cheaper fuel for trucks (see *Street / Drainage Upgrades Section* for issues). Interestingly, there is very little signage for the fuel station there (or the Shell Station south of the rail line) but word-of-mouth amongst truck drivers plus visibility from the highway seems sufficient. Truck turning safety may need to be reviewed.

3.6. Central Information Board

Nevertire does not appear to have any central information board(s) located near the village centre. These boards can be useful to both locals (local notices and events etc.) or tourists/visitors (history/ heritage/ walking trails/food and services etc.).

The boards that are used at Collie and Warren provide a consistent design and style with information for all three (3) towns/villages which should most likely also be used at Nevertire. However, the only structural addition could be some shade cover.

The best location is likely to be near the Nevertire Hotel and the Rest Area opposite. Discussions may be required with the hotel for a wall location under the awning as it would provide shade, but it would need to be clearly visible from the Rest Area for visitors. If this were not suitable the

mounted on the footpath outside the hotel away from the corner with a shade structure may be suitable (subject to RMS input). Alternatively, the Rest Area is suitable.

The only things possibly missing from the Collie boards that ideally should be included for Nevertire (and Collie) are a third board including:

- a) **A brief history of Nevertire and more detailed dates than the shire-wide timeline;**
- b) **A town map showing the location of key buildings/places, especially the hall and memorial park, and recreation grounds;**
- c) **Free camping information (if this is a suitable location);**
- d) **Shade cover, though this is not mandatory.**

3.7. Advertising

There is no significant visual clutter from private advertising signage in Nevertire at this time due to limited local businesses. However, if local business grows then this should be managed so it doesn't conflict with shire tourism signage, navigation signage and road safety.

As stated above, perhaps some white on blue Facilities signs would be the best outcome showing Nevertire has food, accommodation, and potentially camping would be sufficient.

The only comment above is that perhaps the **Nevertire Café could have some additional awning fascia or above awning signage stating it is a café/shop** to attract more passers-by.



Nevertire Café - Mitchell Highway (improve advertising/signage)



Nevertire Hotel (potential to increase 'pub tourist trail')



Historic building (restore facade, signage, & history panels in shopfront)



CWA Hall (repair/repaint/clean entrance/new path/open up to park)



Oxley Hwy/Narromine St signs to Park/Toilets/Oval (improve toilet sign?)



Collie Example Info. Sign (needed in Nevertire + additional history panel)

4. Key Facilities & Attractions

Perhaps the best-known facility/attraction in Nevertire is the Nevertire Hotel (see photo opposite) located at the corner of the Mitchell Highway and Clyde St. It provides bistro meals and pub style accommodation and is also the local Australia Post service. A pub of this nature could have the potential to increase its attraction as a destination (like the Rabbit Trap Pub in Albert) or as part of a 'pub trail' through the region.

Further east along the highway is the **Nevertire Café/small store which may benefit from improved awning and above awning signage** even though it has A-frame and flag signs. Warren Shire Council offers a Business Support Policy to return rates when private owners upgrade the appearance of their businesses so this may be an opportunity.

The Hotel and Café are opposite the main (truck) rest area so there is plenty of parking and they are readily accessible.

Nevertire has a Country Women's Association of NSW Hall for meetings and events on the north side of Narromine St (between Clyde St & the Oxley Highway). Immediately adjacent to the Hall is the Community Park so the area has the potential to be a focal point for the community. **Council should work with the local community to see what additional practical requirements are needed for the effective and regular use of this Hall and Park.** See *Key Sites* Section below for details.

There is an **Anglican Church on Warren St/ the Oxley Highway that could benefit from some maintenance of the grounds and street verge.** There is also what appears to be an old church on Narromine St (west) that no longer has signage suggesting it has been converted to a private dwelling. Heritage funding could be sought if these were added to the heritage list.

There is a historic building on the corner of the Mitchell Hwy/Clyde St (opposite the hotel) that appears to have once been a shop or theatre. This has an iconic facade and the brickwork appears to be in reasonable condition (except for near the entrance). It would be a significant attraction if the owner (with assistance from Council) could look to **check the structure of the awning, repaint /repair the awning / above awning and restore the original signage, and possibly use the shopfront windows for a mural or history panels.** It would create a gateway down Clyde St and an item of historic and visual interest – possibly becoming the 'picture' of Nevertire that is most memorable.

Nevertire Public School was closed formally in 2008 but has not held classes since 2005 and is now in private ownership. As it is an item of heritage interest it would be good to retain the school signage and allow the buildings to be sensitively adapted. The nearest schools are at Warren or Gilgandra. This may limit the attraction for young families unless good school bus services are available.

There is a Rural Fire Services (RFS) shed on Narromine Street.

There is the Noel Waters Oval and Pony Club facilities (see *Key Sites* Section later in this report).

The creation of an industrial zone to the south-east and south of the village and its excellent road and rail connections seems to have promoted some recent growth in agribusinesses (e.g. Delta Agribusiness), agricultural and veterinary supplies, and fuel supply operations (one north and one south of the rail line). There may be some other home businesses/ industries not noted.

