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WARREN

This Village Plan has been updated with feedback from the public exhibition of the draft by Council. 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. Village (Enhancement) Plans

It is important to note that Warren has adopted the *Warren Streetscape Masterplan* (Environmental Partnership, Sept 2011) ('Masterplan'). The Masterplan briefly covers an overview of Warren's opportunities and constraints and broad urban area and transport but mostly focusses on upgrades to the main street (Dubbo St) and connections along the Macquarie River and recreation areas with landscape and urban design initiatives (see *Streetscape Masterplan Summary* Section below).

We also note Warren has a strong Town Improvement Committee that seeks to implement a range of projects to improve the town. We note the minutes of the 11 April 2017 meeting that provided a summary of the 'Town Beautification Project' history and achievements.

This Village (Enhancement) Plan does not seek to replace previous plans/recommendations but to integrate them and focus on some other aspects of town beautification including, but not limited to:

- Entrance / gateway design and signage;
- Navigation and tourist information signage and parking;
- Pedestrian/accessibility and bicycle path upgrades (PAMP);
- Street tree master plan concept;
- Key recreation / park ground upgrades.

1.2. Brief History & Heritage

Warren sits on the Macquarie River with (Gunningbar and Ewenmar Creeks either side) that drain towards the Darling River.

This plan has not reviewed the significance of the local area to Aboriginal people or key Aboriginal sites in any detail other than where particular sites are noted. Any significant projects should consult with the Aboriginal elders, address local concerns, and seek to avoid/minimise impacts. **Due to strong local Aboriginal culture, history, art and links to the country there could be improved education and tourist opportunities.**

The town of Warren commenced as a watering hole (of the same name) on the Macquarie River and was surveyed in 1860 and gazetted in 1861 (*Warren Shire Thematic History*). It grew through the late 1800s as a rural service settlement and in 1898 was connected by the Warren Rail Line from Nevertire. More recently, 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. Whilst some key dates are already summarised on the **Central Information Boards** (see below) these could be expanded and utilised to protect heritage items and link urban design initiatives to the town's history. 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 *Across the Black Soil Plains and Keep the Billy Boiling*.

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

The list is too large for this report but indicates that there are significant Aboriginal Sites; Archaeological Sites; Commercial Buildings; Cemeteries & Burial Sites; Churches; Government Buildings; Hospitals & Schools; Homestead & Houses; Memorials, Parks & Recreation Areas; Halls; Infrastructure; etc. where the **historic places contribute to the character of Warren and require some degree of recognition, visitor information, protection and enhancement potentially with character or conservation areas** (even if they are not listed heritage items).

1.3. Population, Demographics & Employment

Warren's Census District is defined by an Urban Centre & Locality (UCL 115148) that closely resembles the urban area of Warren. At the 2016 Census there were 1,530 people; 808 private dwellings (587 occupied); a median age of 45, and 354 families.

Some interesting figures are that there are a higher than NSW average number of single (or lone) person households (37% vs 23.8%); generally lower weekly household incomes; a lower amount of home internet access; and a higher rate of unemployment.

1.4. Location & Distances

Warren is a settlement located on the Oxley Highway in the southern part of the Warren Shire. Driving distances are approximately:

- 19km (~12 mins) from Nevertire (Oxley Hwy);
- 51km (~35 mins) from Collie (Oxley Hwy);
- 52km (~34 mins) from Trangie (Oxley/Mitchell Hwy – outside Shire);
- 78km (~51 mins) from Nyngan (Oxley/Mitchell Hwy – outside Shire);
- 87km (~57 mins) from Narromine (Oxley/Mitchell Hwy – outside Shire);
- 90km (~1 hour) from Gilgandra (Oxley Hwy – outside Shire);
- 114km (~80 mins) from Dubbo (Wambianna Rd – outside Shire).

2. Main Rail & Road Connections

2.1. Rail

As stated above, the Warren branch line was extended from Nevertire (Main Western Line - opened in 1882) to Warren and opened on 1 January 1898 (*Thematic History*). Rail passenger trains declined in the 1960s and by the mid-1960s they ceased running to Warren. The line continued to be used for cotton, grain and freight until the bridge over the Gunningbar creek was burnt. Now it is connected to the industrial area at the airport only. **Council needs to prepare an application for State funding/insurance claim to rebuild the bridge** (not costed).

The rail line crosses the Oxley Highway just south-west of the town and if the line were to be used regularly may need a signalised/barrier crossing at some stage in the future (not costed).

2.2. Main Roads & Connections/Heavy Vehicle Bypass

Warren is located on the Oxley Highway that commences at Nevertire on the Mitchell Hwy and runs through to Gilgandra, Coonabarabran, Tamworth, and east to Port Macquarie. See photos below of both approaches to Warren on the Oxley Highway.

Local roads radiate out from Warren to Dubbo/Gin Gin (south-east), Coonamble (north-east), Quambone (north), and the Macquarie Marshes (north-west). These are less significant gateways to Warren but still important in terms of navigation and tourist signage.

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).

A Heavy Vehicle (Industrial) Bypass links the Oxley Highway at both ends of Warren and connects around the west of the town. It provides access to much of the industrial land and minimises heavy vehicle impacts in the centre of town. However, some trucks still come through town to access services. The roundabout at Dubbo St and lower speeds act as a partial barrier to excessive heavy vehicle traffic.

3. Key Facilities & Attractions

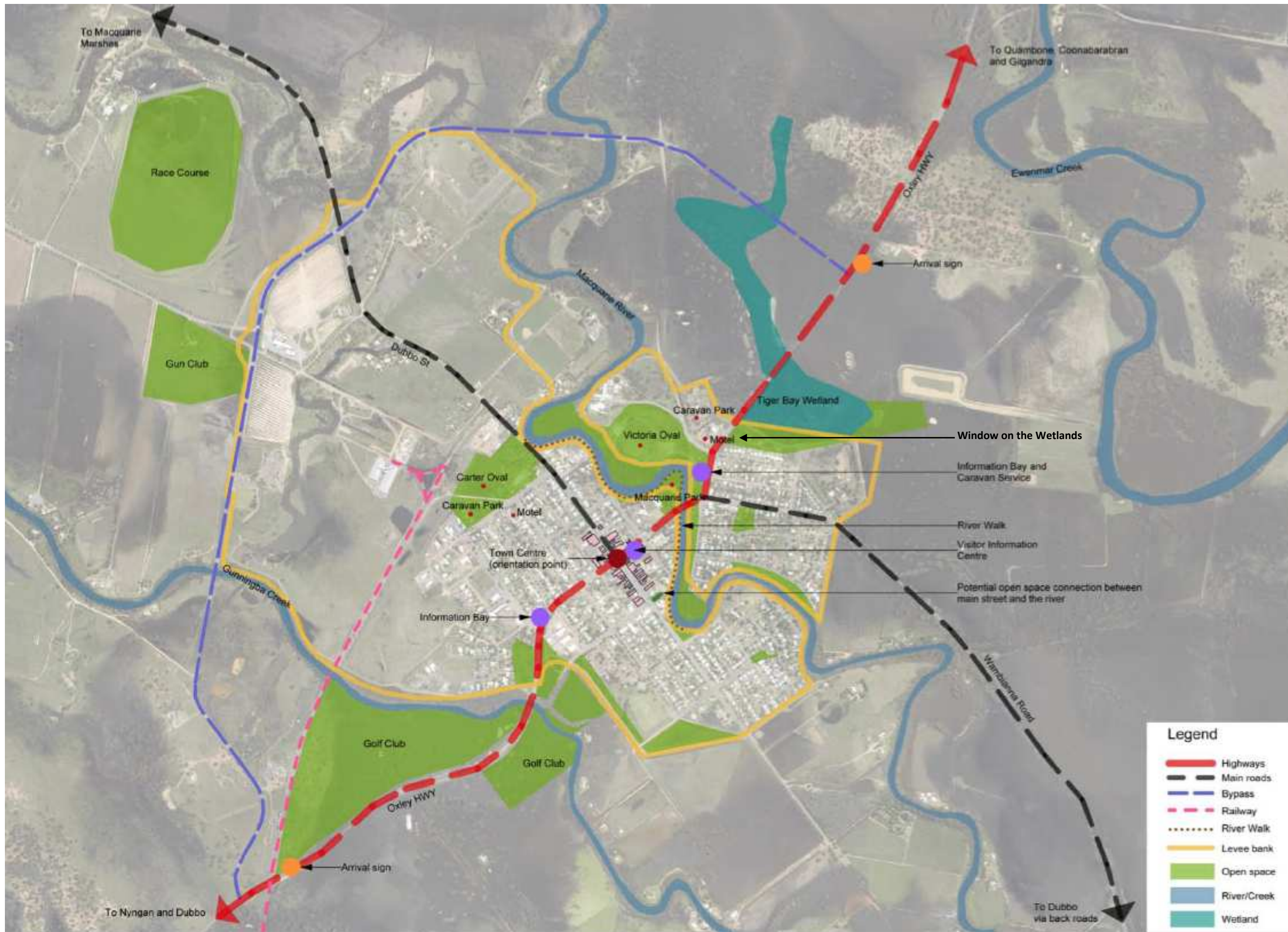
Warren is the local service centre for the Shire and surrounds. It benefits from having a range of key infrastructure and services including:

- Education - preschool, two primary schools, high school, and TAFE;
- Health - Multi-Purpose Health Service/hospital (emergency), dentist, aged care facility (**dementia wing needed**), and baby health;
- Community and support services – Courthouse, emergency services, Council chambers, etc.;
- Recreation and sporting facilities – Sporting & Cultural Centre, Showground & Racecourse Complex, Golf Course, Macquarie Park, Victoria Oval, and other smaller riverside and pocket parks (see *Key Sites* Section below);
- Environmental – Tiger Bay Wetlands and environmental centre (and gateway to Macquarie Marshes);
- Agriculture and industry support; and
- Shire level retail and shopping.

