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MILDURA WEEKLY FRIDAY, MAY 27, 2016

Shire report reveals long wish

WENTWORTH Shire Council has revealed its thoughts and suggestions on possible future upgrades to the Sturt Highway between Buronga and Monak.

Arguably one of the most utilised roads in the Shire, councillor-endorsed ideas were contained in the final version of the Buronga Gol Gol Interface Report, recently made available to the *Mildura Weekly*.

The report was developed in response to the soon-to-be-released New South Wales Roads and Maritime Services and Transport NSW 20-year Sturt Highway Corridor Strategy – which will address the highway's transport needs.

Council's interface report aims

to provide "a strategic document for future planning between Bonnie Doon Road, Monak, and the Buronga roundabout".

"This report details options that we think should be considered as part of the Sturt Highway Corridor Strategy, with our short-term findings certainly issues we feel need to be addressed now," Wentworth Shire Council director of Roads and Engineering Simon Pradhan said.

Council currently sees Buronga and Gol Gol as one of the fastest growing areas in the Shire (with 17 commercial and residential subdivisions proposed), with the Sturt Highway identified as the main access road to Mildura.

We recognise that there is significant growth occurring in the Buronga and Gol Gol areas, and this report was a way for us to find out what we know and what we don't know.

– Wentworth Shire Council director of roads and engineering Simon Pradhan.

cess road to Mildura.

The highway has also been identified as a 'National Key Freight Route', with the Sturt Highway Corridor Strategy to address transport needs, including support for greater use of higher productivity vehicles.

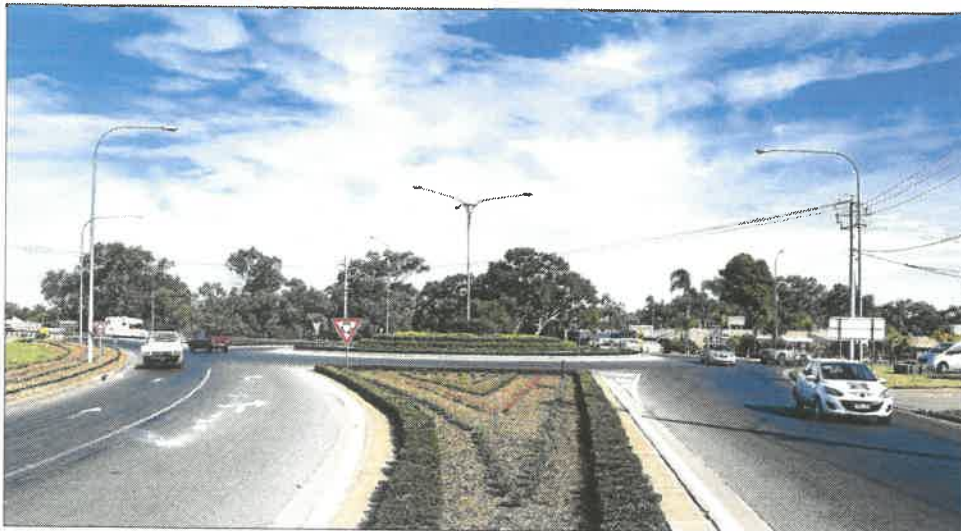
A draft version of the Strategy is expected to be released for public comment in July once it receives Ministerial approval.

The strategy will look at safety, asset and traffic solutions to meet current and future challenges, with

the section between Buronga and Gol Gol already identified as being in need of future reconstruction.

Knowing this, Wentworth Shire Council engaged Tonkin Consulting to prepare the Buronga Gol Gol Interface Report, with the final version of that report endorsed by councillors at their April meeting, and sent to those responsible for developing the Sturt Highway Corridor Strategy.

The scope of work undertaken by Tonkin Consulting included site inspections to observe existing operations, collation and review of traffic and crash data, investigation of future development proposals and planned upgrades and existing infrastructure.



