



BALRANALD

Figure 1: Balranald entrance sign on Sturt Highway to west of town.

Please note that this Strategy seeks to build on the feedback received from discussions with Council officers during the March/April 2022 site visit & any meetings with community groups but still requires further review & feedback.

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IMPORTANT NOTE: This DRAFT Settlement Strategy has been prepared with the aim of encouraging discussion around required upgrades & growth opportunities that can create long-term sustainable growth for each settlement and the Shire as a whole.

A range of ideas have been collated & presented that do NOT necessarily reflect the position of Council and may NOT have the funding support for all to be achieved. The aim is to prioritise the community and council ideas so that the available funding is best directed.

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1. Overall Presentation

It is important to start this section of the Strategy by recognising that The Town of Balranald has a number of features, attractions & urban design that makes it an attractive place to live, work & visit.

A brief time in Balranald (& a comparison to other regional settlements of similar size) suggests that the town already capitalises on its natural & heritage assets, unique character & amenity.

Therefore, any suggestions in this Strategy do not seek to criticise the extensive work already achieved but to build on these qualities & opportunities.

2. Key Facilities & Events

Balranald is the largest settlement in the Balranald Shire & this is reflected in the range of local facilities. Key services include, but are not limited to:

- a) Hospital / Multi-Purpose Service / Emergency/ Dentist/ Doctor / Allied Health with limited residential aged care & respite services;
- b) Community Health Centre / Mallee Family Care / Centrelink;
- c) Central School (K-12) / St Joseph Primary School (K-6);
- d) Early Learning Centre & two (2) playgroups;
- e) Balranald Shire Council offices / Service NSW offices;
- f) Public facilities including Library & Theatre Royal;
- g) Full range of emergency services;
- h) Supermarkets (IGA/Foodland) & mix of retail stores;
- i) Balranald Discovery (Tourist Information) Centre & historic precinct;
- j) Swimming Pool, Greenham Park sporting facilities & other parks;
- k) Caravan Park & camping ground(s);
- l) Bidgee Have Retirement Hostel (15 beds)
- m) Aerodrome.

However, there is still a need to access higher-level services at larger settlements such as Swan Hill & beyond.

This Strategy does not go into detail on the full range of businesses & industries present but there is an industrial presence on McCabe St (South-East gateway) & to a lesser extent light industry near Piper St (West gateway). The old GrainCorp/rail terminal & stock yards are located to the south-east of town adjacent to Malcolm/Duryea Streets with a collection of quasi-industrial uses.

Balranald is fortunate to have developed the Balranald Discovery Centre (see photo below). This unique facility is well-located on the main street/ highway near the centre of town. It integrates a range of attractions including a visitor information centre, interpretative pavilion, café, toilets & showers, museum, historic buildings, community ‘men’s’ shed, playground & 24-hour RV parking area.

There are also a range of accommodation options with motels, hotels/pubs, & a range of camping opportunities both within the town & in the nearby National Parks & along the river.

In addition to the River, Balranald is close to a number of key natural & historic attractions of the region including Yanga National Park which encompasses Yanga Lake/Regatta Beach picnic area, the historic Yanga Homestead & Woolshed and camping areas, all in close proximity to the township of Balranald. Mungo National Park, 150km to the north, is within the Willandra Lakes World Heritage Area and the site of the world’s oldest recorded Aboriginal burials.

There are a number of community/tourist events throughout the year listed at www.visitbalranald.com.au culminating in the 5 Rivers Outback Festival in Balranald (October). There may be opportunities to continue to work on regional trails linked with events in other LGAs & further recognise & celebrate the area’s indigenous culture & heritage, its nature & national parks, key sporting events, & its food & community spirit.

Figure 2: The Murrumbidgee River & associated recreation areas are a major attraction.



Figure 3: The hospital services the Shire & surrounds.



Figure 4: The Central School provides K-12 education for the Shire.



3. Entrance Design & Signage

3.1. Signage Strategy

As with many towns, signage has been progressively added & updated over time with different influences addressing tourist, business & navigation needs. Largely, the existing signage is suitable in its current form.

However, cumulatively there is a degree of signage ‘clutter’ – particularly at town entrances & key intersections (e.g., Highway/Mayall St) that could reduce the visual amenity of these important spaces.

Figure 5: The intersection of the highway & Mayall St needs a signage review.



Whilst this Strategy seeks to suggest some potential modifications to town signage, for a town of Balranald’s size there is a complex range of factors that go into determining appropriate signage.

A Signage Strategy should be prepared by a suitably qualified person that comprehensively looks at navigation, facilities, information, & history/heritage signage to ensure a comprehensive solution – focussing particularly on the key entrances, gateways & main street(s).

Where possible this Signage Strategy should seek to minimise/consolidate signage to avoid signage clutter & focus on critical intersection & entrances.

It should also investigate the use of & funding for Tourist Trail Signage (White on Brown) in accordance with the TfNSW guidelines e.g., Yanga to Mungo National Park, river or bird-watching trails.

Note: Costings for sign removal/updates/replacement are not currently included in this Strategy & are subject to the Signage Strategy findings.

3.2. Shire Boundary Signage

As stated above, Balranald benefits from being on the Sturt Highway from Hay to Mildura with limited other key regional roads so navigation to Balranald is fairly clear.

The Shire boundary to the Murray River Shire starts just to the south-east of the town near Yanga Lake & has a small 'Balranald Shire' road sign with the logo that may be lost in amongst other road signage & wide views.

Shire Boundary Signage (as part of Signage Strategy):

One opportunity would be to upgrade the existing sign at or near the actual LGA boundary. This could build on the themes of the Shire including the catchphrase 'Where the wetlands meet the outback', recognition of the Aboriginal groups whose land is in the Shire, & updating the colour & styling to match the Shire's themes.

An alternative approach, due to the LGA boundary proximity to the south of Balranald, is to combine the LGA signage with a new entrance feature for Balranald closer to town.

Figure 6: Balranald Shire boundary signage on Sturt Highway to south-east of Balranald compared to Cowra Shire signage (www.danthonia.com.au).