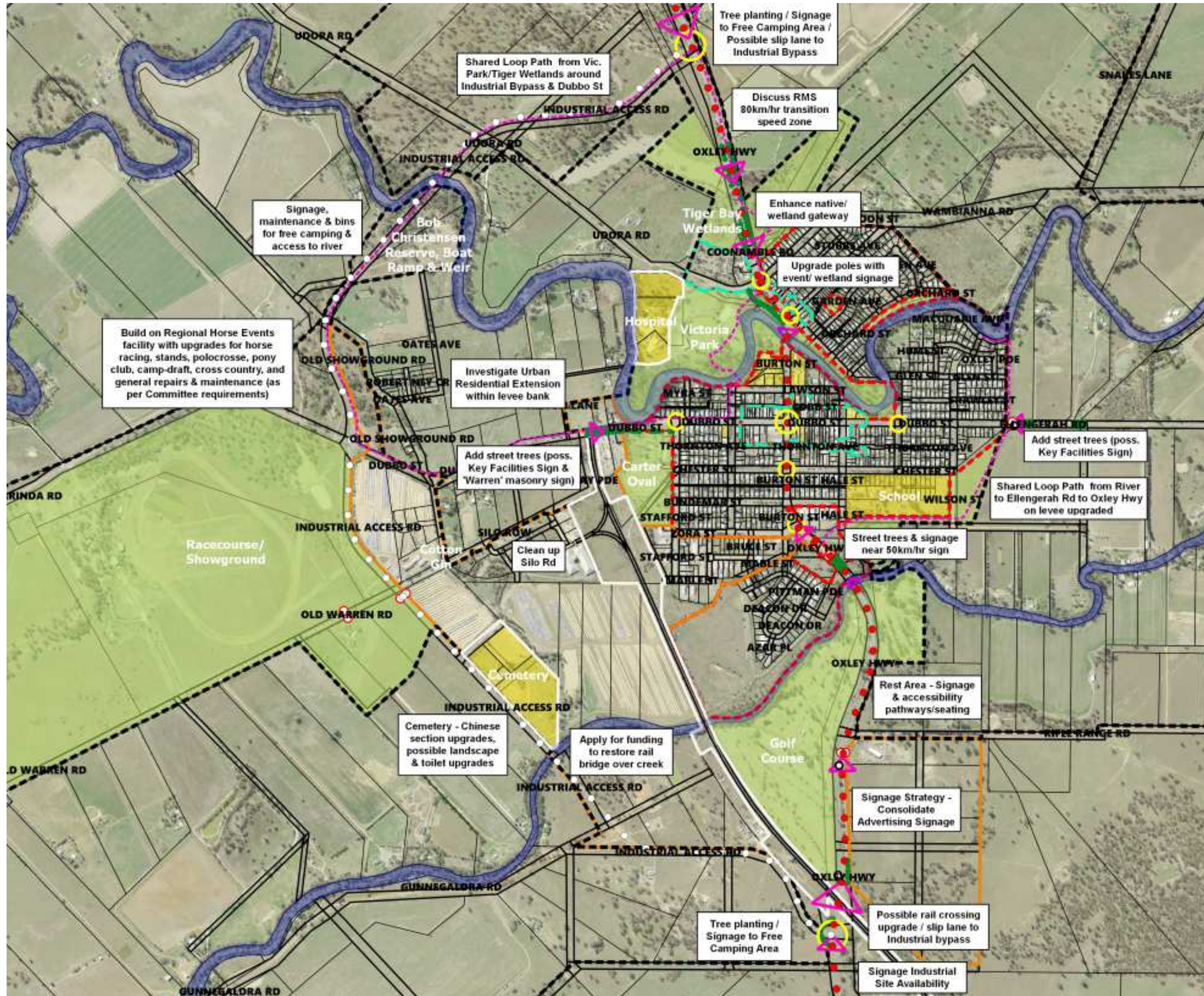
There are public bus connections in both directions along the Oxley & Mitchell Highways with regular services to Dubbo.

Warren remains the primary service centre for the Shire but has some economic issues associated with loss of retail and services to Dubbo (just over 1 hours' drive) and a number of vacant shops in the main street.

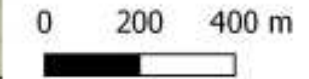
Warren is known to be a hard-working and close-knit community and has less social issues than many other similar rural towns. Employment continues in cotton, agriculture, industry, education, and retail.



Excerpt from Warren Streetscape Masterplan (2011) – Site Appreciation showing major transport infrastructure, recreation areas, and facilities (with WOW Centre added).



Warren Entrances, Gateways & Surrounds



Legend

- Water Feature
- Railway Line
- Highway
- Bypass_Warren
- Zone_SP2
- Zone_IN1
- Zone_B2&B6
- Zone_R1
- Zone_R5
- Recreation / Park
- Community Use
- Speed Signs
- Other Signs
- Gateways
- Key Intersections
- Entrance Trees
- Shared Loop Path Potential

4. Entrance Design & Signage

4.1. Shire Wide Navigation Signage

As stated above, Warren is on the Oxley Highway not far from the Mitchell Highway with good signage at Nevertire for the turn-off (see Nevertire Village Plan). There is clear white on green navigation signage for Warren at Gilgandra on the Newell and Castlereagh Hwy intersections.

Warren is also potentially on a major regional bird watching trail from Lake Cargelligo (Lachlan Shire) through to the Macquarie Marshes and across to the Warrumbungles (and others across the state).

Generally, these bird trails are on printed maps (see Macquarie Valley Trail www.rivertrails.com.au) and not signage. The Macquarie Marshes are an internationally significant set of RAMSAR Wetlands so they are worthy of their own signage.

For visitors navigating to the Marshes, there is potential to improve signage at key intersections on approach to and in Warren. **This could consist of white on brown 'tourist' sign-postings that were part of a regional trail** but would need to comply with the RMS (2011) *Tourist Signposting* guidelines (discuss with RMS and adjacent Shires). The *Destination Macquarie Marshes Action Plan* contains a detailed Signage Strategy that should be considered.

4.2. Entrance Signs & Landscape

One of the strongest features of Warren is its location on the Macquarie River and several creeks and the associated increase in green native vegetation, street trees, and well irrigated sportsgrounds and lawns. This creates a strong 'urban oasis' appearance that makes Warren welcoming and provides impetus for travellers to stop and visit. As with Nevertire and Collie, Warren has a unique masonry style town signage with clear black/silver trimmed letters on both sides.

Oxley Highway – Nevertire Approach

On the south-western approach from Nevertire, the Oxley Highway slows from 110km/hour to 70km/hour near the Golf Course and then decreases to 50km/hour after crossing Gunningbar Creek (see photos opposite/below). Variations in road direction, tree lined streets/entrances and river landscape, urbanisation, and other visual cues means that there is a good sense of 'entrance' / 'arrival' to Warren on this approach.

The 'Warren' masonry town sign is located near the golf course and is clearly visible and backed by a strong street tree gateway planting design (no changes required other than ongoing landscape maintenance and improvements). There are some suggestions these signs should be more welcoming or include key words such as 'produce'/'heritage'/'nature' (but this is up to Council's branding strategy and would need to be consistent across the Shire) or include wording on the back like 'Please come back soon' or 'Travel Safely' etc. (not costed).

However, the *Streetscape Masterplan* suggests that arrival in the town centre is 'anti-climatic' and suggests some upgrades to the green link along Dalton St and the Dubbo St roundabout/intersection (see *Main (Dubbo) Street Section* below for details).

The other amendments that could be made (in the longer term) are:

- a) **Add slip lane at Truck Bypass intersection (RMS);**
- b) **If rail line used, add signalised/barrier crossing (RMS/NSW Transport);**
- c) **Add street trees at 50km/hr sign and possible signage to the creek side rest area;**
- d) **Widen the blisters at the Oxley Hwy / Burton St / Bundemar St pedestrian crossing and add ground-cover plantings.**

Oxley Highway – Collie Approach

On the north-eastern approach from Gilgandra, there is a 'Warren' masonry town sign on the Oxley Hwy north-east approach near the Heavy Vehicle Bypass intersection. However, with a long straight road and limited vegetation there is little sense of 'arrival' or traffic calming.

Additional street trees could be added around the bypass intersection without blocking sightlines to signage and oncoming vehicles.

The Oxley Highway slows from 110m/hour to 50km/hour just near the Tiger Bay Wetlands which is a fairly abrupt change in speed with limited other visual cues for traffic calming (see photos next page). The sense of 'arrival' at Warren occurs at the wetland centre and service stations / water tower closer in to town. A transition 80km/hour sign or moving the 50km/hour signs further out may be needed to improve safety for people using the Tiger Bay wetland walks crossing the highway.

Whilst the wetlands and river vegetation create a reasonably strong entrance there is **potential to supplement the roadside trees to create a stronger 'gateway' and traffic calming and also enhance environmental outcomes (discuss with RMS / Tiger Bay Wetlands group).**

The existing steel poles opposite the Service Station / Wetland Centre for temporary 'flag' signage are unused because of difficulties accessing these poles and possibly high winds. It is suggested these **poles are retrofitted with pulleys that can support flag signage and possibly lighting or this is a location for electronic signage.** This could better incorporate the Tiger Bay Wetland signage as well as event signage.

The highway intersection with Milson St/River Avenue may require review & redesign as trucks cut across this intersection and priority is unclear.

Other Entries

Whilst there are less significant entrances from the north-west (Carinda Rd) and south-east (Ellengerah Rd), these are still important connections. Currently these have the small black on white 'Warren' population signs that are probably sufficient for now.