RIVER MURRAY TO BURONGA ROUNDABOUT

- Develop separate turning lanes, particularly for right turn movements, and a continuous path on both sides of the highway.
- Possible duplication of the Sturt Highway (which may require duplication of the bridge), a two-lane roundabout at the junction with the Silver City Highway – or traffic signals – and a clear shared path access and formal footpath on nearby service road, ABOVE.

BURONGA ROUNDABOUT TO EAST OF ROSE STREET


- Restrict junction movement to left in/out with provision of signals at Rose or Pooley Street.
- Upgrade Silver City Highway/ Pitman Road intersection to provide alternative access.
- Duplicate highway – converting parking lane to a full travel lane (requiring widening of the roadway).
- Reduce the speed limit to 50km/h, widen existing shared path, and create additional footpath access on the north side of highway.

EAST OF ROSE STREET TO WATER TOWER

- Modify the median to prevent access to service road from the west, and similarly access at the service station.
- Upgrade pedestrian crossing point at bus stop locations.
- Provide formal left turn deceleration lanes to junctions, with Melaleuca Street junction potentially requiring signals for safe operation.
- Duplicate the roadway in the longer term based on traffic volumes.
- Reduce speed limit to 60km/h, widen existing shared path, provide formal footpath on service road and ensure crossings adhere to required standards, ABOVE RIGHT.

WATER TOWER TO GOL GOL

- Widen existing road to establish a wide westbound shoulder for property access and painted median, or, realign the highway to the north so existing road is a service road. Access to the service road would then form a new junction to the west of Dawn Avenue.
- Provide a formal service road for properties west of Dawn Avenue on north side of highway.
- Traffic signals for Dawn Avenue and Carramar Road junctions.
- Duplicate the roadway in the longer term based on traffic volumes, reduce speed limit to 60km/h, ensure crossings adhere to required standards and widen existing sealed shared path.



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list of Sturt Highway upgrades

Also included was a review of development proposals to investigate future traffic volumes, and an investigation of both constraints and opportunities for future upgrades.

"We recognise that there is significant growth occurring in the Buronga and Gol Gol areas, and this report was a way for us to find out what we know and what we don't know," Mr Pradhan said. "This report was about qualifying what we know about traffic counts, growth predictions, and the impact on communities that neighbour the highway."

"With the State Government, New South Wales Roads and Mari-

time Services and Transport NSW about to release their draft of the Sturt Highway Corridor Strategy, we thought it was timely to make our views known about what could be done to improve the highway here."

According to Council's study, development within Buronga and Gol Gol is expected to inflame existing traffic issues, and potentially increase safety risks – particularly at key intersections/junctions – around schools and commercial areas of both towns.

Traffic along the George Chaffey Bridge, heading towards the Buronga roundabout, has increased by more than 7000 vehicles a day since 1997 – or 2.5 percent each

year – with future residential and commercial development expected to see an additional 5000 to 10,000 vehicles utilise the highway each day by 2025.

An even larger impact is expected from significant long-term development to the east of Gol Gol, with the report estimating a further 16,000 to 20,000 vehicles a day would utilise the Sturt Highway between Buronga and Gol Gol by 2035.

This increase in traffic is expected to result in significant congestion along the highway, particularly within the nearby townships, at the major intersection with the Silver City Highway (the Buronga round-

about), and junctions with key local roads.

The increase in traffic is also expected to contribute to existing issues related to pedestrian movement across and along the Sturt Highway, direct access from adjacent properties and road safety.

The Interface Report lists a range of potential improvements and actions that could be considered to improve future congestion, while also catering for future development within the study area.

A review of existing conditions along the Sturt Highway identified a number of key issues, namely high crash rates and a number of casualty crashes in two specific locations.

The report found that the narrow shoulders of the highway did not provide opportunity for vehicles to safely access properties outside the townships, with a constraints and opportunity assessment, which identified a number of key opportunities, also included.

It should be noted that at this stage, recommendations made as part of the Interface Report are pure suggestion, and highlight future improvements and potential upgrades Council believe could or should occur as part of the Sturt Highway Corridor Strategy.