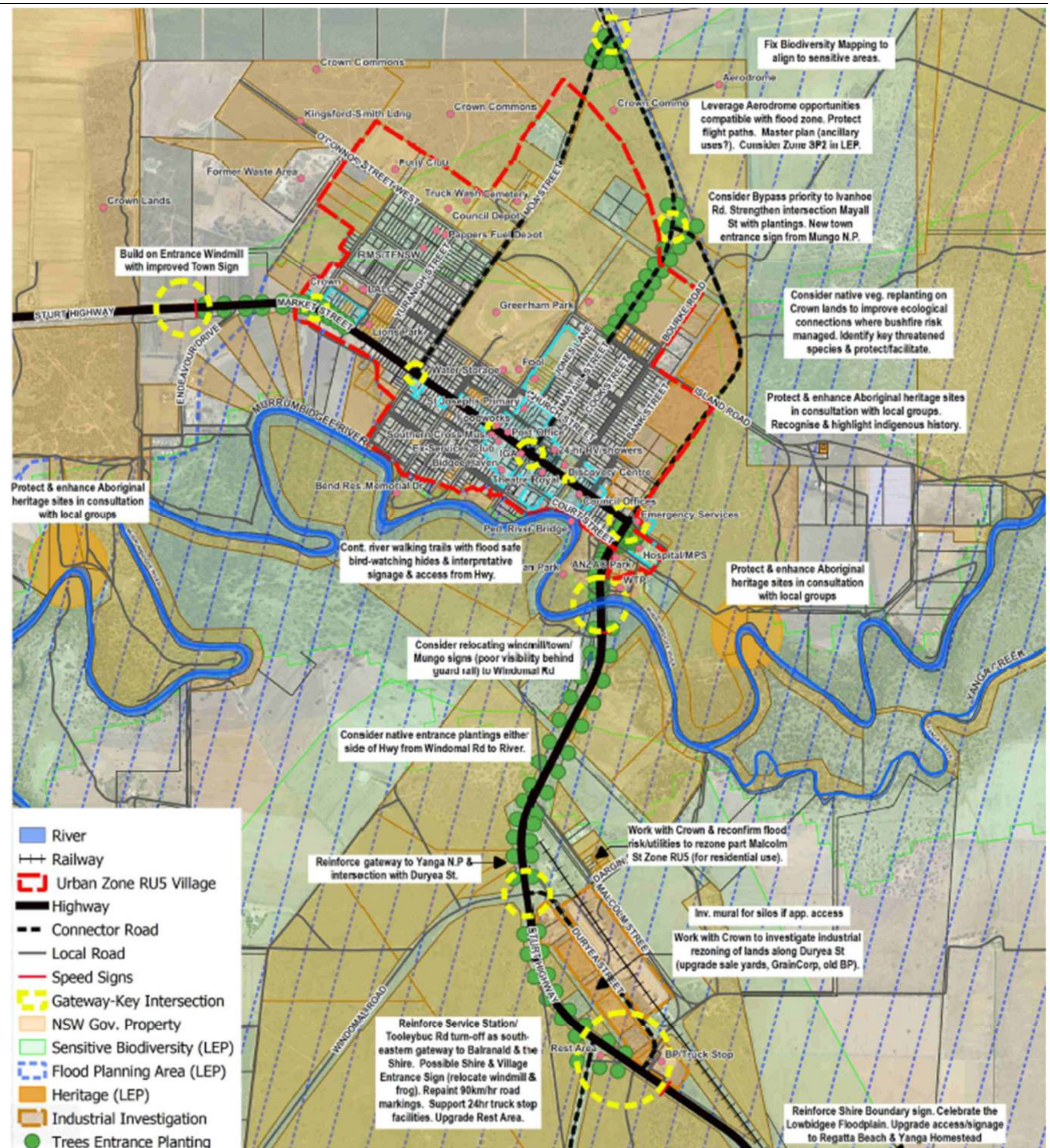


Figure 7: (opposite) Proposed upgrades to the key entrances & edges of the Town of Balranald.

3.3. Gateways

Clear entrances or gateways to towns are important not just in signalling arrival, but in slowing traffic speeds, identifying local services that may warrant stopping in the town, providing some key navigational signage, & integrating with the theme of the shire or town.

Note: The map opposite may not show the latest NSW Government Property ownership (i.e., Crown land). We hope to update this once an updated mapping layer is available).



3.3.1. South-East Outer Gateway

After a significant distance crossing the Hay Plain, on the south-east approach to Balranald, the first visual cue of arrival is the transition from 110km/hr to 90km/hr & the BP Service Station which is a key 24-hour truck stop & the access to Duryea St (a quasi-industrial area).

The BP is close to a major intersection with Balranald-Tooleybuc Road which is the key route to Swan Hill & Victoria, alternative route to Adelaide via Tooleybuc, Rest Area & is a key gateway.

Currently, the 'Welcome to Balranald' sign, windmill & frog sculpture are located close to the Murrumbidgee River but are small, hidden behind the relatively new guard-rail, with a backdrop of trees, & visibility is poor.

South-East Outer Gateway: Work with TfNSW to improve following:

- The 90km/hr sign needs to be repainted on the asphalt (TfNSW).
- Council may contribute to some street tree planting & road lighting.
- Upgrade Rest Area to capture people on way to Adelaide & promote people stopping in town. Consider 24-hour facilities at the truck rest stop (TfNSW).
- Investigate a new town entrance sign/feature just either just north or just south of Balranald-Tooleybuc Rd intersection with Sturt Hwy (possibly in the Rest Area).
- Feature tree planting along Sturt Highway in towards River.
- Current windmill/frog sculpture could be relocated to integrate into a new larger entrance feature (subject to funding).
- Entrance feature to consolidate some of the 'clutter' of signs along this entrance point to the river including 'Gateway to Mungo' signage, any regional trail navigation signage, the 'RV Friendly' sign, a white on blue summary sign of services in the town (fuel, food, toilets, park etc). Ideally, the sign would be lit at night.

As the images below show, Condobolin offers an example of a high-quality entrance sign that links to their theme. Balranald should continue to highlight their windmill & frog theme but improve the 'Balranald' sign.



Example entrance feature/sign to Condobolin (Henry Parkes Way).

South-East Outer Gateway



Rest Area Sign Sturt Highway SE before BP Service Station



90km/hr signs at BP Service Station.



Option 1 New Gateway - Rest Area south of Balranald-Tooleybuc Rd.



Option 2 New Gateway – North of Balranald-Tooleybuc Rd.



'Gateway to Mungo' & Caravan Park Sign-integrate into entrance feature.



New guard rail & mixed navigational signage.



Windomal Rd/Duryea St intersection (to Yanga N.P.).



Existing 'Welcome' sign/windmill/sculpture not clearly visible.

3.3.2. South-East Inner Gateway(s)

The bridge crossing of the Murrumbidgee River forms the next major south-east inner gateway to town & in an elevated vehicle offers views along the river, a sense of arrival, & invitation for people to stop. Highway lighting assists at night. The adjacent Caravan Park is in a landscaped setting & has reasonable signage.

However, after crossing the bridge – the intersection of the highway as it turns into Market St has no sense of arrival, is largely hardstand & appears desolate & unloved, & gives no reason for visitors to consider stopping in Balranald. This gateway should be the first priority for the enhancement of the town.

South-East Inner Gateway: Work with TfNSW to improve following:

- Encourage use of McCabe St as a key heavy vehicle route to/from Ivanhoe (minimising impacts on the town centre) (TfNSW).
- Ensure signage & street (Give Way) signs give clear order of priority for highway vehicle movements at this intersection (TfNSW).
- Review if a zebra crossing (or widened pedestrian blisters) can connect to the triangular blister & across to the hospital (TfNSW).
- Staged replacement of the heavily pruned eucalyptus trees (some of which are dead or dying) with suitable decorative species.
- Large under-utilised area in front of the hospital with views of service areas/backs of buildings – this could have additional plantings along the street edge & rear of buildings, irrigated grassed areas, & possibly be used for a temporary sculpture park or similar.
- The blister strips & pedestrian triangle appear worn/cracked & create large areas of hardstand – subject to not impeding vehicle movements these could have small areas of hardy low landscape that doesn't block signage or sight-lines for safety.
- The lots on the south-west corner are partly vacant, the building appears unused, the yard needs maintenance, & the building is set back from the street with a gravel parking area so overall there is poor appearance – Council should work with the owner to clean-up the yards, landscape the frontage & perhaps add a mural to the shop-front (subject to owner's consent & support).
- The view up McCabe St is to a quasi-industrial area with poor visual amenity. The central blister needs upgrading/landscaping & possibly kerb & gutter extended. Consider mural on the emergency services building at north-east corner.
- Looking down the main street from this entrance there is limited features defining the street & the town retail core & strong built-form/ landscape is too far away to be visible. Power poles dominate the street & street trees are weak. Suitable height & spacing of street trees should be extended along Market St to the town centre, taking into account visual distances for heavy vehicles.

South-East Inner Gateway



South-east inner gateway over Murrumbidgee River (sense of arrival).



Intersection Sturt Hwy & Market St lacks any sense of arrival.



Under-utilised area in-front of hospital/not irrigated/views of service areas.



Corner sites are vacant, poorly maintained & lack landscape.



Corner building no longer active, needs maintenance, landscape.



Little soft landscape or views to items of interest at intersection.



View up McCabe St unattractive/industrial/road & landscape upgrades.

3.3.3. Western Outer Gateway

The other primary gateway to Balranald is on the Sturt Hwy to the west of town. This is a long straight road that only bends on arrival at Balranald.

Just near the transition from 110km/hr to 50km/hr speed signs, there is currently a 'Welcome to Balranald' sign / windmill/ small frog sculpture on the southern side of the highway at a good location just out of town & this is reasonably visible.

Western Outer Gateway: Work with TfNSW to improve following:

- A larger feature entrance sign for Balranald (same as south-east).
- A larger frog sculpture as it is currently barely visible at traffic speeds.
- Lighting of the sign & up-lighting of the windmill.
- Consolidation of some of the multiple signs along the western entrance into one information sign.

3.3.4. Western Inner Gateway

The inner gateway to town is at the edge of the urban area where the Sturt Highway turns slightly into Market St, near the intersection with Piper St.

As with many towns this location is favoured by highway-related businesses such as automotive repairs, a motel, & service station – but these development types don't contribute much to a sense of arrival with set-back buildings, large hardstand/parking areas, & some signage clutter.

Western Inner Gateway: Work with TfNSW to improve the Western Inner Gateway by strengthening with some additional landscape / street trees extended from the 50km/hr speed signs along the highway as far as Lions Park/Sydney Street.

3.3.5. Other Important Intersections

The Gateway Diagrams also suggest there are key gateways/intersections at Mayall St (connecting up to Ivanhoe Rd towards Mungo National Park), Moa St (also connecting to Ivanhoe Rd), & Piper St – all key north-south linkages. These are addressed in more detail in the Main St Section below.