As traffic increases to the Macquarie Marshes an upgraded village sign on Carinda Rd may be worthwhile (long term). The levee bank rise on Ellengerah Rd provides a sense of 'arrival' at a strong urban boundary. **For both entrances we suggest some street tree entrance plantings.**

The existing white on black signs could be retained (with population updated) and there is **potential to consider addition of white on blue Key Facilities Signs showing Warren has toilets, fuel, food, and accommodation.** However, this is not strictly necessary as the Oxley Highway/Dubbo St passes through the middle of town (except for trucks taking the bypass).

OXLEY HWY SOUTH-WEST APPROACH (FROM NEVERTIRE)



Industrial Bypass approach signage (add signs to free camping)



Industrial Bypass intersection (needs signage to camping/future slip lane)



Warren Rail Line Crossing (traffic calming/future signalisation)



Warren Town Sign (poss. add Key Facilities Sign)



70km/hr signs / Rest Area (good speed transition/traffic calming)



Visitors Info. Sign / Urban boundary (traffic calming opportunities)



Industrial Bypass intersection (signage to free camping area)



Warren Entrance Sign and street trees (strong entrance)



Oxley Hwy/ Burton St – pedestrian crossing (repaint and widen blisters)



'50km/hr ahead' signs (limited visual cues for traffic calming)



Gunningbar Creek Bridge (review shared path width)



Approach to Dubbo St / key intersection (signs to Mac. Marshes needed)
OXLEY HWY NORTH-EAST APPROACH (FROM GILGANDRA/COLLIE)



'50km/hr' / Warren Town signs (add native trees behind to strengthen sense of arrival and ecological connection across Wetlands)



50km/hr signs (needs signage for River Rest Area/tree plantings)



'Warren' Town Sign near Bypass (needs landscape but clear sight-lines)



Urban boundary (modify poles, strengthen landscape)

4.3. Key Intersections/Navigation & Signage Strategy

Warren is relatively simple to navigate because the Oxley Hwy runs south-west to north-east and intersects with the other main connection road at Dubbo Street, marked by a major roundabout.

Dubbo St to the north-west becomes Carinda Rd and connects to the north of the Shire and the Macquarie Marshes. Dubbo St to the south-east becomes Ellengerah Rd down to Gin Gin and then Dubbo. Wambianna Rd is also another connecting road in this direction.

Therefore, the Oxley Hwy/Burton St/Dubbo St intersection is the main point of navigation within the town for other significant routes. The *Streetscape Masterplan* highlights some key opportunities for this intersection.

Whilst this Village Plan makes some broad recommendations about entrance and navigation signage, we suggest that there are very specific safety and navigation issues for Warren that would warrant the preparation of a **Signage Strategy** focussed firstly on the Oxley Hwy/Dubbo St intersection (and 200m in all four directions) extending to all four main approaches. This should be integrated with an **Accessibility Review** (particularly Dubbo St and the Oxley Hwy) and *Destination Macquarie Marshes Action Plan Signage Strategy*.

The community is interested in an **electronic signage board located on the Oxley Highway** providing easily updatable information on local events but this would need to be located to avoid driver distraction and clutter.

4.4. Oxley Hwy/Dubbo St Roundabout

The Masterplan has developed some concepts for the main roundabout on Burton St/Dubbo St intersection. However, it is suggested that these designs need to be integrated with the Signage Strategy above and demonstrate clear sight-lines for traffic safety.

Whilst the Dubbo St roundabout has had much of the signage clutter removed for vehicle safety, the navigation signage has been relocated into pedestrian footpath areas (all four approaches) that potentially conflict with pedestrian accessibility and create visual clutter affecting those streetscapes.

This may be the best outcome that can be achieved without reverting to signage clutter on the roundabout. However, with the **redesign of the roundabout** as per the Masterplan there is potential to **reincorporate some navigation signage at low levels that does not interfere with sightlines to oncoming vehicles and removes them from the footpaths**.

4.5. Tourist Information Parking Signage

There may be an issue with accessing the Tourist Information Office on Burton St with long vehicles. There is a limited area for long vehicle parking opposite St Mary's School further up Burton St and Lawson St is a dead end with limited capacity for turning longer vehicles. **The signs on Lawson St suggesting it can be used for long vehicles should be removed and long vehicle parking provided only on the highway.**



Oxley Hwy/Dubbo St Roundabout (needs to be focal point and provide navigation without clutter/safety issues -see Masterplan)



Ellengerah Rd entrance – levee bank (add street trees behind 50km/hr)



Dubbo St (Signage/Access Strategy to review conflicts along footpath)



Lawson St (relocate long vehicle parking to highway verge)



Tourist Information Access (sign-post long vehicle parking)

4.6. Central Information Board(s)

Warren has adopted the same information boards as Collie and these are located in Oxley Park near the Water Storage Tank/Rest Area. These provide a consistent design and style with general information for all three (3) towns/villages. The only structural addition could be some **shade cover over the signage** (not mandatory). There is only limited information on the boards noted above.

Visitors should also be directed to the Window on the Wetlands Centre for additional information on the Macquarie Marches/Valley Trails.

In addition, there is a Visitor Information Office that is well signposted and centrally located for tourist information and is expected to provide more maps of walking trails and information on heritage / historic items and places. In the longer term, **walking trails could be developed either with small plaques on key buildings, trail markings in the footpath, or electronic walking tours for mobile phones** (not costed).

There is also a **Community Notice Board** on the old building adjacent to the Council Chambers. This should be **upgraded and expanded** as part of a future redevelopment of the site for Council offices. **Town walking maps and history could also be provided in this central location (or as part of activation of vacant shop-fronts).**

4.7. Tiger Bay Wetlands Signage

Tiger Bay Wetlands are a major attraction on the northern side of Warren (and are addressed in more detail in the *Key Sites* Section below). There is excellent signage at the northern end of town including the Window on the Wetlands Centre sign, information signage near the wetlands walk, and along the trails.

It may be worth **adding 'Tiger Bay Wetlands' on white on brown tourist signage as part of a regional bird-watching trail**, particularly on the Oxley Highway southern approach and near Nevertire. The **signage on the large green highway poles could also be better integrated once these poles have pulley/flag systems/banners or electronic noticeboard.**

There is work underway to complete an Indigenous Heritage Trail (with interpretative signage from the Wetland Centre, via Tiger Bay to the Beemunnel Aboriginal Reserve (funded by the NSW Aboriginal Lands Council & RiverSmart). This may require additional navigation signage.

4.8. Advertising

There are in excess of 6-8 advertising (business) signs along the eastern side of the Oxley Hwy (south-western approach near the 'Warren' masonry sign) (see photo opposite) and 3-4 signs (north-eastern approach).

At this time there is not undue visual clutter as they are well set-back from the highway (possibly on private land) and it is important to support local businesses. However, as part of any **Signage Strategy** there should be limitations to cluttering of key approaches, clear guidelines and, where possible, they should be **consolidated into single highway business signs.**



3 Panel Information Board -Oxley Park



Town Map (upgrade & show walking trails / historic items & places)



Community Notice Board adjacent to Council (needs upgrade)



Tiger Bay Wetlands Information Sign near wetland walk



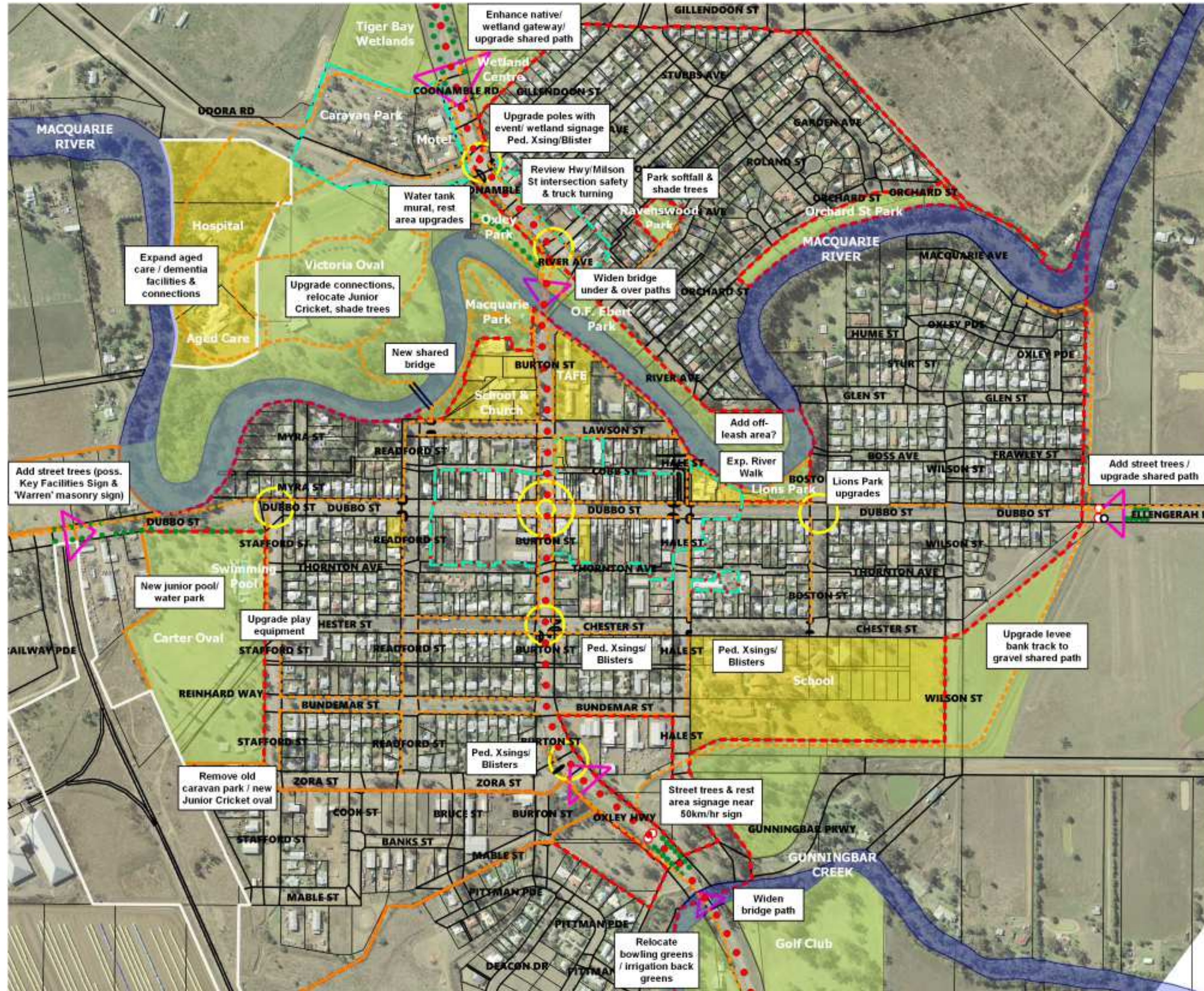
Window on the Wetlands Centre



Pole signage (too small to see from vehicles/ upgrade with pole signage)