Recommendations are broken down into eight sections, and can be seen on Pages 8 and 9.



GOL GOL

- Provide formal parking lanes in both directions at western end of town adjacent to the park. Include provision for pedestrian crossing points, ABOVE.
- Modify lane and kerb arrangements at Hotel/King Street to ensure clarity and safety.
- Improve footpath provision on north side of highway, which includes assessing how access can be improved to the property on northwest corner of junction with Burns Street.
- Future traffic volumes may require a median within the township to provide safe turn movements, and would assist with pedestrian movement across the highway.
- Upgrade Burns Street junction (provision of signals), reduce speed limit to 50km/h and widen existing shared path.
- Include additional footpaths north of the highway, improve pedestrian access between Burns Street and Wilga Road and seal currently unsealed shared path.

GOL GOL TO TRENTHAM CLIFFS

- Improve existing junctions/intersections.
- Construct a roundabout at the Wilga Road intersection (to be used as an entrance statement for the town), ABOVE RIGHT.
- Ensure that access points for future developments are minimised and located so as not to impact on existing junctions.
- Widen the highway (depending on future development on either side of the road and traffic volumes), and reduce speed limit to 80km/h.



TRENTHAM CLIFFS

- Widen shoulders for the full length to allow vehicles to safely pass turning vehicles, BOTTOM.
- Provide upgraded CHR/CHL treatments for access to Trentham Cliffs development.
- Provide formal service roads at various locations, with the length and location of these service roads to be discussed with relevant landowners to determine how they can be maximised to remove short distance movements from the highway.



TRENTHAM CLIFFS TO BONNIE DOON ROAD

- Improve existing junctions/intersections to provide formal CHR/CHL treatments.
- Widen shoulder curves as required.
- Wentworth Shire Council's Buronga Gol Interface Report has revealed several potential 'opportunities' for improving the Sturt Highway between Buronga and Monak, and has been developed in response to the NSW RMS and Transport NSW's 20-year Sturt Highway Corridor Strategy.

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9.3 TRENTHAM CLIFFS DEVELOPMENT - PROVISION OF WATER AND SEWER

File Number: RPT/20/302

Responsible Officer: Ken Ross - General Manager
Responsible Division: Office of the General Manager
Reporting Officer: Ken Ross - General Manager

Objective: 1.0 Wentworth is a vibrant, growing and thriving Shire
Strategy: 1.2 Encourage and support population growth and resident attraction

Summary

This report should be read in conjunction with one with the same title which was deliberated with the following resolution of Council being carried at the 18 December 2019 meeting.

That Council authorises the Mayor and General Manager to negotiate an agreement with the developer regarding the provision of water and sewer infrastructure to Trentham Cliffs and beyond, and that it be brought back to council for ratification.

Since the December meeting of Council the final costing has been prepared for the delivery of the project which equates to \$1,841,106.00

Under the terms of the agreement the Council contribution is capped at \$1,500,000.00 in line with the December Report.

This report now seeks Council endorsement of the agreement.

Recommendation

That Council authorises the Mayor and General Manager to attach the common seal of the Wentworth Shire Council to the agreement pertaining to the provision of water and sewer infrastructure to Trentham Cliffs and beyond, noting that the agreement caps the Council contribution at \$1,500,000.00.

Detailed Report

Purpose

The purpose of this report is for council to endorse the attached agreement which has in the opinion of the author delivered suitable arrangements in the apportionment of costs associated with the provision of filtered water to Trentham Cliffs and beyond and the return of sewer from the development site.

Background

Council has previously approved three developments in the Trentham Cliffs precinct, for which water and sewer infrastructure is required. In part the rationale behind this was to open up Gol Gol to Trentham Cliffs to more development opportunities.

Matters under consideration

Within the development of the Trentham Cliffs highway service center and cabin park patrons are to be provided with filtered water and a pressurized sewer, with the developer to supply the required infrastructure for the development.