Western Outer Gateway



Approach from west (Sturt Hwy) before entrance sign.



'Welcome to Balranald' sign, windmill & frog sculpture.



110km/hr to 50km/hr speed signage just past entrance sign.



Standard 'Balranald' sign & some visual clutter along western entrance.

Western Inner Gateway



Western 'inner' gateway – edge of Balranald urban area.



Light-industrial uses setback of Sturt Highway impact visual amenity.



View down Market (main) St at western inner gateway.

4. Heavy Vehicle Bypass Investigations

It is noted above that an increase in potential for mineral sand mining north of Balranald may increase heavy vehicle movements on the Ivanhoe Road (even if minerals go to Ivanhoe for regional transport).

If trucks come from Hay, then McCabe St currently provides the most direct bypass route to connect up to Ivanhoe Road (some may use Mayall St). This is also an 80km/hr route with limited cross-streets or residential uses – so it is an excellent eastern bypass route except for the intersection with Mayall St where it does not have priority. It would also reinforce the growth of industrial & employment uses along the western side of McCabe St (see Growth Section for details).

However, it is expected that a significant number of heavy vehicles will also come from Mildura/Adelaide. Anecdotal evidence suggests trucks tend to short-cut up Moa St (past the cemetery) as the quickest route (& also the shortest route to the truck wash) or via Mayall St – with local impacts.

If this is likely to be a longer-term issue, then Balranald may need to investigate a western bypass route connecting the Sturt Highway to Ivanhoe Rd &/or mechanisms to prevent trucks using Moa/Mayall Streets.

Short-Term (Testing/Options): Council should discuss the preferred routes & loads/impacts with the proponents of any projects likely to significantly increase heavy vehicle movement. Council should also validate some of these impacts with traffic counts along key streets & build a business-case / options study for any proposed solutions.

Short-Term: We believe there may already be heavy vehicle limits on use of Moa & Mayall Streets but the Main Road status of Mayall St may need to be relocated to McCabe St. This could be reinforced by widening the blisters to narrow the streets where Moa St & Mayall St meet the Sturt Highway/main street (whilst still allowing caravans etc.). Encourage trucks to use McCabe St & avoid local streets (especially arrival from west).

Medium Term: Council may redesign key intersections with McCabe St & Mayall St so trucks have a through-route (priority) whilst still directing visitor traffic down Mayall St. Council may investigate alternative sites for the truck wash that would be easily accessible to trucks & attract them to use the McCabe St route or this may be taken up by a future private highway service centre on the new bypass route.

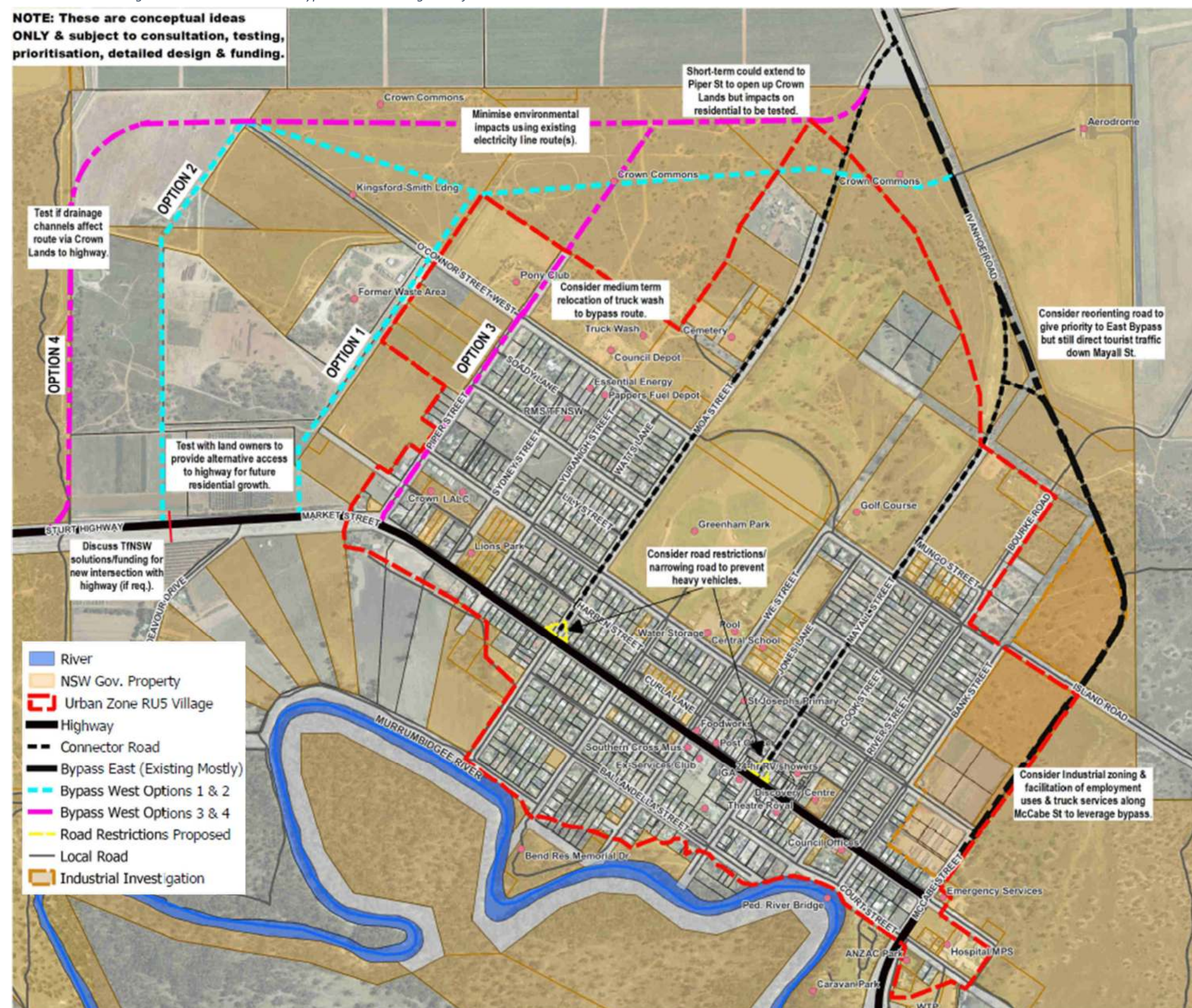
Longer Term: Council should work with Crown to investigate the construction of a western bypass to the town through the Crown Commons to the north. A shorter-term solution could involve a link to the end of Piper St (Option 3) as one possible bypass route that would avoid the need for a new intersection with the Sturt Highway (but there are still residential impacts). Alternative routes that connect to the Sturt Highway either close to Endeavour Drive or west of Endeavour Drive through Crown Lands should also be investigated (see Options 1, 2 & 4).

As of 2022, Council has indicated a long-term preference for Option 4 that would bypass at the western edge of town but this would require substantial funding from TfNSW.

The locations of any western bypass may modify the Gateway solutions & location of speed signs mentioned in the Section above, particularly at the western approach on the Sturt Highway. Also note that the Growth Section suggests residential growth to the West that could be assisted by improved access but hampered by heavy vehicle traffic.

Note: The map below may not show the latest NSW Government Property ownership (i.e., Crown land). We hope to update this once an updated mapping layer is available).

Figure 8: Indicative Balranald Bypass Route Investigations for discussion.