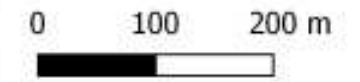


Advertising signage Oxley Hwy (Signage Strategy to avoid visual clutter)



Warren

Urban Area



Legend

- Water Feature
- ▬ Railway Line
- Highway
- Bypass_Warren
- Zone_SP2
- Zone_IN1
- Zone_B2&B6
- Zone_R1
- Zone_R5
- Recreation / Park
- Community Use
- Speed Signs
- Other Signs
- Gateways
- Key Intersections
- Entrance Trees
- Footpath Proposed
- Blister Extension



5. Main (Dubbo) Street

Upgrades to Dubbo St are addressed in more detail in the *Streetscape Masterplan* (not fully replicated here). Dubbo St (particularly east of the Oxley Highway) has a significant number of historic buildings and character. The main street is fortunate to have the powerlines now underground, new kerb & gutter being rolled out, and some good street trees starting to establish.

In summary, some of the key upgrades include:

- a) Dubbo St/Oxley Hwy roundabout design (see above);
- b) Street tree planting with widened blisters and irrigation;
- c) Footpath landscape planter boxes and irrigation to reduce large paved areas;
- d) Upgraded kerb and gutter;
- e) Improved parking and efficiency;
- f) Upgrade pedestrian crossings;
- g) Accessibility review and upgrades;
- h) Signage Strategy and consolidation;
- i) New metal bin enclosures;
- j) Restoration of historic building facades;
- k) Repainting & maintenance of other buildings and awnings;
- l) Landscape to shield detracting items (e.g. Spar supermarket parking);
- m) Activation of vacant shops (window information and displays);
- n) New Council building (taking over adjacent theatre site).

We recommend a collaborative project to **restore the original balcony/awning to the Club House Hotel** as this is one of the focal points of Dubbo St and would greatly add to the character and attraction of Warren (but is obviously a large and expensive project).

A number of the shops have boarded up doors and limited access from the street for security or reduced maintenance. Where possible, **shops should be encouraged to promote openings or transparent windows with well-designed shopfront lighting** that provides visibility both into and out of the shops.

Council continues to purchase / take-over vacant shops and seeks to activate these with tourist information, historic photos, and displays. A street gallery is in its early stages seeking to showcase local artists and the 'Produce-Nature-Heritage' themes (e.g. Newsagency at roundabout).

Council should continue to use the **Business Support Policy to encourage private business owners to restore, repaint, maintain, and upgrade shopfronts** so that there is not a steady deterioration in the street character, safety and amenity. In addition, blank walls could be landscaped or murals/historic signs added for visual interest (not costed).

Whilst the current street lights and poles are satisfactory for now, if there were sufficient funds there could be longer term project to convert the older style street lights over to smart poles or add extensions that would incorporate lighting, street banners, signage, electricity access points, and graffiti resistant surfaces for an updated street appearance (not costed).



Option 2: Pocket Park with outdoor eating / staff breakout space / path access to laneway

Excerpt from Streetscape Masterplan
(Top) Streetscape Plan;
(Left) Roundabout redesign;
(Right) Vacant Lot reactivation.

6. Other Public Domain Upgrades

6.1. Street Trees & Landscape

The *Entrance Signs and Landscape* Section above highlights the potential to use trees as an entrance feature to the village and for traffic calming.

As part of this, a **Street Tree Master Plan / species list / management program** should be prepared that extends beyond Dubbo St and the Oxley Highway into all key local streets. It would aim to increase 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.

It would 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.

Dubbo St plantings were planted more than 10 years ago but due possibly to lack of regular irrigation have not achieved their desired scale/height (**irrigation currently being improved**). **Trees also need wider planting blisters** to allow water and air infiltration and avoid soil compaction so **footpath pavers will need to be removed**.

Central landscape strips (e.g. Chester St and Boston St) have been successful as there is less impact by overhead power lines and this breaks up wide streets but this interferes with vehicle movements and would not be suitable to all streets. Dubbo and Chester Streets may be suitable.

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

- a) **Dubbo Street** (main street);
- b) **Oxley Highway (Burton St / Coonamble St)**;
- c) **Chester St** (east-west school linkage);
- d) **Stafford St** (Carter Oval);
- e) **Hale St** (north-south school linkage);
- f) **River Avenue** (river frontage);
- g) **Then all remaining local streets**.

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).

6.2. Watercourses & Drainage

Warren is located on the Macquarie River as well as the Gunningbar and Ewenmar Creeks which places it on a major floodplain. However, a levee bank has been constructed around much of the town designed for a flood of 11m on the Warren Town Gauge. Therefore, this report does not address flooding in any detail.

6.3. Local Roads – Sealing, Kerb & Gutter

Generally, all of the main public roads within the urban area of Warren are sealed/bitumen and most have kerb and gutter for drainage (no audit conducted). It is noted that there are some limited access roads such as to the reserve at Gunningbar Creek and along the levee banks that gravel or dirt roads are still used.

Currently, Dubbo St is undergoing construction of new kerb and gutter along both sides of the street (to be integrated with new kerb ramps). Readford St is also proposed to have new kerb & gutter and this may occur as part of a new shared path connection (see below).

6.4. Footpaths & Accessibility

Council has adopted the July 2015 (final report) *Pedestrian Access and Mobility Plan* (PAMP) that sets out most of the key issues with pedestrian and shared paths and improving accessibility throughout the town of Warren for all people.

This report has not conducted a town-wide audit of all footpaths and does not seek to replicate the PAMP recommendations but tries to summarise them as follows.

The PAMP includes a number of maintenance-related, isolated, or private cost items that are not costed, for example:

- a) **Removal of overhanging vegetation;**
- b) **Weeding, cracks, & verge management;**
- c) **Removal of loose gravel (e.g. driveways);**
- d) **Separation of footpaths from commercial vehicle areas (e.g. service stations) and reconstruction where damaged (private cost);**
- e) **Footpath levels adjusted to intrusions (e.g. utility pits).**

In addition, there are number of key upgrades required (some may have been completed), for example:

- a) **Widening of key pedestrian pathways to 1m (+0.6m level sides);**
- b) **Replacing narrow kerb ramps with steep splays;**
- c) **Reducing radius at corners to allow standard kerb ramps;**
- d) **Alignment of kerb ramps/gutters with road edge;**
- e) **Accessibility upgrades/Tactile Ground Surface Indicators;**
- f) **Appropriate grades/rails for ramps and steps;**
- g) **Street furniture has accessible surfaces and seating;**
- h) **Bus stops/shelters comply with disability standards (source funding CPI Grants Scheme) – 3 in Warren;**
- i) **Accessible parking, particularly along Dubbo and Burton Streets and at key public and medical facilities;**
- j) **Street name signs at different heights.**

The PAMP identifies specific paths of pedestrian travel that require extensive reconstruction (some may have been completed) including:

- a) **Oxley Hwy – west side between Caltex Service Station & Udora Rd;**
- b) **Oxley Hwy – west side between Udora Rd & entry to Oxley Park;**
- c) **Oxley Hwy – west side between Lawson St & Dubbo St;**
- d) **Oxley Hwy – across Zora St;**

- e) **Stafford St – west side between Reinhard Way & Dubbo St;**
- f) **Stafford St – east side between Bundemar St & Dubbo St;**
- g) **Readford St – west side between Thornton St & Dubbo St;**
- h) **Lawson St – both sides between Oxley Hwy & Readford St;**
- i) **Lawson St – south side between Oxley Hwy & eastern end;**
- j) **River Ave – east side between Milson St & Garden Ave;**
- k) **Hale St – east side between Chester St & Thornton St;**
- l) **Chester St – both sides between Readford St & Oxley Hwy;**
- m) **Chester St – south side between Oxley Hwy & Hale St;**
- n) **Hospital – south side of Sporting Complex to Oxley Park;**
- o) **Udora Rd – north side between Oxley Hwy & Hospital.**

If **new footpath extensions** are requested by the community then the following could be considered:

- a) **Extending levee bank path along south side of Macquarie River (levee bank) to connect Lions Park to Victoria/Carter Oval;**
- b) **Garden Ave – north side Park to River Ave.**

The PAMP recommends kerb extensions/blisters to narrow wide roads at the following locations:

- a) **Dubbo St/Hale St (SW to NW corner & SW to SE corner);**
- b) **Dubbo St/Readford St (SW to SE corner);**
- c) **Chester St/Boston St (SW to NW corner).**

There is a mixture of footpath materials and quality, especially towards the town centre. Red pavers are used along Dubbo Street but there is a mix of standard and coloured concrete (e.g. outside Post Office) that needs review for consistency and upgrading when damaged. **Large areas of paving need to be broken up by landscape beds** to reduce the starkness of Dubbo St / Burton St (see *Masterplan*).