Community feedback also suggests Nevertire is a community with a number of active interest groups that are passionate about their community and want a role in its presentation/upkeep. This includes but is not limited to the: Social Club; Garden Club; Memorial Hall Committee; and sporting clubs that should be actively engaged in this process.



Recent growth of agricultural businesses e.g. Delta Agribusiness



IOR fuel station – Cremorne St (popular but traffic/toilet/bin issues)



New Shell fuel station (south of rail line)



St Thomas' Anglican Church -Warren St (clean up verge and grounds)



Former church Narromine St no longer appears used (heritage opp.)



Rural Fire Service Shed – Narromine St

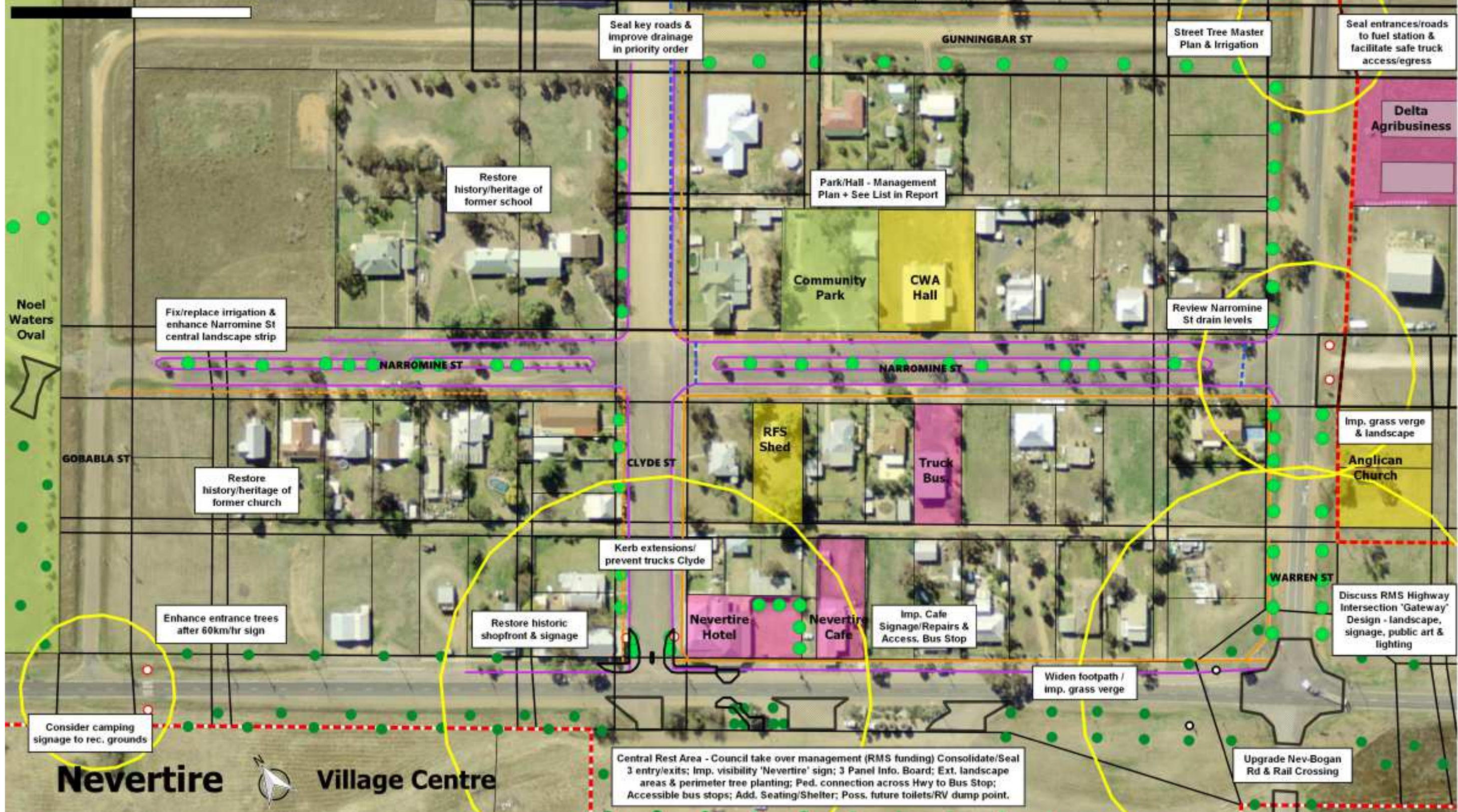


Nevertire Cemetery - Source: Gary Edwards (review upgrade needs)

Legend

- Zone RU5 Village
- Community Use
- Recreation / Park
- Business
- New Buildings
- Speed Signs
- Entrance Trees
- Street Trees
- Key Intersections
- Drainage
- Road Upgrades
- Blister Extension
- Kerb/Gutter Existing
- Footpath Existing
- Footpath Proposed

0 50 100 m



Nevertire Village Centre

5. Street / Drainage Upgrades

5.1. Watercourses & Drainage

Nevertire is not near any major rivers or watercourses but as it is in a floodplain/relatively flat it may still have some intermittent flooding/drainage issues. Boggy Cowal is located to the south of the Mitchell Highway and there are a number of drainage/irrigation channels to the north of the village.