5. Town Perimeter Upgrades

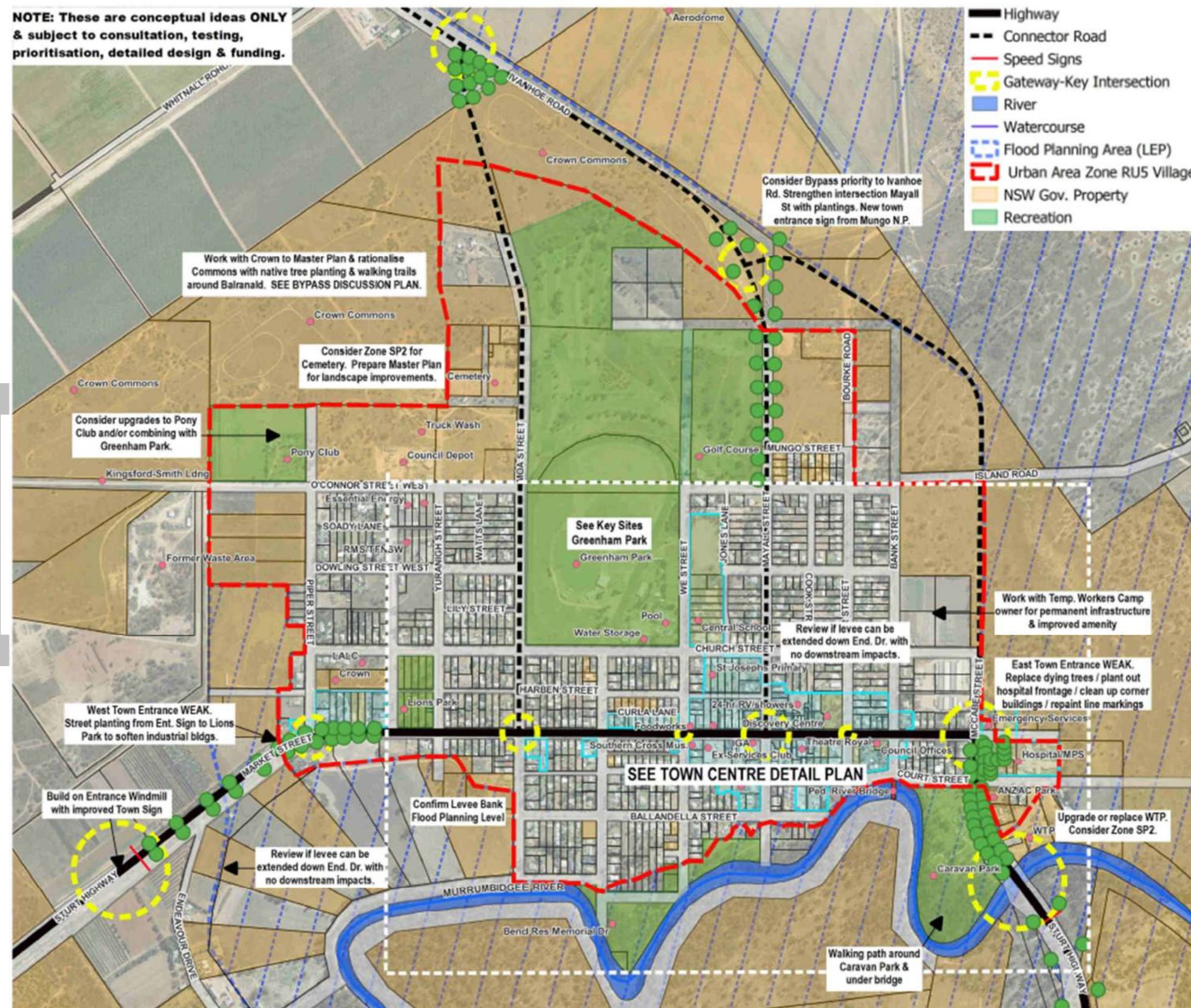
This Section relates mostly to areas of the Town outside the core inner area/ main street but excluding the Entrances & Bypass options addressed above (i.e., some projects shown on the plan are addressed in other Sections of this Strategy).

Town Perimeter: Some key upgrade projects around the perimeter of the town may include:

- **Levee:** Review if the levee south of Market St / west of Moa St can be extended along the eastern side of Endeavour Drive to remove flood prone land both west of Piper St & provide additional housing opportunity along Endeavour Drive (without exacerbating downstream flooding). See Growth Opportunities Section.
- **Commons:** Work with Crown & local Aboriginal groups to master plan the Commons to the north of Balranald to use this land more effectively for the community. This may include native tree planting (where bushfire risk is not significantly increased), walking & bicycle trails, & bird watching opportunities.
- **Pony Club:** Work with the Balranald Pony Club to determine opportunities for upgrades and/or to consolidate horse-related activities at Greenham Park (or other areas with existing facilities) with better facilities to attract regional events. Long-term construct an outdoor horse event arena.
- **Cemetery:** Ensure that Balranald Cemetery has sufficient land to grow for 20-40 years. Prepare a master plan to guide staged landscape upgrades & improvements.
- **Gateway(s):** Work with owners at key 'gateways' to the town to promote beautification & appropriate activities/signage for an improved visitor & local experience.
- **River Path:** Consider whether a public walking path can be extended around the river frontage of the Caravan Park & connect under the bridge & up to Anzac Park (may require an extended levee).
- **Active Travel Plan (Perimeter):** Consider other pedestrian & cycle connections as part of an **Active Travel Plan** that may include improved walks, bird-trails & ecological opportunities.

Note: The map opposite may not show the latest NSW Government Property ownership (i.e., Crown land). We hope to update this once an updated mapping layer is available).

Figure 9: Proposed upgrades to Balranald & immediate surrounds.



6. Town Centre & Main Street Upgrades

This Section relates to upgrades within the Town Centre (largely bounded by Moa St to the west & McCabe St to the East up to Church St in the north & the river to the South – EXCLUDING the Town CBD Core of 4 key blocks).

6.1. Street Tree Master Plan / Electricity

Balranald already has a relatively strong pattern of street tree plantings & street landscape design that (particularly after the largely treeless Hay Plain) provide an 'oasis', a strong identity/character to the town, & shade & ecological connectivity down to the river.

Balranald takes advantage of its wide local street to often provide central median strip plantings in addition to footpath plantings but this can't be achieved on the highway/main street.

However, largely thick concrete electricity poles with both high & low voltage wires dominate the streets (particularly Market St) & limit street tree plantings or result in heavy pruning & poor visual character (noting that poles may still be required for street lighting).

There is an opportunity to build on the existing plantings & strengthen 'green linkages' – particularly between the river & key recreation areas or along key pedestrian links. The Town Centre Graphic suggests links could be further enhanced along north-south streets such as Mayall St; We St; Cally St & Moa St or east-west streets such as Church St & Court St.

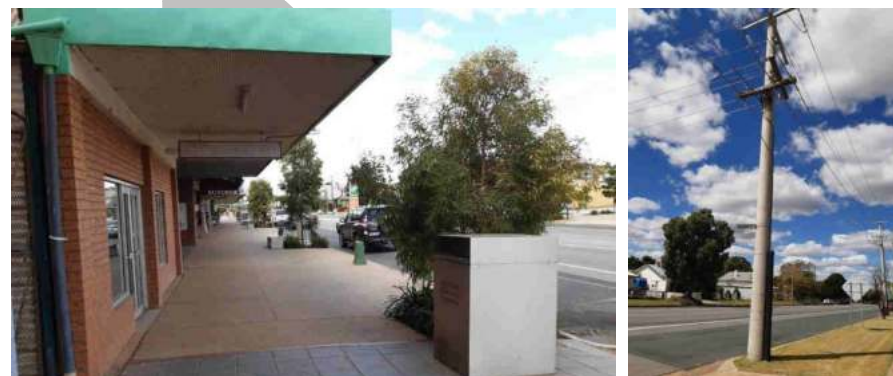
Market St (the main street) has had a recent program of street tree plantings, particularly between We St & River St in the CBD Core. Whilst the eucalypt species add great character now while they are small, they will unfortunately likely conflict with overhead powerlines & buildings in the future.

The main street also needs (in the shorter term) to extend consistent street planting out to the eastern & western inner gateways (see photos below) to the town to enhance the sense of arrival.

Figure 10: View along Highway/ Market (main) St (first) west near McCabe St, (second) east near Lions Park, & (third) east near We St showing lack of consistent street tree planting & dominance of electricity poles (Google Street View 2019).



Figure 11: Market (main) St eucalyptus street trees currently look good will likely conflict with overhead lines, awnings, footpaths & drop limbs as photos below suggest.



A **Street Tree Master Plan** (prepared by a suitably qualified person) should be prepared for Balranald Town Centre (as well as the Entrances noted above).

Note: Costings for plantings/irrigation/maintenance are not currently included in this Strategy & are subject to the Street Tree Master Plan. This should be considered at the same time as determining whether overhead electricity lines can be placed underground along (at least) the main (Market) street and/or appropriate species selection occurs under overhead lines though there are a number of funding barriers to this.