The provision of this water and sewer infrastructure to the Trentham Cliffs development allows the opportunity for Council to futuristically connect approximately 300 tenements to this infrastructure in the rapidly developing area over Gol Gol creek in the R5 large lot resident zone.

The concept for consideration is for the developer of the Trentham Cliffs development to supply the required infrastructure for water to the Trentham Cliffs winery and install a sewer pump station upon the development site to pump the sewer back to Gol Gol.

Since the December meeting the design and costing of the project has been undertaken. The cost associated with the supply and installation of the required infrastructure to satisfy Council standards has been calculated at \$1,841,106.00

This report seeks council endorsement of the separately circulated agreement, whereby council shares in the upfront costs of providing the infrastructure which will be of future benefit to the council.

Conclusion

Through the approval of previous development applications Council has provided its support for the progression of development out to the Trentham Cliffs area.

The provision of essential infrastructure to the rapidly developing area of Gol Gol creek in the R5 large lot residential zone is necessary to facilitate the progression of development plans. Subsequent to the December meeting of Council the final costing for the project has been calculated at \$1,841,106.00

The agreement has been drafted to support the resolution of Council and now the agreement is returned to Council for endorsement.

Attachments

Nil

Background

Council has previously approved three developments in the Trentham Cliffs precinct, for which water and sewer infrastructure is required.

Matters under consideration

Within the development of the Trentham Cliffs highway service center and cabin park patrons are to be provided with filtered water and a pressurized sewer, with the developer to supply the required infrastructure for the development.

The provision of this water and sewer infrastructure to the Trentham Cliffs development allows the opportunity for Council to futuristically connect approximately 300 tenements to this infrastructure in the rapidly developing area over Gol Gol creek in the R5 large lot resident zone.

The concept for consideration is for the developer of the Trentham Cliffs development to supply the required infrastructure for water to the Trentham Cliffs winery and install a sewer pump station upon the development site to pump the sewer back to Gol Gol.

While the design and costing of the project is currently being undertaken, this report is to seek council endorsement for the mayor and general manager to enter into negotiations with the developer to put in place an arrangement whereby council shares in the upfront costs of providing the infrastructure which will be of future benefit to the council.

State Environmental Planning Policy No 50—Canal Estate Development

Historical version for 13 March 1998 to 10 April 2008 (accessed 21 June 2018 at 10:48) **Current version**

Clause 3

3 Definition

In this Policy, *canal estate development* means development that:

- (a) incorporates wholly or in part a constructed canal, or other waterway or waterbody, that is inundated by or drains to a natural waterway or natural waterbody by surface water or groundwater movement (not being works of drainage, or for the supply or treatment of water, that are constructed by or with the authority of a person or body responsible for those functions and that are limited to the minimal reasonable size and capacity to meet a demonstrated need for the works), and
- (b) includes the construction of dwellings (which may include tourist accommodation) of a kind other than, or in addition to:
 - (i) dwellings that are permitted on rural land, and
 - (ii) dwellings that are used for caretaker or staff purposes, and
- (c) requires the use of a sufficient depth of fill material to raise the level of all or part of that land on which the dwellings are (or are proposed to be) located in order to comply with requirements relating to residential development on flood prone land.

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State Environmental Planning Policy No 50—Canal Estate Development

Historical version for 13 March 1998 to 10 April 2008 (accessed 21 June 2018 at 10:49) **Current version**

Clause 6

6 Development to which this Policy does not apply

This Policy does not apply to:

- (a) development of any kind, whether or not development consent is necessary in order to enable it to be carried out:
 - (i) that is required to complete a canal estate development in accordance with a development consent that was granted before the date of commencement of this Policy and that has not lapsed, and
 - (ii) that does not change the size or shape of the canals, or
- (b) canal estate development:
 - (i) that could be carried out with development consent under an environmental planning instrument in force immediately before the date of commencement of this Policy, and
 - (ii) that is the subject of a development application made, but not finally determined, before that date, and
 - (iii) for which development consent is granted after that date.