Generally, the village appears to drain to the north-west towards the water storage behind Noel Waters Oval. However, it is clear that **levels may need to be reviewed** as streets and channels are continuing to hold water long after rainfall, particularly along Clyde St, Gunningbar St, and Belerenga St (see photos opposite).

The **drainage lines west of Clyde St / Belerenga St may need to be cleaned out and relevelled to maximise drainage for the village. Cleaning of existing gutters may assist with some drainage issues. The Community recommends building up drain levels and regular spraying of vegetation in channel edges after clean-up.**

Narromine St has some relatively deep dips that may be required for drainage but should be reviewed to see if they can be redesigned to promote drainage but minimise the depth (longer term).

5.2. Local Roads – Sealing, Kerb & Gutter

Only the following local roads are sealed:

- a) Clyde St (Mitchell Hwy to Narromine St);
- b) Narromine St (Gobabla St to Oxley Hwy/Warren St);
- c) Gobabla St (Mitchell Hwy to Narromine St).

The priority should be to **extend the seal on Clyde St right through to Belerenga St as the road provides an important drainage function and has partial existing kerb & gutter (that should be upgraded as part of the road upgrade with improved levels).**

Gunningbar St (Clyde to Warren Sts) should possibly be considered next as there are significant existing dwelling using this frontage, potential for some dwelling growth, and it would create a seal up to the Oxley Hwy.

Cremorne St to Narromine St and back to the Oxley Highway may be next because the truck traffic to the Fuel Station appears significant so this would minimise dust and create a seal up to the Oxley Hwy.

The community would like to see the lane near the railway crossing sealed at the back of the gatehouse on Tottenham Road (not costed). This Plan shows sealing of entrance to fuel station/weighbridge at least in short term (see next section).

The remaining local roads could be sealed in the longer term. Kerb and gutter is unlikely to be required for some local roads but existing should be maintained for the Mitchell Hwy, Clyde St, and Narromine St and may be required for new roads and to address drainage issues above. **The Mitchell Highway kerb and gutter and roadside edge seal needs repair/replacement.**

5.3. Local Roads – Truck Movements & Parking

One issue that has been suggested is that trucks will turn off the Mitchell Hwy at Clyde St, turn onto Gunningbar St and cross the Oxley Hwy to Cremorne to access the fuel station. This may be because they first stop at the hotel or rest area before refuelling.

In order to prevent heavy vehicles using Clyde St it is suggested that blisters should be added to the northern side of the Mitchell Hwy intersection that narrow this crossing, possibly with a central island. The kerbs and gutters in this area are heavily damaged (possibly due to heavy vehicles) and need total replacement. This will force trucks to turn up the Oxley Hwy and onto Cremorne St to access fuel and has less impact on the local streets.

Truck parking and circulation is critical around the GrainCorp facilities to the south of the railway line, weighbridges and the associated rest areas. The needs to be a program to **progressively widen and seal major entrances/ driveways to major truck facilities** to reduce gravel damaging main roads, reduce maintenance, improve truck access, and reduce dust - including, but not limited to:

- a) Grain facility/weigh-bridges/fuel station along Nevertire-Bogan Rd;
- b) Intersections with the Oxley Highway, particularly to the fuel station promoting entrance via Gunningbar St and exit via Narromine St widened to cater for large trucks; and possibly
- c) Two rest areas (entrance only or fully).

5.4. Rest Areas

There are two (2) major highway rest areas including the one in the village centre and the one further south-east on the Mitchell Highway (opposite the GrainCorp shed). These are the responsibility of the RMS but are important to road safety and Nevertire's freight role and encouraging people to stop in Nevertire.

However, currently the outer rest area only has a couple of bins and the inner area has basic facilities (a picnic bench, a bin etc.), large gravel area with limited landscape or shade, and poor visual amenity.

Perhaps the easiest way to move this forward would be for Council to take over the maintenance of the central rest area (but still source RMS Rest Area funding) so they would have a greater say in improving outcomes. This may include:

- Improved signage for the rest area;
- Regular emptying of rubbish bins;
- Sealing the vehicle entrances and possibly the entire area;
- Replace landscape bed surrounds with durable edging and add good quality soil, mulch and watering system;
- Relocate signage and bins away from 'Nevertire' village sign;
- Paint the bus shelters on either side of the Mitchell Highway;
- A new accessible picnic table and shelter in the Rest Area (PAMP);
- Significant shade trees around perimeter of the rest area;
- Dump point for caravans (if sewer available);
- A toilet facility (longer term).

It is noted that the IOR Petroleum site is a private truck stop. Council should discuss with owner whether toilets and bins can be added for health & safety.



Cnr Clyde & Narromine Sts (evidence of standing water/drainage issues)



Cnr Clyde & Gunningbar Sts (drainage issues/extend gutter/review levels)



Drain west of Belerenga St (may need releveling to promote drainage)



Kerb/gutter Clyde St/Mitchell Hwy needs replacement/extended blisters/ new wider footpaths, signage relocation and landscape

6. Public Domain Upgrades

6.1. Street Trees & Landscape

The *Gateway Signage and Landscape* Section above highlights the potential to use trees as an entrance feature to the village and for traffic calming. In addition to this a **Street Tree planting program** should be considered that would provide shade in summer, define the wide-open streets, improve amenity and walkability, create an 'urban oasis' appearance to promote visitation, promote navigation, and improve ecological and environmental outcomes.