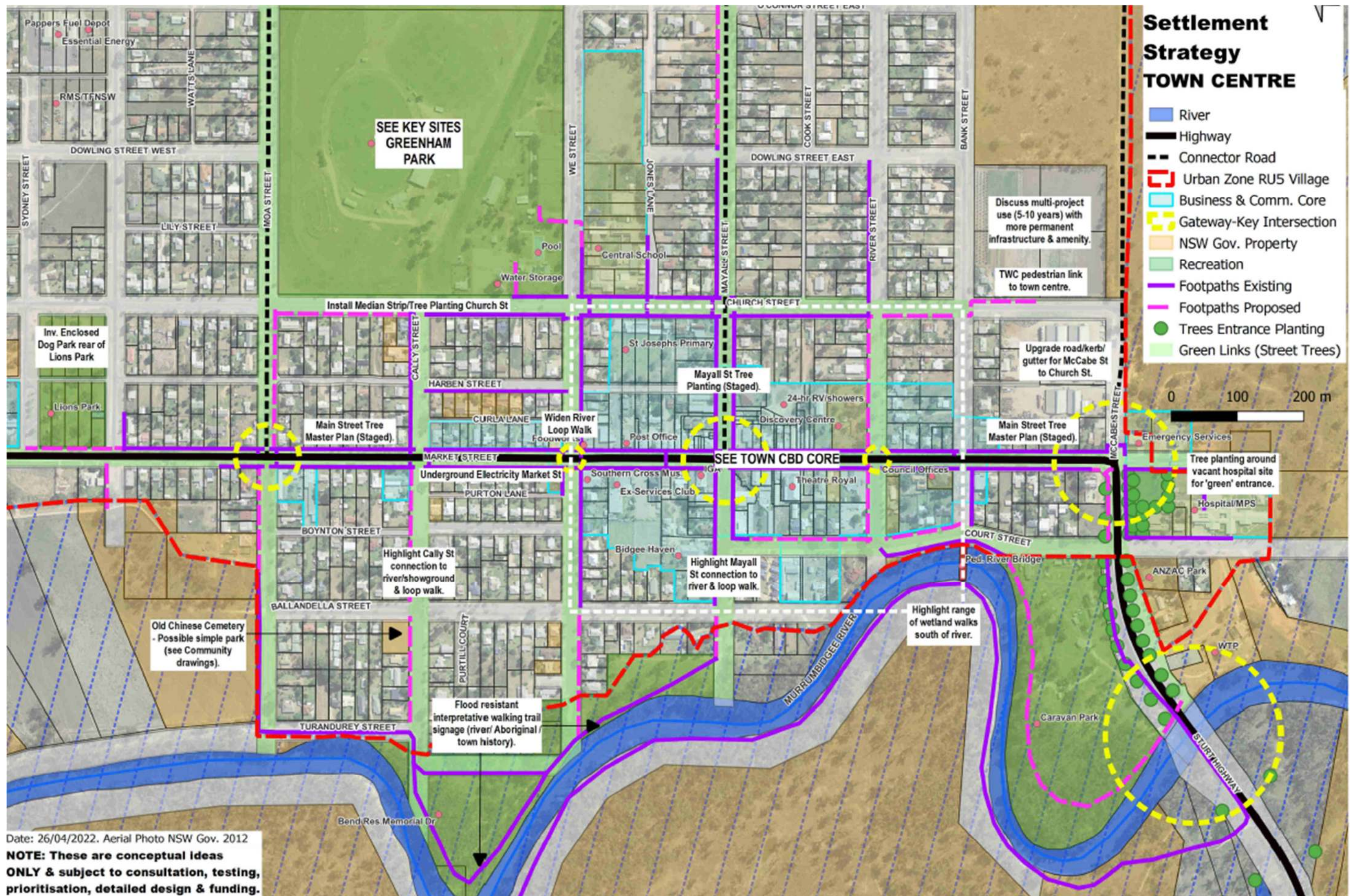
A **Street Tree Master Plan** would have several benefits including, but not limited to:

- Potentially removing the visual clutter & limitation of overhead electricity cables to street tree growth & minimising tree pruning.
- Reviewing the suitability, longevity, & safety of existing street trees (by an arborist) so they can be integrated into the plan or progressively replaced with a suitable Staged Replacement Strategy.
- Ensuring appropriate species selection that can coexist with infrastructure & adjacent buildings with minimal impact & are suited to the climate to minimise watering & maintenance/cleaning.
- Creating clear themes/mix of species to highlight key streets/intersections, create green ecological linkages between the river & key recreation areas, provide shade during summer months on key pedestrian routes & in large hardstand area (to reduce urban heat load), & colour/variety to enhance the character of the town.
- Ensure that traffic/pedestrian safety & casual surveillance/crime prevention has been considered in the strategy.
- Consider where expansion of median-strip planting may be suitable to add to foot path plantings, take advantage of wide street, less conflict with infrastructure, & potential for larger tree species.
- Ensuring consistency in decision-making over extended periods of time to get the best longevity & tree growth, avoid duplicating expenditure & poor visual outcomes to correct mistakes, & ensuring appropriate irrigation infrastructure is progressively implemented.
- Providing guidance to community groups & land owners as to suitable species selections & locations (including private plantings).

Species sizing may include the following:

- Large Shade Trees (+10m)** for use around sports ovals & in parks such as Plane Trees; English Oak; Pin Oak; English Elm; Poplar; & Ficus (Fig);
- Medium Sized Trees (<10m)** for streetscapes where they are NOT restricted by power lines such as Claret Ash; Jacaranda; Golden Elm; Manchurian Pear; & Chinese Elm;
- Small Trees (<5m)** for streetscapes under powerlines such as Prunus; Bechtel's Crab Apple; & Crepe Myrtle.

Figure 12: (next page) Proposed upgrades to Balranald Town Centre.



6.2. Footpaths & Kerb Ramps

All upgrades to footpaths & bicycle paths should ideally be supported by an **Active Travel Plan** that reviews existing footpath condition in detail & offers design guidelines for upgrades & extension to maximise use & longevity.

However, until such time as funding is available for an **Active Travel Plan**, this Strategy suggests some initial areas for consideration seeking to link key services & attractions & to create pedestrian & cycle loops that promote active living.

Generally, kerb ramps are provided at key intersections & pedestrian crossing & should be added for any footpath extensions. However, we note that **some kerb ramps are narrow, have broken pavers, & need repair** (to be determined as part of a footpath review). With an ageing population & likely increased use of mobility aids kerb ramp design should be compliant where possible.

There is some diversity in footpath types throughout the town centre with concrete, pebble-crete & pavers. The preferred option for key parts of the town centre should be identified & progressively older sections changed to match.

6.3. Cycle Paths & Facilities

In the short-term on-road cycling would appear to be appropriate on the wide road reserves if it can largely avoid or connect through appropriate crossings of the highway. However, shared paths may need to be signposted through recreation & river-side areas.

As cycling increases, it is worth testing appropriate locations for bicycle racks at key public, shopping & recreation areas.

There has been discussion around the potential for adaptive re-use of the railway line as a 'rail-trail' – potentially connecting the town to Yanga Homestead, with additional bike trails to Yanga Woolshed and Homebush Hotel.

Cycling routes should be investigated as part of an **Active Travel Plan** for each settlement once funding is available.

6.4. Parking

In the limited time of our visit there was no evidence that current street & public parking was not working efficiently. Key events may place increased pressure on public parking but only for limited times & this is often accommodated at recreation grounds etc.

If, in the longer-term parking becomes an issue – then the Council could consider 45-degree (rear to kerb) angle parking in the CBD Core as there is sufficient road width without having to change road alignments. This may also allow additional planting blisters & landscape to reduce the hardscape & slow traffic but is not costed at this time.

Figure 13: Market (main) Street with under-utilised road width & parallel parking.



6.5. Main Street Buildings & Landscape

Council should continue to work with land owners along the main street, particularly businesses, to ensure that building & advertising sign presentation enhances, rather than detracts, from street & town presentation.