There also needs to be a **Footpath Dining Policy put in place** (as part of an **Access Review**) along Dubbo / Burton St to encourage business activation without compromising access. There is a conflict between accessibility requirements that outdoor dining/signage is close to the kerb and safety issues with hot food crossing footpaths and diners being near reversing cars. This needs to be clarified.

6.5. Shared Paths / Bicycles

Warren benefits from a number of shared paths / cycle routes that promote exercise, amenity, and connectivity. However, many are of different standards, the paths tend to be disconnected/have dead-ends, and surfaces and could be progressively upgraded over time. Potentially, some of these trails could be connected or looped along levees and between points of interest to create larger trails for events etc.

There is the Beemunnel Trail (bitumen path along the Oxley Hwy) that connects Warren to the Tiger Bay Wetlands and out to the Beemunnel Aboriginal Community. **The path needs weeding/ spraying and potential widening. There is potential to expand this into a major shared path loop along the Warren Bypass via Bob Christensen Reserve to Dubbo St and back in via Victoria Park (not costed)** that could be used for cross-country & running festivals (see Entrances, Gateways & Surrounds Map).

Laurie Elder Walk and Cycle Way (2005) is a bitumen path between the Oxley Highway (south-west approach) and golf course (see photo) and appears to be actively used. This could be **progressively widened and line marks painted to accommodate both cyclists and pedestrians**. Where it passes through the golf course car park a formalised path (separated) could be added up to the Gunningbar Creek bridge. Widening of the path at the bridge (or signage requiring cyclists to dismount) is recommended along with accessibility upgrades. However, as this is a terminating route it may be of lower priority.

The Rotary Centennial Walk and Cycle Way (2005) is a bitumen path along Ellengerah Rd to the Water Storage Tanks (see photo) that **needs weeding and maintenance** (but appears to be less used and lower priority). This also connects to the walking path on top of the levee bank which could be **sprayed and graded with additional surfacing**.

The PAMP suggests some opportunities for new shared paths, as follows:

- a) Oxley Hwy – east side Milston St to Tiger Bay Wetlands carpark;
- b) Bundemar/Hale St – south side from Oxley Hwy to western side of Hale St and western side of Hale St to Chester St (connect school);
- c) Connect existing shared path south of Zora St to Tiger Bay Wetlands and Victoria Oval via Stafford St (west)/Dubbo St (north), Readford St (west)/Lawson St (north)/Oxley Park;
- d) Connecting CBD with Victoria Park via a new pedestrian bridge across the river.

Note that (c) and (d) above may be modified if the proposal **to construct a new shared pedestrian/cycle bridge across the Macquarie River from Readford St to Victoria Park goes ahead** (see Key Sites Section).

With the increase in use of mobility scooters and wheelchairs – particularly connecting the Hospital/Ravenswood with the CBD there is an issue of insufficient width of the walkways over the Macquarie River/Oxley Highway bridge. **RMS is to be approached to create a passing area minimum 1800mm wide/2000mm long on both walkways.**

6.6. Street Furniture

There is a current program to replace plastic 240L Sulo bins with modern metal enclosures. This program should radiate out from Dubbo St to key pedestrian links and parks after a **full bin audit (suggestion 6-10 new bins over 3-5 years)**. Plastic bins may still be suitable in some areas requiring larger capacity (e.g. rest areas).

Likewise, there should be an audit of public seating and progressive upgrade to a single palette or type of furniture for consistency and ease of maintenance (**suggestion 10-15 new seats over 3-5 years**). This could include some **additional seating along the river front walks, shared paths north/south/east, and along the levee bank**.

The PAMP highlights some **picnic and seating facilities that require an accessible path of travel from the nearest footway including Macquarie Park, Carter Oval, and Oxley Park**. Access to cenotaphs and memorials is also important for ANZAC day.



Chester St central planting strip (good example avoiding power lines)



Macquarie River levee/river walk (widen / signage / gravel / safety)



Tiger Bay Wetlands Walk (weed/spray/widen footpath/imp. access)



Tiger Bay shared path (weed/spray/maintain/connect to wetlands)



Laurie Elder shared path near Golf Course (widen/separate cyclists?)



Rotary Centennial shared path near Water Tanks (maintenance/repair)



Levee bank walkway/path (spray, grade & gravel)

6.7. Rest Areas

There are formal Rest Areas adjacent to the Golf Course on the Oxley Hwy (south-west entrance) that appears well maintained and has several sheltered seating areas.

In the longer term, **some access pathways to each seating area may improve accessibility but the concrete pads and seating would also need to be upgraded.**

There is also a pull-over/Rest Area at Oxley Park on the Macquarie River/Oxley Hwy near the Water Storage Tanks (see *Oxley Park* Section below) with the Information Boards, toilets, RV Dump Point, and shaded seating. There is a **fairly narrow entrance driveway which needs to be resealed.** Otherwise, long vehicles can park on the road verge.

There are also sites along the Industrial Bypass Road that may be suitable for truck pull-over including near the Weir.

However, it is noted that in order to facilitate trucks using the bypass and staying out of the town centre that there would need to be a Truck Stop & Highway Service Centre either on the bypass or on the Oxley Highway just past the bypass turn-offs. Suitable land zoning on flood free land and a business case needs further investigation (not costed).

6.8. Public Art

Warren is the major focal point for the Shire and is also has a significant Aboriginal artist community so there are some **significant opportunities for public / local art at key locations in Warren** (not costed/locations to be discussed) to provide visual interest, attract passing visitors, and highlight some of the history and indigenous significance of the area.

The River Walks provide an opportunity to create a story with plaques and sculptural pieces that are relevant to this area and its people and lead to the Tiger Bay Wetlands. As stated above, a street gallery is also in its early stages seeking to showcase local artists and the 'Produce-Nature-Heritage' themes (e.g. Newsagency at roundabout) and can be expanded to other shopfronts.

The Wetland (WOW) Centre and Macquarie River Trails already runs river related artists events and art-trails that could also be tapped into. WOW also works with the Aboriginal Land Council, Ngemba Wailwan artist group, and the historical society and have a strong collection of indigenous art and heritage so they may be able to facilitate and co-ordinate some public art outcomes.



Oxley Hwy north-east (upgrade poles for entrance/wetland/event flags)



Oxley Hwy Rest Area (south-west) (accessibility upgrades long term)

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 for each specific Crown parcel used for recreation that would guide all future decision making in these areas and include the community and Crown Lands Division in their preparation. We note the 2005 *Parks, Gardens and Sporting Grounds Management Plan* but this would need extensive updates.

Generally, there is a recommendation to centralise expensive park and playground equipment in key recreation areas to maximise use and minimise maintenance.

7.2. Macquarie Park

Macquarie Park is located adjacent to the Oxley Highway and south of the Macquarie River and is historically significant as part of the original river crossing for Warren.

Whilst it has some a classic entry gate, the park has a fairly narrow frontage to the Oxley Highway which means that it is a little difficult to find and has limited direct frontage parking. Therefore, **it may require some additional signage on the highway or a bolder entry feature attracting visitors without detracting from the streetscape/heritage of the area.**

It has a variety of different garden spaces with a formal walking path down the centre with a central flag pole in the middle, raised path over the levee, and path terminating in a seating area and the famous River Red Gum trunk. There is **potential to provide a suspended lookout for improved views/access to the river.**

There is a toilet block over to one side, a shaded play structure, and a number of picnic table/seats (currently without shade until new trees grow).

There is also potential funding for a **new pedestrian bridge over the Macquarie River, possibly from Macquarie Park/Readford St**, to improve accessibility from the town centre. **This would require a widening of the shared path along the riverfront to Readford St** (see photo opposite).

A small master plan would be the best way to get community input and decide where new plantings, play equipment, memorials, signage and infrastructure is best placed to maximise use and amenity. 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.

Some suggest upgrades could include:

- a) Repair pathway and confirm accessibility;
- b) Add accessible paths to some seating areas;
- c) Ensure there is at least one accessible picnic table/seating area;
- d) Add shade structures to a couple of picnic tables (until trees grow);
- e) Ensure accessible paths and access to toilets / add signage;
- f) Upgrade play equipment & any soft-fall (as required).



Macquarie Park entrance gates (additional signage/entry feature)



Central paved circle and seating area



Repair pathway / accessible entries to seating areas



Terminating pathway circle/ river gum stump (make river more accessible)



Play equipment (upgrade equipment and soft-fall if required)



Toilet block (check accessibility / signage)



Path along Oxley Hwy to Macquarie Park (requires widening)



Shared path to Readford St (needs widening & connection to new bridge)

7.3. Victoria Park / Recreation Ground

Victoria Park & the Warren Health, Sporting & Cultural Precinct (WHSCP) is located north of the Macquarie River with access from the Oxley Hwy to Udora Rd. This is the primary recreation ground for Warren and includes:

- a) Victoria Oval for cricket, league and rugby;
- b) Seating stadium, Warren Sporting & Cultural Centre (indoor sports & gym), change rooms (home of Far West Academy of Sport);
- c) Separate rugby field;
- d) Six (6) tennis courts and ancillary building;
- e) Junior cricket oval close to the river/outside the levee;
- f) Cricket nets;
- g) Outdoor gym equipment.

Generally, the facilities are in reasonable condition. There have been recent drainage and fencing upgrades to the oval. The facilities appear well-used.

The key change recommendation is that the **Junior Cricket area is small and may be better relocated to Carter Oval** (see below - subject to consultation with user groups).

The **change-rooms / amenities** were not inspected internally but in the medium to long term it is expected these will require some **minor upgrades and accessibility improvements**.

There is also potential to **add shade trees** around ovals/tennis courts/ parking areas.

The *WHSCP Connections Study (2016)* identifies options to improve pedestrian and cyclist connections to and within the precinct. The key recommendation was Option No.3 – **Lawson St Pedestrian & Cycle Bridge** that provides the most direct connection between WHSCP/Victoria Park and the CBD. In addition, it recommends a range of lighting, pathway, signage and other upgrades to the Precinct (see *Connections Study*).