Whilst it is a relatively simple street layout, a brief **Street Tree Master Plan** for the village could select appropriate species that are hardy and low maintenance and appropriate for each specific street taking into account the priority area, street orientation, the footpath/verge widths, and overhead and underground utility constraints.

It should also provide an **Irrigation Plan** so that watering can be achieved efficiently and improve the success of the program. **The existing irrigation along Narromine St should be repaired/replaced in the short term.** The community is interested in assisting with watering.

It is suggested that the priorities could be ordered as follows:

- a) **Mitchell Highway and Oxley Highway frontages;**
- b) **Narromine St central planter strip replacements and irrigation;**
- c) **Clyde St;**
- d) **Noel Waters Oval and recreation ground;**
- e) **Gunningbar St.**

The overall landscape character appears to be dominated by native trees but there is some potential for ornamental non-native and flowering plantings at key locations to provide colour and variety using species that would not interfere with overhead power lines.

The diagrams in this Village Plan show some **indicative street tree planting areas** (subject to more detailed investigation) that would reinforce key streets (subject to community & landscape consultation). The Nevertire Garden Club would like to be involved in discussions regarding the garden bed and street landscaping plans.

6.2. Accessibility

Nevertire is briefly reviewed in Council's (July 2015 – final report) *Pedestrian Access and Mobility Plan* (PAMP) and most of the issues raised relate to accessibility including:

- a) **The TrainLink Bus Stop north side of the Mitchell Highway needs:**
 - i. **A connecting path from the footway to the waiting shelter;**
 - ii. **An allocated space for a wheelchair and armrest for the seat;**
 - iii. **A waiting area, circulation space and boarding point slab widened and levelled with access to both sides of timetable;**
 - iv. **Kerb extensions across the Mitchell Highway (location to be determined).**

- b) **The TrainLink Bus Stop south side of the Mitchell Highway needs;**
 - i. **A waiting area, circulation space and boarding point slab above the ground with a suitable ramp;**
 - ii. **A timetable with circulation space;**
 - iii. **An allocated space for a wheelchair and armrest for the seat;**
 - iv. **A paved path of travel from the proposed kerb extension to the shelter.**

6.3. Pedestrian Crossings

Perhaps the biggest pedestrian/vehicle conflict in Nevertire is the desire to cross the Mitchell Highway at or near the Hotel or between the two bus stops. The location of the Rest Area and parking and the bus stop on the other side of the road to the Hotel and Café and rest of the village makes this necessary.

The Adopted PAMP recommends the **introduction of kerb extensions** between the bus stops so it is assumed that it has RMS approval (though generally they are less supportive of impacts on major highways). **Our preference is for a location between the bus stop and hotel.**

In addition, the best tools are the traffic calming landscape proposals noted above and clear sight-lines near the hotel to minimise risk.

Footpath crossings are less likely to be required in local streets due to low traffic densities and only a limited number of focal points such as the Hall/Park, and Recreation Ground.

6.4. Footpaths & Accessibility

There are existing footpaths around the block contained by the Mitchell Hwy/Trangie St, Clyde St, Oxley Hwy/Warren St, and Narromine St.

In general, the existing pathways need some cleaning up/spraying and general maintenance/repairs. In the short term, with the upgrades of the kerb and gutter at the intersection of Clyde St and the Mitchell Hwy **there should be improved kerb ramps and removal of barriers to safe movement near the hotel (near the Telstra phone) as part of the blister/footpath upgrades.**

In the medium to longer term the existing paths will need replacement and **possibly widening to meet current standards (especially the Mitchell and Oxley Hwy frontages).**

If **new footpath extensions** are requested by the community then it is suggested extensions could occur in the following priority:

- a) **West side of Clyde St from Mitchell Hwy to Narromine St (PAMP);**
- b) **North side of Narromine St from Clyde St to CWA Hall (PAMP);**
- c) **East side of Clyde St from Narromine St to Gunningbar St;**
- d) **South side of Narromine St from Clyde St to the recreation ground;**
- e) **North side of Narromine St from Clyde St to Warren St;**
- f) **North side of Gunningbar St from Clyde St to Warren St (when sealed).**



Cnr Mitchell Hwy and Clyde St (potential for wide blisters/landscape to prevent heavy vehicle entry to this street & create entrance feature)



Mitchell Hwy (pot. blisters to create narrow road crossing to bus stop)



Central Rest Area (Consolidate entrances to maximise landscape)



Mitchell Highway wide/desolate (needs narrower crossing to Rest Area)

6.5. Bicycles

Whilst there were **originally shared paths along the highway, the PAMP recommends the signage removal**. There are no other dedicated or shared bicycle routes in Nevertire. Generally, the community would be expected to utilise existing wide local streets. Without a school there are no clear design paths for children. No changes are proposed at this time.

In the longer term, the community may also want to consider at least a gravel path around the perimeter of the village as a walking / cycle path for exercise and enjoyment connecting to the recreation ground (not costed).