Some examples of sites that may detract from the town character include:

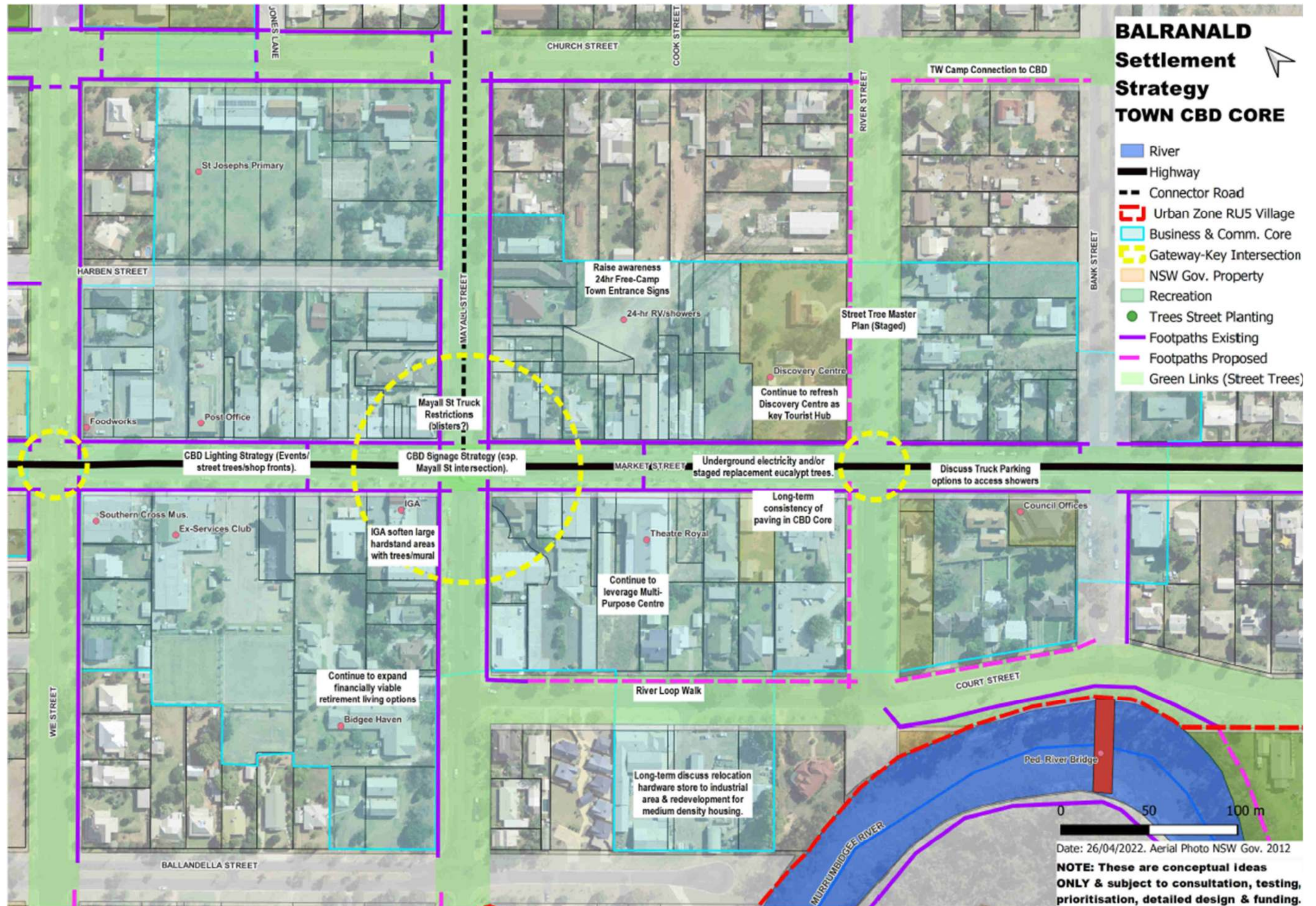
- Large hardstand or gravel parking areas with limited landscape;
- Large blank walls with little articulation;
- Building facades that are dilapidated or in need of a repaint;
- Street awnings & lighting that is poor;
- Signage that dominates the building & street & may distract drivers, etc.

Potentially, listing a larger number of heritage items may increase access to heritage grants for upgrades. Other grant funding may occasionally be available for provision of supplies for minor building works, particularly relating to front facades & for murals on blank walls. Awards for businesses for best presentation & front window activity may raise awareness/encourage improvements. For more derelict buildings, Council may seek to demolish these to improve presentation.

- **Active Travel Plan (Town Centre):** prepared to recommend appropriate footpath & kerb ramp upgrades; cycle paths & facilities, & any additional off-street parking opportunities required. Review opportunities to improve River Loop Walk. Upgrade connections to Temporary Workers Camp.
- **Facades/Signage:** Council should continue to work with land owners along the main street, particularly businesses, to ensure that building & advertising sign presentation enhances, rather than detracts, from street & town presentation & determine what grant funding may be available for upgrades. This may include paving & landscaping larger off-street parking areas & adding murals.
- **Lighting Strategy:** prepared for the main street for events, streets trees, & key buildings & shop-fronts to provide night-time presentation & activation.
- **Main Street Paving:** Seek to improve long-term consistency, durability & low-maintenance paving along main-street.
- **Discovery Centre:** Continue to refresh Centre as key tourist hub. Raise awareness of 24-hr RV Camping at town entrance signs & online. Potentially relocate skate park to Greenham Park.

Encourage truck services at defined rest areas to avoid trucks parking in the main street.

Figure 14 (next page): Proposed upgrades to Balranald Town Centre Core.



7. Town Centre Signage & Art

In addition to the issues discussed in the *Entrances & Signage* Section above, there is a need to review Signage along the Main Street.

7.1. Community, Tourist & Heritage Signs

Balranald does a great job at recognising & educating others about its history, including:

- Navigation maps & tourist signage, esp. around the Discovery Centre.
- The Balranald & District Military Heritage Walk from the Ex-Services Club to ANZAC Park with 45 individual storey boards on ex-service people & relevance to Balranald;
- Historic building signage that tells the storey of important buildings along the main street;
- White on Brown tourist/heritage/National Park signs.
- White on Green navigation signs to nearby towns.
- White on Blue navigation signs to local attractions.

The only comment is that each of these signs have been implemented at different times but they are not always integrated or use a similar signage style or colour. As signs are upgraded, the **Signage Strategy** should provide guidance on how to integrate this.

7.1.1. Central Information Boards

Balranald has a central information board located outside the Senior Citizens building that was recently upgraded by Balranald Inc.

7.1.2. Public Art & Memorials

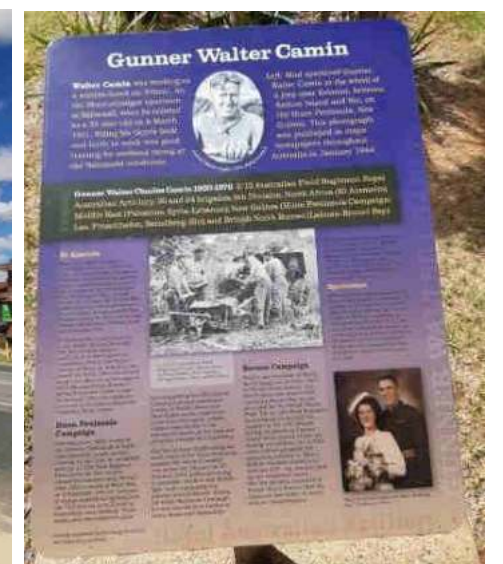
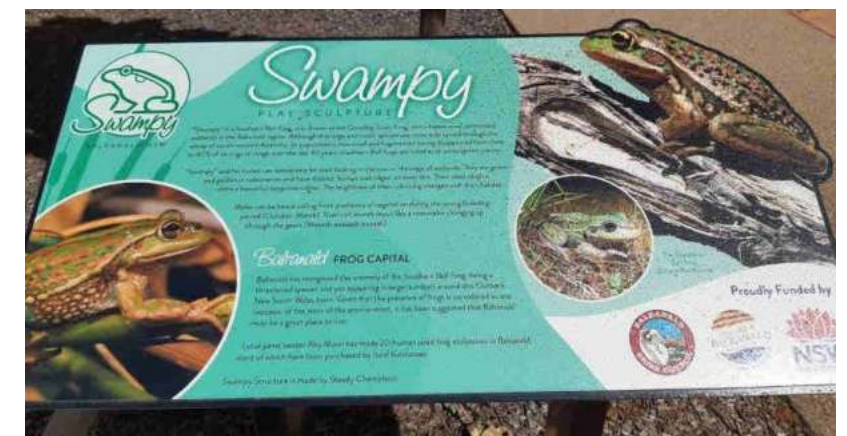
Balranald already has a significant amount of sculpture, art & murals that contribute to the identify & character of the town.

The theme of the Southern Bell Frog is particularly strong & appealing with frog sculptures at the entrance & around the town. Without being too superficial, there may be potential to have some even bigger frog sculptures – particularly at the town entrances or in the main street to capture passing traffic. There could also be sculpture competitions with exhibits around town or shown along the highway/Hay Plain (much like 'Animals on Bikes' near Cumnock).

One opportunity may be to build on the indigenous heritage, culture & stories with a trail that starts at the Discovery Centre but ideally connects to the riverfront & Aboriginal heritage items around Balranald. These should only be prepared in consultation with local community groups, schools, the local Aboriginal peoples & cultural groups, heritage & historians & located as part of a broader strategy for parks & public spaces.