7.4. Oxley Park

As stated above in the *Rest Area* Section, Oxley Park is perhaps the Rest Area with the most amenity and services. It is on the Macquarie River / Oxley Hwy north of the town, it has a toilet/amenities block, shaded seating, BBQ, RV Dump Point, and a parking area with long-vehicle parking on the highway verge. It may need a **new seal and widened kerb cut to the access driveway**.

It includes the Matthew Collins Memorial Walk/shared path connecting to Victoria Park. The *WHSCP Connections Study (2016)* identifies the need to **improve the Charles Sturt Bridge Underpass with lighting and wider path** (relocated retaining wall/fencing). It also suggests a **Pedestrian Refuge Crossing across the Oxley Hwy just south of Gillendoon Street** (near the service station) to improve access to Oxley / Victoria Parks (subject to RMS).



Excerpt from *WHSCP Connections Study (2016)* – Project Location Map

7.5. O.F. Ebert Park

O.F. Ebert Park is located north of the Macquarie River adjacent to the Oxley Highway bridge. It is mostly grass verge and levee bank to the river but it widens out in some locations with tree plantings and limited seating. The **parking area near the bridge is in need of a reseal** and eventually the **pathways could be widened into shared paths** (long term), particularly as the river walk is opened up to Orchard Road Park. As it is a central location with no children play areas, potentially it could have an **enclosed off-leash dog area** (subject to Council's policies and other off-leash areas).

7.6. Carter Oval

Carter Oval is located south of Dubbo St (west) and west of Stafford St. The northern section includes the Warren public pool and Carter Oval, used mostly for Senior Cricket. The southern section contains the old Council caravan site (no longer used and cannot compete with the private caravan park (Udora Rd). It also has an off-leash dog area and basketball courts.

It is suggested that the **old caravan park is properly decommissioned** and **some structures removed** (if required) to enable it **accommodate Junior Cricket** (from Victoria Park). This will hopefully activate this area and better align with the other cricket/children activities in that area. Where possible the sheds/shade structure could be re-used.

School children (St Marys) have written to Council to suggest that there should also be upgrades to the Pool. This may include **splitting the junior pool from the larger pool** which would reduce contamination closures and provide a more protected area for younger children, possibly with a **small water park / play area to one side with shade structure**.

There is a **small playground just south of the pool that could have upgraded play equipment**.



Oxley Park Rest Area (improve driveway and access)(Source: Google)



O.F. Ebert Park (reseal parking area/ possible off-leash dog enclosure)



Victoria Park entrance gates (add some shade planting around activities)



Victoria Oval – lights / drainage recently improved



Victoria Park tennis courts



Relocate Junior Cricket ground / new river footpath?

7.7. Lions Park

Lions Park is located at the corner of Dubbo St and Boston St adjacent to the Macquarie River. It has a gated shade structure over play equipment. It also has two shaded picnic tables/seats.

Potential works could include:

- a) Updating the play equipment to allow for older children;
- b) Repairing/removing the bent seat-back;
- c) Repainting the picnic shade structures in same colour;
- d) Provide accessible path to one picnic benches with accessible eating area;
- e) Providing an access lookout over the Macquarie River;
- f) Connect Lions Park along Macquarie River as part of River Walk to Victoria Park (see PAMP).



Lions Park – shaded playground with softfall



Lions Park (update play equipment)



Lions Park-shaded seating (repaint shelter/add accessible path/seat)



Lions Park-shaded seating (fix chair back/vandal resistance)

7.8. Ravenswood Park

Ravenswood Park is located on Garden Avenue in the Ravenswood Estate north of the Macquarie River. It has a large shed structure and simple play equipment below. The **soft-fall under the equipment is flagged for an update**. The park also has large play areas and is well shaded but may need some more **shade trees on the south-western boundary**.

7.9. Orchard Road Park

Orchard Road Park runs along the northern bank of the Macquarie River along Orchard Street. It mostly consists of mown lawns along the levee banks to the river with some street tree/park plantings and memorials to Ravenswood Estate and the levee bank. It provides a good river walking path (no formal path). Council has to provide access all along the levee bank for emergencies/flooding so ideally a **narrow park 'path' would extend right around to connect around to Ebert Park**.

As there are no children play areas, it may be worth creating some **fenced enclosed areas for off-leash areas** for dogs (subject to demand / Council's off-leash policies and other designated areas).



Lions Park (Review access/viewing platform to river)



Ravenswood Park (some additional tree planting near boundaries)



Ravenswood Park (update play equipment / softfall upgrade)

7.10. Showground & Racecourse

The Warren Racecourse is located with access from Old Warren Rd (across to Carinda Rd) to the north-west of town. It is a large area and a well-recognised and supported horse events facility.

It claims to be the 'Randwick of the West' when it comes to horse racing and is a major attraction that attracts 4-5,000 people to race day each December. There is a Showground/Racecourse Committee which aims to manage, improve, fund and regulate the facility.

It currently has a strategic plan to be developed as a Regional, State and National level equestrian centre in Warren capable of hosting a wide range of horse events including Polocrosse, Pony Club, Camp Draft, Cross Country, Horse Racing, Show Jumping, Barrel Racing, and Dressage. It currently has a \$1 million-dollar grant to implement key upgrades including:

Polocrosse

- Top dressing of sand to all polocrosse fields (5 fields – 150m x 50m);
- Access to a consistent irrigation system (extension of irrigation system by 130m with 2 outlets);
- Laser level entrance area to Polocrosse fields.

Pony Club

- Undercover arena – 60m x 80m – enable show jumping, dressage, barrel racing under cover (Also usable for P & A Society and Sheep and Cattle Sales);
- Upgrade to toilets at the centre of the Racecourse – disabled access, septic system replaced;
- Canteen facilities for middle of racecourse.

Camp Draft

- Construction of portable building – for mobile Secretary's office;
- Electricity supply to camping area.

Cross Country

- Clearing re-growth on the current cross-country course.

Horse Racing

- Refurbishment of hospitality facilities Showground and Racecourse;
- New kitchen, Dumb waiter, and Cool room upgrade;
- Glass windows replaced, upgrades to flooring and ceiling;
- Upgrades to the public announcement system.

General

- Upgrade to access roads, internal roads and carparks;
- Washing down system for horses, livestock;
- Upgrade to toilets and shower facilities across the venue;
- Rebuild – announcers stand;
- More watering points for horse water and camping;
- Day stables upgrade to meet safety standards.
- Landscaping, signage, entrance upgrades.

Some additional suggestions in this report include

- Upgrade the sign at the Industrial Access Road;
- Improved gateway / entrance feature / widened seal;
- Repainting of stands;
- Cleaning of roofs of animal stables/stalls;
- Shade cover for the playground & upgraded equipment (if used reg.);
- Shade tree planting around viewing and parking areas.

On the opposite side of Old Warren Rd is the Gun Club and shooting range.

7.11. Tiger Bay Wetlands

Tiger Bay Wetland was original part of the Tiger Bay Cowal and has been recreated as a wetland with lagoons, mud flats and vegetation. The east section opened 26 January 1988 and was expanded in 2007 to the west. It has good information and walking trails and the 'Window on the Wetlands' (WOW) environmental education centre.

Whilst the Tiger Bay Wetlands are partly managed by Council, the WOW is run by a committee (not Council) and they have their own Management/Master Plan(s) and Memorandum of Understanding (so this report will not discuss in detail or cost any works). It runs the Macquarie River Trails program which includes signage, guide books, and electronic applications.

Generally, there may be opportunities to increase the attraction and visitors to this facility and improve the economic and environmental outcomes. This report also highlights the potential for additional native vegetation plantings along the Oxley Highway and near the wetlands to link across the highway and create a 'green' northern entrance.

There have been recent tree plantings throughout the wetland but some of these need more water or replacement to provide shade along key paths and environmental outcomes. Paths will need upgrading and potentially additional seating and shade / information structures (consistent with RiverSmart Strategy) provided to maximise access and education of this great facility. Access and parking needs to be managed (particularly for larger vehicles and caravans) at the WOW Centre.



Old Warren Rd to Racecourse (good tree lined avenue)



Old Warren Rd entrance to Racecourse (create wider feature gates?)



Racecourse stands (see list of improvements)



Racecourse Playground (update equipment/shade structure)



Tiger Bay 'Window on the Wetlands' Information Centre

7.12. Golf Course

The Golf Course is located to the south of town adjacent to the Gunningbar Creek/Oxley Hwy and forms a 'green' entrance to the town. There are plans to **relocate the bowling greens to this area**. It may also need some **additional irrigation on the back greens** (private costs) and more regular mowing (possibly along road verges).

7.13. Bob Christensen Reserve & Brian Egan Weir

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. These generally do not compete with in-town caravan and camping facilities as they have little infrastructure or amenities.

The Bob Christensen Reserve appears to be the only 'formal' free camping area in or around Warren. However, it is located off the Industrial Bypass Rd so there is a **need for signage for visitors at the key intersections on the Oxley Hwy**. The same applies to the nearby weir with boat access to the Macquarie River.

The Reserve probably needs **gravel on the roads, some mowing, and additional large plastic 240L Sulo bins on poles** added for rubbish collection (relocated from town centre) and shade trees around the perimeter for camping. Some feedback is that it is also heavily weed infested (from the bypass bridge and road back to the camping area) so ideally these would be eradicated and controlled into the future with the additional ecological benefits of supplementary native plantings.

A shared path loop from the Beemunnel / Tiger Bay Wetlands Path via Bob Christensen Reserve and back to town via Dubbo St may activate this space (see Section 6.5 above).

7.14. Industrial Area

Whilst this is not a land use study, it would appear that Warren has sufficient well-located, accessible industrial land to meet its current and intermediate needs. The Industrial Access Road provides good access.