6.6. Street Furniture

There is limited existing street furniture around Nevertire, except near the bus stops/rest area on the Mitchell Highway, outside the old school (closed), and in the community park. Other than the Accessibility upgrades noted above and upgrades to the Rest Area and Park in this report, generally these should just be painted/maintained.

There is a tendency to use red 240L Sulo bins as public bins (assumed to be for easy visibility) but sometimes these provide an unwanted distraction. There are more **contemporary bins in the central rest area (metal) that could be considered for longer term replacement and consistency** but this is not mandatory.

6.7. Public Art

There is an opportunity for some limited public art in Nevertire (not costed) to provide visual interest, attract passing visitors, and highlight some of the history of the area.

Nevertire is the gateway to Warren Shire from the Mitchell Highway so there is potential to focus on the Mitchell/ Oxley Highway intersection and central rest area with some iconic rural sculpture.



Mitchell Hwy -north-west entrance (add landscape to south side)



Central Rest Area (Seal & consolidate entrances / landscape/ signage)



Central Rest Area (Large gravel areas need perimeter tree planting)



Central Rest Area (extend/ replace timber borders and enhance landscape)



Clyde St (widen footpath / add kerb ramps as part of new blisters)



Mitchell Hwy outside Café (landscape upgrade/replace bin/fix kerb & gutter and road edge/widen footpath/accessible bus shelter & timetable)



Mitchell Hwy south side (improve accessibility of bus shelter / connect to Hwy crossing / add landscape buffer and tree planting)

7. Key Sites

7.1. Management Plan(s) & General Maintenance

For all Crown Lands (and also Council Community lands) ideally there would be a **Plan of Management** prepared that would guide all future decision making in these areas and include the community and Crown Lands Division in their preparation. As upgrades in Nevertire are of a limited impact/scale this may not be a priority but should remain a longer-term goal.

Council should continue to support small villages with an **outdoors crew** attending a minimum of two (2) times a year working with the community for a couple of days on **maintenance, repainting and vegetation management/ replanting** of public spaces.

7.2. Country Womens' Association Hall

The CWA Hall is located on Narromine St beside the Community Park. We only viewed it from the outside but it is apparent the building is in need of maintenance and upgrades if it is continued to be used by the community.

As it is on Crown land there is the opportunity to apply for Crown Grants to supplement some Council funding. Council should accept some maintenance responsibility but also engage with the local community for assistance and input. **External works could include:**

- a) **Fix entrance paving;**
- b) **Clean out birds and droppings;**
- c) **Repair /repaint timber façade and door/window trims;**
- d) **Lighting at front and sides for night-time use;**
- e) **Take out fence to park to improve use for events.**

7.3. Nevertire Community Park

Nevertire Community Park, adjacent to the hall, is a well-kept civic and open space constructed and maintained by the Nevertire Social Club and community. Council's role should be to facilitate the community to manage the park.

The park would benefit from some **maintenance assistance and upgrades that could include:**

- a) **New Fence between park and hall with an access gate to promote access to/from the Hall;**
- b) **Additional shade tree plantings;**
- c) **New electric BBQ to replace old brick BBQ;**
- d) **Signage replacement/decluttering near entrance fence;**
- e) **Paint existing play equipment and some new equipment;**
- f) **Install soft-fall under play equipment;**
- g) **Extend path from entry to BBQ area and toilet block;**
- h) **Upgrade play equipment in medium to long term;**
- i) **Upgrade toilets with disabled access in medium to long term.**

It is recommended that there is some consideration of the longer-term layout of the Park and how it could better integrate with the Hall as a

community focal point. **A master plan is the best way to get community input and decide where new plantings, play equipment, memorials, and infrastructure are best placed, suitable low maintenance species, and to maximise use/ amenity and avoid clutter.** As this is Crown Land, the master plan can be used to seek approval and engagement with the NSW Government and provide a consistent planning process. The Nevertire Social Club and Memorial Hall Committee would like to be involved with discussions regarding the Park and Hall.



CWA Hall (Repaint, clean out entrance, pathway to entrance and improved grass verge, inside inspection & maintenance)



Relocate bins to less intrusive area, upgrade signage and reduce clutter, improve visual amenity of entrance and restore grass verge



Signage upgrade and master plan for future upgrades



Play equipment (paint and progressively upgrade (if used))



Play equipment (paint and progressively upgrade (if used))



Shaded play equipment (maintain and update equipment (if used))



Toilet block (upgrades / accessible toilet in longer term)

7.4. Noel Waters Oval / Recreation Ground

Noel Waters Oval and recreation ground is located at the north-western end of Narromine St (between Gobabla St, the Mitchell Hwy, and the Warren Rail Line). It consists of an area of approximately ~13.5 hectares.

In the eastern part of the ground is Noel Waters Oval which is understood to be used for cricket and football (no permanent goals). In the western part of the ground is the Pony Club and horse events area. In the centre is the tennis courts, toilet block, and sheds.

Council should consult with the community as to demand and particular sporting needs, taking into consideration the larger range of better quality facilities in Warren only 20 minutes-drive away.

The oval appears to be of sufficient standard but it is unclear how often it is used. **Ongoing mowing** may be important as it provides a fire break to the village.