There are already a number of murals, especially the eye-catching mural on the side of the Theatre Royal. There may be potential to identify blank walls on vacant or older buildings that could allow for more pictures that activate buildings & tell the town's history.

Until such time as vacant shopfronts are filled then shopfront (with owner permission) could be activated with art work constructed using local schools & community members (not costed).



Public Art Strategy: prepared to continue to build on the sculpture, art, war memorial & mural trails through Balranald that is effective, accessible, low-maintenance, & celebrates the unique identity of the town/region. Build on the indigenous heritage, culture & stories & connection to river-front. Build on non-indigenous heritage places & stories. Look at opportunities for additional mural (e.g., Greenham Park water towers).

8. Key Sites/Recreation Area(s)

8.1. Management Plan(s)

For all Crown Lands (and also Council Community lands & Parks) ideally there would be a **Plan of Management** prepared that would guide all future decision making in these areas & include the community & Crown Lands Division in their preparation. A generic plan is suitable to overview all of the smaller parks in Balranald but specific Plans of Management & possibly Master Plans are needed for key sporting facilities or major parks.

Council should certainly aim to provide a range of parks & facilities accessible across the community. However, with financial pressures on council, large areas to maintain (particularly with river frontages), & increasing expectations for safety & upgrades at each facility – it is important to clearly define the role of each area & minimise duplication of facilities unless they are in demand or multiple locations are needed for accessibility.

Plans of Management (if not already available/updated) should be prepared/ updated & relative priorities identified to engage with the community & facilitate funding & appropriate development.

8.2. Greenham Park

Greenham Park is located to the north of the town centre/highway & is bounded by Church St to the south, Moa St to the west, We St to the east, & the golf course to the north. It is the primary active recreation area in Balranald & is a multi-purpose facility that includes:

- a) **Balranald Racecourse:** 1.56km grass track. Two (2) race meets per year. Race stand & ancillary stables & buildings.
- b) **Sports Fields:** Two (2) fields. Primary field used for AFL & Seniors Cricket. Second field used for junior cricket (pitch in poor condition) & Junior AFL. Balranald Football Club affiliated with Central Murray Football Netball League. Balranald Cricket Club/Swan Hill District Cricket Association.
- c) **Function Centre & Changerooms:** Multi-purpose function centre. New changerooms opened in March 2022.
- d) **Swimming Pool:** Three pools -25m/toddlers /middle-sized. Free entry.
- e) **Kevin Coombs Netball/Basketball Courts:** Two (2) relatively new (Netball Australian Standard) courts with lights & shed.
- f) **Tennis Courts:** 2-3 new tennis courts (1 older court).
- g) **Playgrounds:** One partly covered medium-sized playground near the Tennis Courts & one smaller playground near the Netball Courts.
- h) **BMX Track:** There is mounding for an outdoor BMX track but it has fallen into disrepair (possibly due to lack of use). It is currently overgrown & would need reshaping.
- i) **Water Storage & Parking Area:** Two (2) water tanks (one for potable & one for raw water) provide storage & pressure for Balranald. Roughly sealed parking area for pool with RV dump point.

Figure 15: Pictures from Greenham Park.

Racetrack finish line.



Race stand & tower.



Primary AFL/cricket oval with function centre & new changerooms.



Multi-purpose function centre.



New accessible changerooms.



Second oval (junior cricket pitch).



Netball/basketball courts.



Smaller playground near netball courts.



Larger playground near tennis courts.



Swimming pool facility.



Proposed works at Greenham Park could include the following:

Perimeter & Parking Areas

- Add central median & street trees along Church St (south frontage).
- Formalise entrance from Church St to internal area of racecourse & sportsgrounds with appropriate signage.
- Formalise pool car parking around water storage tanks with tree planting for shade & possible one-way in/one-way out during events.
- Allow room for possible expansion of water storage tanks for additional capacity for Balranald's growth.
- Expand on school murals on water tanks with potential professional murals as part of silo art trail (if good business case).
- Formalise overflow parking area driveways inside racetrack (southern end) for larger events (if required).

Pool Area

- Add water play park near pool (possibly outside fenced area near corner Church & We Streets) – see Hay example.
- Look at business case for solar heating of pool to extend swimming season (though may require fee to be charged unless grant funded).
- Consider relocating skate park at Discovery Centre (requires replacement) to Greenham Park – possibly at rear of pool/tennis court area.

Sportsgrounds/Ovals

- Maintain & upgrade AFL ground & review demand & potential to attract more regional matches.
- Upgrade junior cricket pitch for senior cricket use.
- Consider if demand for a 400m athletics track / multi-sports oval to either replace junior cricket oval or beside that oval (see if schools can contribute).

Netball/Basketball/Tennis Courts/Playgrounds

- Replace netball courts with new courts. Provide shaded seating around perimeter of courts (either as trees or permanent shelters).
- Add shade & toddler equipment for smaller playground to allow supervised play during sporting events.
- Add shade & more advanced equipment to larger playground near tennis courts.
- Add lights to tennis courts (if used during winter/late evenings).
- Repair older tennis courts or refurbish for alternative sports.

Racecourse/Horse Events

- Try to increase use of racing facilities more than two (2) times per year to justify costs for upgrading & maintenance of track.
- Discuss with Pony Club whether they could receive improved facilities if they co-located to Greenham Park – possibly including an outdoor arena & yards (campdrafting/rodeo/horse sports), dressage arena, horse stables, storage shed, etc. to avoid duplication of horse & supporting facilities.

Landscape Plan

- Subject to funding, a Landscape (Planting & Maintenance) Plan could be prepared to activate, beautify, shade, & improve ecological outcomes for the site.

Figure 16: Indicative projects for Greenham Park & water storage tanks in car parking area.



8.3. Discovery Centre Complex

The Discovery Centre & its associated information centre, café, historic buildings, skate park, men’s shed & RV overnight camping area is an amazing facility for visitors & travellers. It is ideally located on the Sturt Highway at the eastern end of the main street in close proximity to other attractions & town services.

The showers are available to the RV Camp users & all passers-by so they are sometimes used by truck drivers. However, there is very limited parking suitable near the Discovery Centre on the highway that doesn’t interfere with driveways (see Lions Park below as an alternative).

Figure 17: The Balranald Discovery Centre is a key visitor attraction.



Discovery Centre Complex:

- a) Continue to centralise visitor information & services in this location to leverage these facilities to improve the visitor experience & facilitate local expenditure.
- b) Continue to leverage grant funding to update & improve the interaction with the Shire’s history, heritage, culture & attractions (some presentations were not working at the time of our visit).
- c) Some additional lighting could be provided at night-time to connect through to the RV Park. Consider alternative sites for RV overnight.
- d) This Site should form the starting point for any walking or historic trails around the town (except the Honour Veterans Trail that starts at the Club).
- e) The timber elements of the skate park require major repair and/or replacement. Consider relocating skate park to Greenham Park (see above).