Council needs to work with the owners of properties along Silo Road to clean up concrete and demolition/waste materials and ensure it is suitable for future development. There is a lot of historic industrial / railway infrastructure in the area that could be protected or adaptively re-used if access was suitable.

There could also be some **signage** located either at the Industrial Access Road / Highway intersections or even back at Nevertire that suggests what **industrial land is available** in Warren to promote growth.

7.15. General Cemetery

The Warren General Cemetery is an important historic site and memorial of past generations for the town and district. It is located off the Industrial Access Road so it requires some local knowledge to find. It appears well-maintained but may need ongoing works if there are unmarked graves or gravestone repairs needed. The **Chinese Section needs maintenance/improvements**. Some additional shade tree plantings may be useful. It was not reviewed if there were toilet facilities at the cemetery, but if not, then a **small unisex toilet could be added**.

7.16. Warren Airport

Warren Airport is a significant asset both for the town and the Shire. It is not a public/passenger airport but has charter flights, Rural Flying Doctor Service, Air Ambulance, crop-dusting/aerial agriculture, and private planes. It also has a significant industrial/business park adjacent that can leverage from this asset.

As this is a major infrastructure asset there should ideally be an **Airport Precinct Committee** formed to manage the competing users and maximise use. Money will need to be allocated for **ongoing repairs to the runway and terminal (not costed)**.

Council has a resolution to **extend/upgrade water to the Warren Airport** to meet the needs of the industrial/business park and emergency (fire) and air services and provide irrigation for landscape (not costed).



Warren Airport (water to be extended/runway repairs/committee)



Bob Christensen Reserve (needs signage/information for visitors)



Weir (needs signage/information for visitors)



Industrial Area – Silo Road (clean up waste materials)



General Cemetery – Industrial Access Rd (Upgrade Chinese Section)

8. Planning Controls & Utilities/Infrastructure

8.1. Zoning (Land Use)

The key planning controls are in *Warren Local Environmental Plan 2012*. As this is a larger centre (unlike Nevertire and Collie), the Zoning Map applies a range of urban zones to Warren.

These include Zone B2 Local Centre (along the main / Dubbo St); Zone B6 Enterprise Corridor for the northern gateway areas; Zone IN1 General Industrial (mostly industry land to the west but one location to the north); Zone RE1 Public Recreation and Zone RE2 Private Recreation; Zone R1 General Residential (most urban residential areas); and Zone R5 Large Lot Residential (for lifestyle lots radiating out from the town into rural areas).

Zone SP2 Infrastructure is applied to the Warren Rail Branch, Hospital, and Cemetery but not to the Oxley Highway. The settlement is surrounded by Zone RU1 Primary Production.

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. However, there could be identification of existing under-utilised Zone R5 lands to the north-west of town/north of Carinda Rd for future urban residential growth as this is protected by the levee bank.

8.2. Utilities & Infrastructure

Warren has access to dual water (bore/treated and river/untreated water) for its reticulated supply. Recently Council has upgraded the connections between Warren, Nevertire and Collie to improve water security. There are storage tanks in Oxley Park (north-east entrance – See *Public Art* Section above for mural suggestion), on Ellengerah Road (east) and Dubbo St (west) of the town. Council is currently looking at **backflow prevention for Council sites** (not costed).

Warren has a Sewage Treatment Plant (STP) and reticulated sewerage system. The ponds are located north-east of town adjacent to the Tiger Bay Wetlands. Council is constructing a new STP further east but the existing ponds will be kept as wetlands. There is potential, if economically viable, to **re-use some treated pond water for irrigation of the recreation grounds or street trees if required or for environmental flows into the Tiger Bay Wetlands** in the long term (not costed)

Ewenmar Waste Facility is the only depot for the Shire which is located approximately 5km to the north of the town. Council is working with the EPA to bring this facility up to current standards.

9. Relevant Documents List

- Active Planning/GHD (2016) *Warren Health, Sporting & Cultural Precinct Connections Study* (WHSCP);
- 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*.



Warren Water Tanks – Ellengerah Rd (recent upgrades)



Sewage Treatment Works – Oxley Hwy north-east (water re-use opp.)

10. Summary Action Table (Subject to Community Consultation)

	Item Description (Indicative Timing: Short (1-3 years) / Medium (3-5 years) / Long (>5 years))	Indicative Timing
HISTORY, HERITAGE & CULTURE		
1	Continue to work with LALC to collate and recognise indigenous history, culture and heritage to inform signage & public art strategy, education, economic and tourism studies	Short
2	Continue to work with historians and local community members to recognise non-indigenous history, culture and heritage to inform signage & public art strategy, education, economic & tourism studies	Short
3	Review of special character / heritage areas and heritage listings & heritage grants	Medium
ENTRANCE DESIGN & SIGNAGE		
4	Discussions with RMS about appropriate traffic calming/entrance landscape/highway intersection/signage and pedestrian crossing treatments	Short
5	Upgrade existing poles Oxley Hwy northern entrance (outside Wetland Centre) to allow for flag signage and lighting to incorporate Tiger Bay Wetland signage	Short
6	Signage at Industrial Access Rd intersections to Bob Christensen Reserve Camping Area	Short
7	Long vehicle parking near Visitor Information Centre to be relocated/signposted	Short
8	Electronic Signage Board on Oxley Hwy (discuss location) for events	Medium
9	Town maps, walking trails and history on Dubbo St (future Council office extension?)	Medium
10	Update population figures on existing white on black town entrance signs / minor repainting	Medium
11	Signage to Gunningbar Creek rest area at 50km/hr signs on Oxley Hwy southern approach	Medium
12	Industrial site availability sign Oxley Hwy southern entrance (promote sale of vacant sites)	Medium
13	White on brown tourist sign potential as part of regional bird-watching trail to Macquarie Marshes & Tiger Bay Wetlands	Long
14	White on blue Key Facilities Signs on four (4) white on black town entrance signs	Long
15	Adjust/update all street name signs to different levels at all intersections	Long
16	Consolidate advertising signage Oxley Hwy entrances into business boards?	Long
17	Masonry 'Warren' Town Entrance Sign on Carinda Rd (as traffic to/from marshes increases)	Long
ENTRANCE LANDSCAPE & STREET TREES		
18	Street tree master plan / species list / irrigation plan	Short
19	Entrance native tree plantings Oxley Highway northern approach including roadside and Tiger Bay Wetland edges to strengthen gateway and traffic calming	Short
20	Dubbo St edge trees (& central planting strip?) (main street)	Short
21	Entrance tree plantings at 50km/hr signage Oxley Hwy southern approach	Short
22	Burton St / Coonamble St edge trees (highway entrances)	Short
23	Widen blisters at Burton St/Bundemar St pedestrian crossing with ground cover plantings	Medium
24	Entrance tree plantings on Carinda Rd / Marshes approach	Medium
25	Chester St edge (& possibly central) street trees (east-west school linkage)	Medium
26	Stafford St edge street trees (Carter Oval link)	Medium
27	Hale St edge street trees (north-south school link)	Medium
28	Entrance tree planting on Ellengerah Rd approach prior to levee bank	Medium
29	River Avenue edge street trees	Long
30	Remaining key local streets	Long
DUBBO ST + OXLEY HWY ROUNDABOUT (STREETSCAPE MASTERPLAN SUMMARY ONLY)		
31	Upgraded kerb and gutter (underway in 2017) as well as kerb ramps	Short
32	Input to Signage Strategy for better integration of navigation signage /reduce footpath clutter	Short
33	Input into Accessibility Review (footpaths, kerb ramps, parking, landscape, signage)	Short

	Item Description (Indicative Timing: Short (1-3 years) / Medium (3-5 years) / Long (>5 years))	Indicative Timing
34	Strengthening street trees and central tree plantings with wider blisters and irrigation	Short
35	Reducing brick/concrete paving and/or replacing with footpath planter boxes and irrigation	Short
36	Footpath upgrades (where required) as part of access review	Short
37	Additional landscape to ameliorate views to Spar Shopping Centre car park	Short
38	Footpath Dining & Signage Policy	Short-Med
39	Redesigning Dubbo St roundabout including upgraded pedestrian crossings	Medium
40	Dubbo St parking lines for efficiency with accessible parking spaces	Medium
41	Street furniture - building on masonry town/village entrance signs for seating	Medium
42	Street furniture - upgraded bins / metal enclosures radiating out from Dubbo St	Medium
43	New Council building (taking over adjacent theatre site)	Long
ACCESSIBILITY, FOOTPATHS & SHARED PATHS (PAMP)		
Upgrades as per Warren Pedestrian Access & Mobility Plan (PAMP) July 2015:		
44	General maintenance of existing footpaths including overhanging vegetation, weeding, remove loose gravel, and crack repair	Short
45	Accessibility upgrades (see Section 6.4 of Village Plan & PAMP)	Medium
Kerb extensions / blisters as follows		
46	Dubbo St/Hale St (SW to NW corner & SW to SE corner in PAMP) NEW 4 corners	Short
47	Dubbo St/Readford St (SW to SE corner in PAMP)	Short
48	Chester St/Boston St (SW to NW corner in PAMP)	Short
49	NEW Lawson St crossing to proposed river shared path/bridge (2 blisters)	Short
50	NEW Hale St/Chester St (2 sides to connect school)	Short
Footpath upgrades as follows		
51	Oxley Hwy – west side between Caltex Service Station & Udora Rd	Short
52	Oxley Hwy – west side between Udora Rd & entry to Oxley Park	Short
53	Oxley Hwy – west side between Lawson St & Dubbo St	Short
54	Oxley Hwy – across Zora St	Short
	Oxley Hwy/Burton St - both sides - Chester to Macquarie River/Bridge	Medium
55	Stafford St – west side between Reinhard Way & Dubbo St;	Medium
56	Stafford St – east side between Bundemar St & Dubbo St;	Medium
57	Readford St – west side between Thornton Ave & Dubbo St PAMP (NEW Extend to Zora St);	Medium
58	Lawson St – both sides between Oxley Hwy & Readford St;	Medium
59	Lawson St – south side between Oxley Hwy & eastern end;	Medium
60	River Ave – east side between Milson St & Garden Ave;	Medium
61	Hale St – east side between Chester St & Thornton Ave PAMP (NEW Extend to Dubbo St);	Medium
62	Chester St – both sides between Readford St & Oxley Hwy;	Medium
63	Chester St – south side between Oxley Hwy & Hale St;	Medium
64	Hospital – south side of Sporting Complex to Oxley Park;	Medium
65	Udora Rd – north side between Oxley Hwy & Hospital.	Medium
Footpath extensions as follows		
66	Macquarie River (south side) River Walk (levee bank) connection Lions Park to Carter Oval	Short
67	Garden Avenue - north side Park to River Avenue	Medium
Existing shared path upgrades as follows		
68	Widen shared path from Readford St to Macquarie Park as part of River Walk	Short
69	Upgrade levee bank walking trail around south of Warren to full shared path	Medium
70	Beemunnel Trail (Oxley Hwy to Tiger Bay) - weeding/spraying/widening	Medium
71	Laurie Elder Walk & Cycle Way (Oxley Hwy to Golf Course) - widened and line marking?	Medium