The pony club lease area was not inspected in detail but appears to be used and in reasonable condition. **It may just require some fencing upgrades around the arenas and yards.**

The tennis courts are over-grown and unusable in their current state. Assuming the community has an interest in using them then **the first task should be to remove the weeds and relevel the surface and provide nets. It would be worth seeing if the lights are working or repairable** as it would make evening tennis more suitable in the hotter months.

There are some trees along the access driveway and a couple around the oval and south of the tennis courts. However, there is little shade where it is needed around the event and viewing areas. **We suggest planting trees around the perimeter of the oval and horse arena, particularly around viewing / visitor / parking areas. In addition, the planting that has commenced around the highway frontage could be supplemented to create a stronger 'green' entrance to Nevertire.**

The toilet block was not inspected internally but if the grounds are used it would be good to invest in some minor upgrades (see *Informal Camping* Section that follows). Outdoor gym equipment could be added (not costed) though this may be more centrally located in the Park.

In the short term the community wants the dams behind the oval desilted and in medium term an irrigation system for the oval. In the **longer term it may be worth considering re-use of water from the Sewage Treatment Plant ponds for irrigation** to improve the landscape and oval grass and as a sustainability initiative but this would depend on the feasibility/cost of creating the irrigation system (not costed).

7.5. Informal Camping

Increasingly travellers are interested in locating free or 'by donation' camping grounds around NSW that have the potential to provide some additional income to local businesses and services but also require some support. They are particularly useful when aligned with 'destination' locations or on tourist trails. Advertising on camping and 'grey-nomad' websites and word-of-mouth may improve usage.

Currently, the signage at the entrance to the recreation grounds makes it clear that 'No Camping Allowed'. This suggests people may have tried it in the past but it is not supported by Council or the community. Community feedback suggests this requires further discussion/investigation and may not be supported by all of the community.

Assuming that it was acceptable, one possibility is that the southern part of the Recreation Grounds between the access driveway and highway (currently unused) could be used for camping. The benefits are that it is within 400-450m of the village centre/hotel, it has good access to/from the highway (via Gobabla St), there is a large flat grassed area that has good visibility but setbacks from the highway and there is an existing toilet block (assumed to have reticulated sewer and water).

Ideally, there would be **gravel entrances off the main driveway to access camping area and possibly a small loop road** to minimise vehicle damage when it is wet.

However, the challenges are that substantial expenditure on the amenities block may not be warranted if there is no significant sporting use of the grounds (addition of a hot shower facility is desirable but not mandatory). There is also limited shade provided by the driveway trees but this could be **supplemented with a tree planting program that also creates a 'green' entrance feature on the north-western approach along the highway.**

7.6. Cemetery

Nevertire General Cemetery is located just off the Oxley Highway. It was not inspected as part of this study. However, as a key item of heritage interest it may be worth having **improved signage** and ensuring that Council's staff visits at least twice a year for landscape maintenance.

The community would like to see regular maintenance of the cemetery including weed removal, gravel surfacing, new fencing around perimeter, and regular mowing to include the area up to the undesignated graves along the back-fence line (general maintenance/not costed).



Consider adding trees to create entrance feature/shade for camping



Tennis courts (if used then need upgrading/weeding/nets/lighting)



Discuss upgrades required to toilet block (especially if camping allowed)



Entrance Noel Waters Oval (consider allowing camping by donation)



Gates to Nevertire Pony Club and horse event area

8. Planning Controls & Growth

8.1. Zoning (Land Use)

The key planning controls are in *Warren Local Environmental Plan 2012* that applies Zone RU5 Village to most of the settlement and Zone IN1 General Industry to the area east of Warren St / a part block back from the Mitchell Highway and some land fronting the Nevertire Bogan Rd. Zone SP2 Infrastructure is applied to the Mitchell Highway, railway line, sewage treatment plant, and electricity substation/distribution area.

The settlement has a minimum lot size of 2000m² for most of the lots except for highway, railway, or sewage treatment plant land. However, as Nevertire has access to a reticulated sewer system lots in the village centre (west of Warren St) can be a minimum of 500m².

The settlement is surrounded by Zone RU1 Primary Production. There are no Zone R5 Large Lot Residential areas around or near the settlement though there is a small lot historic subdivision pattern on the Warren Road.

8.2. Crown Land & Growth Opportunities

This Plan does not consider changes to zoning or lot size boundaries but it is assumed there is sufficient area for residential and other land use growth at this time.

Some of Nevertire's Village Zone is actually Crown land but this generally covers recreation and community sites, roads, and some land towards the perimeter of the village. There appears to be a reasonable number of vacant lots outside the Crown land that could provide residential growth (if required) (subject to land ownership and other constraints).

8.3. Utilities

Nevertire relies on bore water for its reticulated supply. Recently Council has installed a new bore and upgraded the connections between Warren, Nevertire and Collie to improve water security. People continue to collect rainwater as an alternative supply.

The storage tank (see photo opposite) is located at the end of Clyde Street. Approximately, **\$350,000 has been allocated for the repainting and re-roofing of the storage tank.** Whilst it is a significant structure, its location away from the highways means it is less suitable as a landmark or community focal point. However, the community could still consider painting of murals on the tank that attract visitors (e.g. Coonamble tank mural – see photo opposite).

An upgraded supply of water suggests that irrigation of street trees is viable and can be progressively rolled out with **some new connections.**

The Community has raised issues with water pressure. Council will need to review and determine solutions (not costed/general maintenance).

Nevertire is fortunate to have a Sewage Treatment Plant and reticulated sewerage system. There are no known issues. There is potential, if economically viable, to re-use some treated pond water for irrigation of the recreation grounds or street trees if required in the long term (not costed).

The community has also highlighted that there is a mobile and internet black spot in the area that makes it difficult for telecommunications. Council will try to contact Telstra to identify the issue and see if there are any opportunities to improve coverage in the area (not Council works).

8.4. Waste Depot

The Nevertire Waste Depot is currently closed and all waste must go to Warren. The community would like Council to consider re-opening the depot (difficult due to licencing) or having a period collection of green waste, bulky items, etc that are difficult to take to Warren. They are also interested in the introduction of recycling bins/waste separation.

9. Relevant Documents List

- Council's (July 2015) *Pedestrian Access and Mobility Plan (PAMP)*;
- High Ground Consulting (2011) *Warren Shire Thematic History*;
- High Ground Consulting (2011) *Community Based Heritage Study*;
- R.M Brennan's two books *Across the Black Soil Plains* and *Keep the Billy Boiling*.



Sewage Treatment Plant (possible future re-use of treated water)



Nevertire water tank (repainting – re-roofing)



Coonamble water tower mural (example)

10. Summary Action Table (Subject to Community Consultation)

No.	Item Description (Indicative Timing - Short (1-3 years) / Medium (3-5 years) / Long (>5 years))	Indicative Timing
ENTRANCE DESIGN & SIGNAGE		
1	Relocate signage & bins blocking views to 'Nevertire' brick sign	Short
2	Add Key Facilities (White on Blue) to existing 'Nevertire' (Black on White) signs four (4) approaches	Short
3	Repaint Scenic Route Sign Mitchell Highway North (near rail crossing) and South (near Oxley Hwy)	Short
4	Toilet symbol signs at Oxley/Narromine and Mitchell/Clyde St to Community Park Toilets	Short
5	Nevertire Central Information Board 3 panels (same as Collie + history board)	Short
6	Improved signage to General Cemetery (key history/heritage item) Location to be discussed	Medium
7	Improved signage for Central Rest Area (if required)	Medium
8	Provide signage to recreation grounds for camping (if approved by Community/Council)	Medium
9	Remove shared path signage along Mitchell Highway (PAMP) unless this is upgraded	Long
9A	Discuss with RMS having 80km/hr transition speed zones on 3 additional entrances	Med-Long
ENTRANCE LANDSCAPE & STREET TREES		
10	Shrub removal around 'Nevertire' brick sign / replant ground covers only / additional plantings elsewhere in landscape strip / new timber borders / general weeding and maintenance	Short
11	Repair grass street verges in front of hotel and café and old shop and CWA Hall with irrigation	Short
12	Street Tree Master Plan both highway approaches and key streets with suitable species selection	Short
13	Supplementary Tree Planting & fix irrigation Narromine Street central landscape strip	Short
14	Tree Planting between Mitchell Highway and Railway Line (with sight-lines to signs)	Medium
15	Tree Planting Oxley Hwy from 60km/hr to Mitchell Highway	Medium
16	Tree Planting Central Rest Area Perimeter and Landscape Strip	Medium
17	Consider low planted landscaped beds around 'Nevertire' entrance signs (4) approaches	Medium
18	Tree Planting Clyde St (western side) and Gunningbar Street (southern side)	Long
STREET & DRAINAGE UPGRADES		
19	Kerb blisters with new kerbs, gutters, footpaths and kerb ramps at Mitchell Hwy/Clyde St north side (possibly with centre island) - relocation of signage away from footpaths + possible landscape	Short
20	Clean out and relevel drainage line at end of Clyde St / Belerenga St to dam to north-west	Short
21	Clean out existing gutters around village and check/survey levels	Short
22	Seal Roads to Fuel Station (Gunningbar/Cremorne/Narromine St east of Oxley Hwy)	Short-Med
23	Possible blister extension and footpath upgrades on both sides of Mitchell Hwy connecting Hotel to south Bus Stop (RMS) with accessible bus shelter area	Medium
24	Extend seal on Clyde St (Narromine to Belerenga St) & upgrade kerb/gutter for drainage	Medium
25	Seal Gunningbar St (Clyde to Warren Sts)	Medium
26	Relevel and reseal Nevertire-Bogan Rd on either side of Rail Crossing RMS	Medium
27	Seal entrances to Nevertire-Bogan Rd from Grain storage/weighbridge areas RMS	Medium
28	Replace and widen footpaths Mitchell Highway / Trangie St north side (~250m)	Medium
29	Extend footpath west side of Clyde St (Mitchell Hwy to Narromine St (PAMP))(~115m)	Medium
30	Extend footpath north side of Narromine St (Clyde St to CWA Hall (PAMP))(~100m)	Medium
31	Extend footpath east side of Clyde St (Narromine St to Gunningbar St)(~120m)	Long
32	Extend footpath south side of Narromine St (Clyde St to the recreation ground)(~215m)	Long
33	Extend footpath north side of Gunningbar St (Clyde St to Warren St)(~260m)	Long
34	Review levels in Narromine St cross drains and re-level if required.	Long
35	Seal Belerenga St	Long
36	Seal Gunningbar St (west of Clyde St)	Long
37	Seal entrances to Central Rest Area (and possibly part of Rest Area) RMS	Long