	Item Description (Indicative Timing: Short (1-3 years) / Medium (3-5 years) / Long (>5 years))	Indicative Timing
72	Rotary Centennial Walk/Cycle Way (Ellengerah Rd) – maintenance + Extend Dubbo St to Lions Park	Medium
	New shared path opportunities as follows	
73	Oxley Hwy - east side Milston St to Tiger Bay Wetlands carpark	Medium
74	Bundemar/Hale St - south side from Oxley Hwy to western side of Hale St then Chester St	Medium
75	Connect existing shared path south of Zora St to Tiger Bay Wetlands and Victoria Oval via Stafford St (west)/ Dubbo St (north)/ Readford St (west)/ Lawson St (north)/ Oxley Park	Medium
76	Connect CBD with Victoria Park via a new pedestrian bridge across Macquarie River	Medium
	Bridge footpath widening/shared paths as follows	
77	Widening of Macquarie River / Oxley Hwy pedestrian crossing / passing for scooters	Long
78	Widening of Gunningbar Creek Bridge pedestrian crossing/ upgrade to shared path	Long
	STREET FURNITURE	
79	Upgrade 240L red Sulo bins to metal enclosures along Dubbo St & Oxley Hwy (except parks)	Short
80	Additional or upgraded public seating along Dubbo St	Medium
81	Additional or upgraded public seating along Oxley Hwy / Burton St	Medium
82	Additional or upgraded public seating along shared paths, river walks, levee bank	Long
83	Bicycle racks at Spar Supermarket, Dubbo St, Victoria Oval, Carter Oval,	Long
	BUILDING / SITE UPGRADES (PRIVATE CONSENT REQUIRED)	
84	Clean up Silo Rd Industrial Sites	Short
85	Activation of vacant shop fronts by Council with history/information/signage/displays	
86	Awning structural review and safety	Short
87	Encourage shops to open up to street (with appropriate security) / transparency / lighting	Short
88	Encourage shops to restore, repaint, maintain and upgrade shopfronts & awnings	Medium
89	Restore original balcony/awning to Club House Hotel	Medium
90	Golf Course - additional irrigation to back greens / relocation of bowling greens	Not costed
	MACQUARIE PARK	
91	Master / Landscape / Management Plan for Park	Short
92	Repaint / supplement Macquarie Park sign for improved visibility / entrance feature	Short
93	Repair / replace central footpath and confirm accessibility / grades over levee bank	Medium
94	Add accessible paths to some seating areas with at least one accessible picnic table	Medium
95	Add shade structures to a couple of picnic tables (until new shade trees grow)	Medium
96	Accessible paths and access to toilets / signage to toilets	Medium
97	Upgrade play equipment and any soft-fall (as required)	Medium
98	River access / suspended lookout	Long
	VICTORIA PARK / OVAL / SPORTING & CULTURAL PRECINCT / RECREATION GROUND	
99	Implement WHSCP Connections Study & ensure it integrates with Management Plan	Short
100	Relocate Junior Crick area to Carter Oval	Short
101	Minor upgrades to change-rooms and amenities	Medium
102	Shade trees around ovals/tennis courts/parking areas	Medium
103	Potential skate park or youth facilities	Long
104	Lawson St/Readford St Pedestrian & Cycle Bridge (see PAMP)	see PAMP
	OXLEY PARK / EBERT PARK	
105	Consider entrance feature / public art opportunities	Short
106	Reseal driveway entrance to rest area (Oxley Park) and widened kerb cut	Medium
107	Reseal parking area Ebert Park	Medium
108	Improve Charles Sturt Bridge underpass with lighting / wider path	Long
109	Widen Ebert Park pathways / shared paths	Long
110	Consider an additional off-leash dog area	Long

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	CARTER OVAL / SWIMMING POOL	
111	Decommission Caravan Park / remove some structures - relocate Junior Cricket from Victoria Park	Short
112	Split Junior Pool from Lap Pool	Medium
113	Provide a small water park / play area (shaded) to one side	Medium
114	Upgrade park play equipment	Medium
115	Shade planting around all ovals, key areas	Medium
116	Consider a hydrotherapy pool and improved access for elderly and accessibility needs	Long
	LIONS PARK	
117	Repair / remove bent seat backs to picnic seating & provide accessible path /seating	Short
118	Repaint picnic shade structures in same colour	Short
119	Update play equipment with some for older children	Medium
120	Shade planting around all ovals, key areas	Medium
121	Access lookout over Macquarie River	Long
122	River walk pathway (see PAMP)	see PAMP
	OTHER PARKS & CEMETERY	
123	Bob Christensen Reserve - Gravel / mowing / pole mounted bins	Short
124	Ravenswood Park - soft-fall update	Short
125	Ravenswood Park - shade plantings along western boundary	Medium
126	Orchard Road Park - pathway along levee bank extended for emergency access / river walk	Medium
127	Warren General Cemetery - Chinese Section maintenance/repairs	Medium
128	Possible enclosed off-leash areas (see also Ebert Park for alternative site)	Long
	REST AREAS	
129	Oxley Hwy/Golf Course - access pathways to seating areas / accessibility upgrades	Medium
130	Review truck rest areas along Industrial Bypass Road	Long
	SHOWGROUND / RACECOURSE	
	Polocrosse	To be
131	• Top dressing of sand to all polocrosse fields (5 fields – 150m x 50m);	determined
132	• Consistent irrigation system (extension of irrigation system by 130m with 2 outlets);	by
133	• Laser level entrance area to Polocrosse fields.	Committee
	Pony Club	
134	• Undercover arena – 60m x 80m – enable show jumping, dressage, barrel racing under cover. (Also usable for P & A Society and Sheep and Cattle Sales);	
135	• Upgrade to toilets at the centre of the Racecourse – disabled access, septic system replaced;	
136	• Canteen facilities for middle of racecourse.	
	Camp Draft	
137	• Construction of portable building – for mobile Secretary’s office;	
138	• Electricity supply to camping area.	
	Cross Country	
139	• Clearing re-growth on the current cross-country course.	
	Horse Racing	
140	• Refurbishment of hospitality facilities Showground and Racecourse;	
141	• New kitchen, Dumb waiter, and Cool room upgrade;	
142	• Glass windows replaced, upgrades to flooring and ceiling;	
143	• Upgrades to the public announcement system;	
144	• Repainting Stands.	

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	General Racecourse/Showground Improvements	
145	<ul style="list-style-type: none"> Upgrade to access roads, internal roads and carparks; 	
146	<ul style="list-style-type: none"> Washing down system for horses, livestock; 	
147	<ul style="list-style-type: none"> Upgrade to toilets and shower facilities across the venue; 	
148	<ul style="list-style-type: none"> Rebuild – announcers stand; 	
149	<ul style="list-style-type: none"> More watering points for horse water and camping; 	
150	<ul style="list-style-type: none"> Day stables upgrade to meet safety standards; 	
151	<ul style="list-style-type: none"> Landscaping, signage, entrance upgrades; 	
152	<ul style="list-style-type: none"> Clean roofs of animal stables / stalls; 	
153	<ul style="list-style-type: none"> Shade cover for the playground & upgraded play equipment (if used regularly); 	
154	<ul style="list-style-type: none"> Shade planting around key viewing and parking areas. 	
	UTILITIES / MAJOR INFRASTRUCTURE	
155	Warren Airport - extend water to airport	Medium
156	Backflow prevention water Council sites	Medium
157	Consider re-use potential for STP water for environmental flows/irrigation recreation grounds	Long
	NOT COSTED / OTHER	
158	Review/redesign of Oxley Hwy/Milson St/River Ave intersection	RMS
159	Rail Bridge over Gunningbar Creek - Council application for state funding / insurance claim.	Short
160	Warren General Cemetery - review need for landscape upgrades & possible unisex toilet (if needed)	Medium
161	Slip lane at Oxley Highway / Industrial Access Rd intersections	Medium
162	Walking trail plaques, information signs, pavement indicators etc	Long
163	Upgrading Oxley Highway/Warren Train Line crossing to signalised / barriers	Long
164	Dementia wing and additional aged care capacity near hospital	Long
165	Street gallery (RiverSmart) opportunities for local artists in shop-fronts	Ongoing
166	Landscape, murals & historic signage on blank walls an inactive shop-fronts	Ongoing
167	Dubbo St extensions to existing light poles or conversion to Smart Poles - banners/lighting/events	Long
168	Potential to connect shared paths and running tracks around perimeter of Warren for recreation, exercise and running/cycling events	Long
169	Review demand/location for a truck service station/highway service centre beyond bypass connections to Oxley Highway to minimise trucks entering Warren town centre	Long