No.	Item Description (Indicative Timing - Short (1-3 years) / Medium (3-5 years) / Long (>5 years))	Indicative Timing
BUILDING UPGRADES (PRIVATE CONSENT REQUIRED)		
38	Review opportunities in business policy for rate reductions / Council inputs to private buildings	Short
39	Nevertire Café - Awning or Above Awning 'Café/Shop' signage and awning restoration	Short
40	Restoration of Old Shop Clyde St/Mitchell Hwy awning, signage, and shopfront	Short/Med
41	Repainting/repair external façade of CWA Hall, clean-up entrance and add pathway / grass verge	Short/Med
42	Review opportunities for Public Art / Signage / Attraction for Nevertire Hotel	Short/Med
43	Landscape and maintenance Anglican Church, Warren St	Short/Med
44	Repainting of former Church on Narromine St	Med/Long
STREET FURNITURE		
45	Additional shaded accessible seating structure in Central Rest Area (RMS?)	Medium
46	Accessible bus shelter area north side of Mitchell Highway (see PAMP for details)	Medium
47	Accessible bus shelter area south side of Mitchell Highway (see PAMP for details) Poss. Relocation.	Medium
48	Replace red 240L Sulo bins with metal enclosed bins where cost effective	Medium
49	Possible outdoor gym equipment (Noel Waters Oval or Park – to be determined)	Medium
CWA HALL & COMMUNITY PARK (CROWN LAND)		
50	Master / Landscape / Management Plan for CWA Hall/ Park with Comm. & Crown consultation	Short
Community Park		
51A	Extend path from entrance to toilets/BBQ	Short
51	Replace Fence - Promote access to/from the Hall with new gate	Short
52	Additional shade tree plantings	Short
53	New electric BBQ to replace old brick BBQ	Short
54	Signage replacement/decluttering near entrance fence	Medium
55	Paint existing play equipment and some new equipment	Medium
56	New soft-fall under play equipment	Medium
57	Update/maintain Play Equipment every 10-15 years	Long
58	Update Amenities Block with disabled access (maintenance every 10-15 years)	Long
CWA Hall		
59	Consult with CWA committee/community regarding maintenance requirements	Short
60	Fix entrance paving and path to kerb	Short
61	Clean out entrance (birds and droppings) and maintain memorial plaques	Short
62	Repair /repaint timber façade and door/window trims	Short
63	Lighting at front and sides for night-time use	Medium
RECREATION / SPORTSGROUND - NOEL WATERS OVAL		
64	Discuss with community and sporting groups the level and demands for usage and requirements	Short
65	Discuss with community whether free/by-donation camping would be desirable at rec. ground	Short
66	Weed and relevel tennis courts and provide nets and check lighting	Short
67	Planting of trees around perimeter of arenas/ovals, viewing and parking areas	Medium
68	Repairs and maintenance to toilet block to improve useability	Medium
69	Consider upgrades to amenities block to include hot showers, accessible toilet(s).	Long
70	Gravel entrances and/or loop road from main driveway to provide camping access (if permitted)	Long
70A	De-silt dams behind oval and look at irrigation system	Long
CEMETERY		
70B	Improved maintenance, mowing and new fencing	Short

No.	Item Description (Indicative Timing - Short (1-3 years) / Medium (3-5 years) / Long (>5 years))	Indicative Timing
UTILITIES / MAJOR INFRASTRUCTURE		
71A	Repainting & re-roofing of Water Tank (possible mural opportunity?)	Short
71B	Review water pressure through village and maintenance	Short
71C	Extension of irrigation lines through streets for street tree and verge watering	Medium
NOT COSTED / OTHER		
72	Documentation and validation of history of Nevertire	Short
73	Consult with CWA Hall Committee on internal maintenance upgrades and requirements	Short
74	Discuss with Community about culture, identity and public art opportunities to encourage people to stop and visit Nevertire (potential iconic piece near Mitchell/Oxley Hwy intersection)	Short
75	Discussions with RMS about appropriate traffic calming/entrance landscape/highway intersection/signage and pedestrian crossing treatments	Short
76	Nevertire General Cemetery - review need for landscape upgrades	Medium
77	Design for Upgrade of Mitchell Hwy / Oxley Hwy intersection with landscape features and signage	Medium
78	Create gravel shared walking/cycling path around perimeter of Nevertire	Long
79	Upgrading Mitchell Highway/Warren Train Line crossing to signalised / barriers	Long
80	Upgrading Nevertire-Bogan Rd / Main Western Train Line crossing to signalised / barriers	Long
81	Upgrading Nevertire-Bogan Rd	Long
82	Consider re-use of STP Water for irrigation of Noel Waters Oval and street trees.	Long
83	Review potential for bulky/green waste collections and future recycling bins	Long
84	Discuss with Telstra getting improved mobile and internet coverage in/around Nevertire	Long