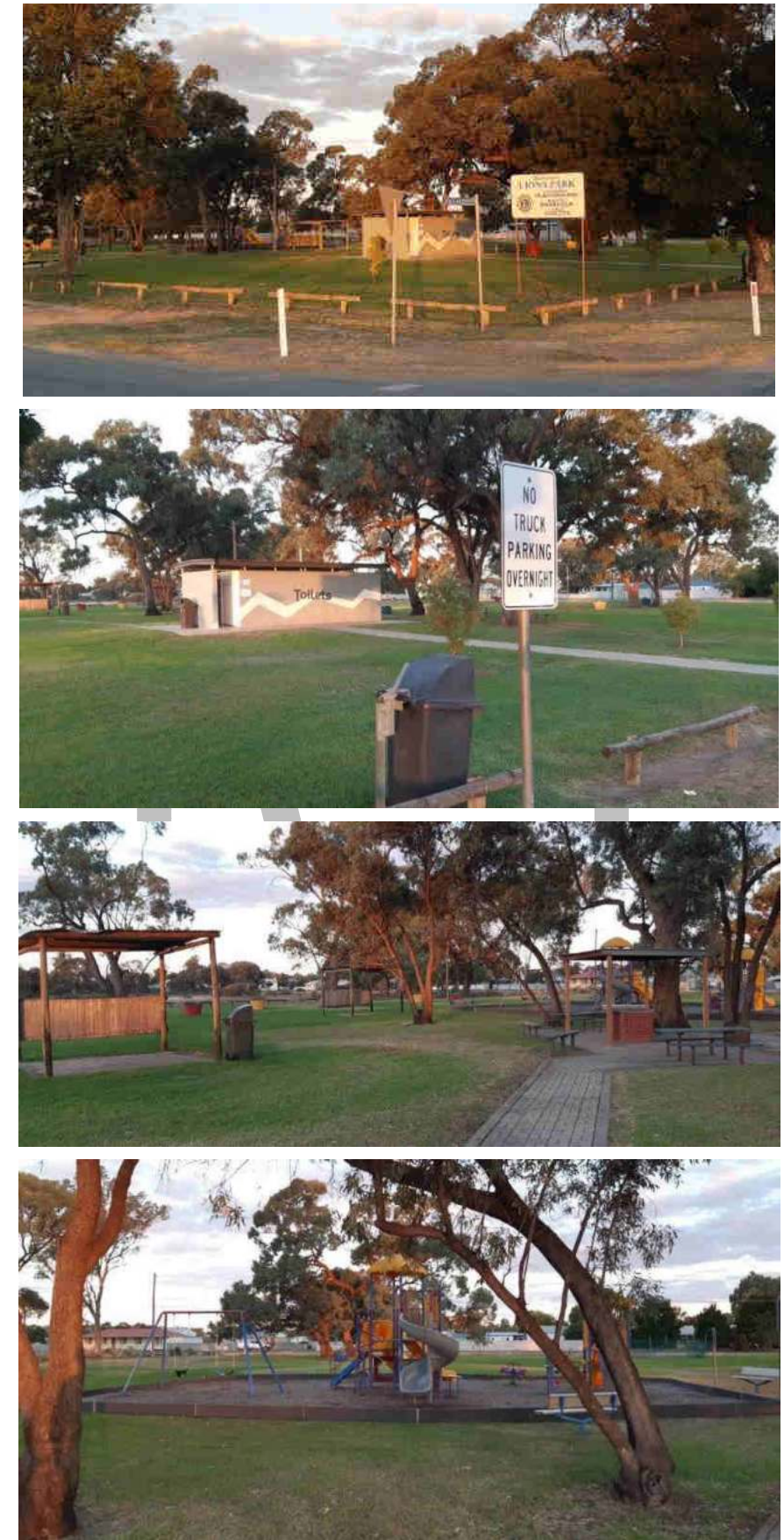
8.4. Lions Park

Lions Park is Crown Land located towards the western side of Balranald with frontages to the Sturt Highway, Sydney St, Yuranigh St, & Church St at the rear. It has a simple playground & toilets in the front half. The rear half is an open space with limited facilities.

It provides an alternative rest area to highway travellers compared to the Discovery Centre & a larger play area for children. However, as stated above – ideally visitors should be directed to the more comprehensive facilities at the Discovery Centre.

There are several BBQs & shade structures. However, there is no formal seating within the shade structures. Currently, dogs are only permitted on a leash in this area.

Figure 18: Lions Park toilets, shade structures & playground.



Council is already investigating upgrades to the toilets & playground areas. Lions Park could provide an alternative to the Discovery Centre for a rest area for light vehicles. The highway frontage is ~100m long & there is a sealed pull-off area.

Heavy vehicles would be better suited to using the BP Service Station / rest areas outside of town. There is a sign stating ‘No Truck Parking Overnight’ – so concerns from this need to be addressed & this location is not on the proposed heavy vehicle bypass routes & not near the town services – so it unlikely to be desirable for heavy vehicles.

Lions Park: Potential upgrades to be further investigated include:

- a) Upgrade the toilet block with accessible facilities.
- b) Upgrade the lighting around the upgraded toilet for safe night-time use.
- c) Progressively improve the playground & provide a shade canopy for at least part (current project).
- d) Add seating & upgrade the shade structures around the BBQ area (current project).
- e) Look at fencing part of the park (possibly in the northern under-utilised section) for a dog off-leash area.

8.5. ANZAC Park

This is a smaller park located on the eastern side of Balranald, east of the Sturt Highway & south of Court St. It has the main war memorial & is at the end of the war memorial walking trail. Because of the highway & its location, this park is a bit isolated but may be used by the hospital.

ANZAC Park & Surrounds: Council should continue to maintain this park. However, its connectivity & amenity may be improved if there was an investigation of vacant land on the eastern side of the highway & south of Market St to extend plantings & the connection to ANZAC Park to improve this gateway to Balranald.

Figure 19: ANZAC Park entry.



8.6. River Bend Reserve / Memorial Drive (River Park)

The River Park is a beautiful park along the Murrumbidgee River that can be accessed from the ends of Cally St, We St & Mayall St. Most of the park is flood affected so this limits the sorts of facilities that can be included. However, it has walking trails, toilets, exercise equipment & seating benches. It is the preferred location for the Five (5) Rivers Outback Festival & sometimes farmer's markets etc.

Bend Reserve/Memorial Drive (River Park): Council should continue to highlight this park to visitors & enable it for passive recreation use & some events with supported facilities (in consultation with Balranald Inc.) – subject to flood impacts & future levee banks. 'Green links' along Mayall, Moa, We & Cally Streets should be extended down to the river front for ecology & amenity. There is an opportunity to provide more/upgraded (flood resistant) interpretative signage with history of the river-front activities, the role of the flood plain & ecology, and/or Aboriginal history & culture.

Figure 20: Bend Reserve/Memorial Drive (River Park) on the Murrumbidgee River.



8.7. Balranald Golf Club

The Golf Club is located to the north of Greenham Park with the club house accessed from the corner of We & O'Connor Streets. There are nine (9) grass greens. The Balranald Football Club utilise the club rooms for social functions on Friday nights.

There is a pocket of freehold land held by Council in the middle of the golf course & possibly excess land along Mayall St that may be recommended for residential growth (see Section below). The benefit of this location is that the residential dwellings could be marketed as part of a 'golf course estate' with landscape outlooks. However, this may require a reconfiguration of the greens for the golf club.

Golf Course: Council should work with the Golf Club & its committee to support the maintenance of the golf course & club house. As part of growth plans listed below there may be a need to reconfigure part of the course.

8.8. Pony Club

The Pony Club is currently located on part of the Crown Land located to the north-west of town at the intersection of Piper St & O'Connor St West. The inside of the facility was not inspected but appeared to have simple facilities with some storage sheds/containers, a yard & outdoor area for horse events. It is expected this may use the Crown Commons for expanded horse riding.

There may be potential to upgrade the pony club facilities over time to attract more users & possibly some regional events. As discussed in the section on Greenham Park above, the horse facilities at Greenham Park are only sporadically used & all of the infrastructure could be better leveraged if there was some consolidation of horse activities at this location. This requires further investigation with the Pony Club.

Pony Club: Investigate whether existing Site should be upgraded OR relocate facilities to Greenham Park to leverage horse facilities & improve sustainability & usage.

8.9. Crown Commons to North of Town

The Crown Commons are a vast under-utilised resource for the Town of Balranald. It is not possible to maintain them for active uses. However, there appears to be a series of trails & clusters of vegetation across the area. Bypass roads are discussed above & would significantly change how this area is accessed & possibly used. Regardless, Council needs to investigate how the land could be better used consistent with its ecological opportunities & constraints.

Crown Commons (North of Balranald): Council should work with the community to investigate appropriate activities for the Crown Commons & cost-effective / low maintenance upgrades that could facilitate the use & amenity of the area. The ecology of the area could be significantly enhanced with stage native plantings & simple walking trails that connect into trails around the town.

8.10. Balranald Motocross (Motorbike) Track

Balranald also has a motocross park located to the north-east of town and east of the aerodrome. The club has race days that attract hundreds of visitors & plans to hold state & regional events. The club is seeking funding to upgrade facilities to host these larger events.

Motocross Track: Investigate grant funding opportunities to upgrade facilities to host larger events.

8.11. Aerodrome

The Balranald Aerodrome is located to the north-east of town. It has two runways, 1185m paved & 650m unsealed grass with a small shed & sealed parking area.

Council has prepared an Obstacle Limitation Surface (OLS) Map (2012) for the Balranald Aerodrome. This shows the maximum Height of Buildings within certain contours around the site. The majority of the urban area of Balranald is within contour RL108.715. The Airport itself is at ~RL63.715 & most of Balranald is at around RL64. Therefore, there is an approximate 45m height limit (10-15 storeys) for building in the urban area. This is unlikely to be a major constraint to urban growth at this time.

There is apparently a small single levee bank 1.5km long around the south, east & part north-east side of the Aerodrome based on the 1956 Flood (1 in 90 ARI) but it may need upgrade/maintenance.

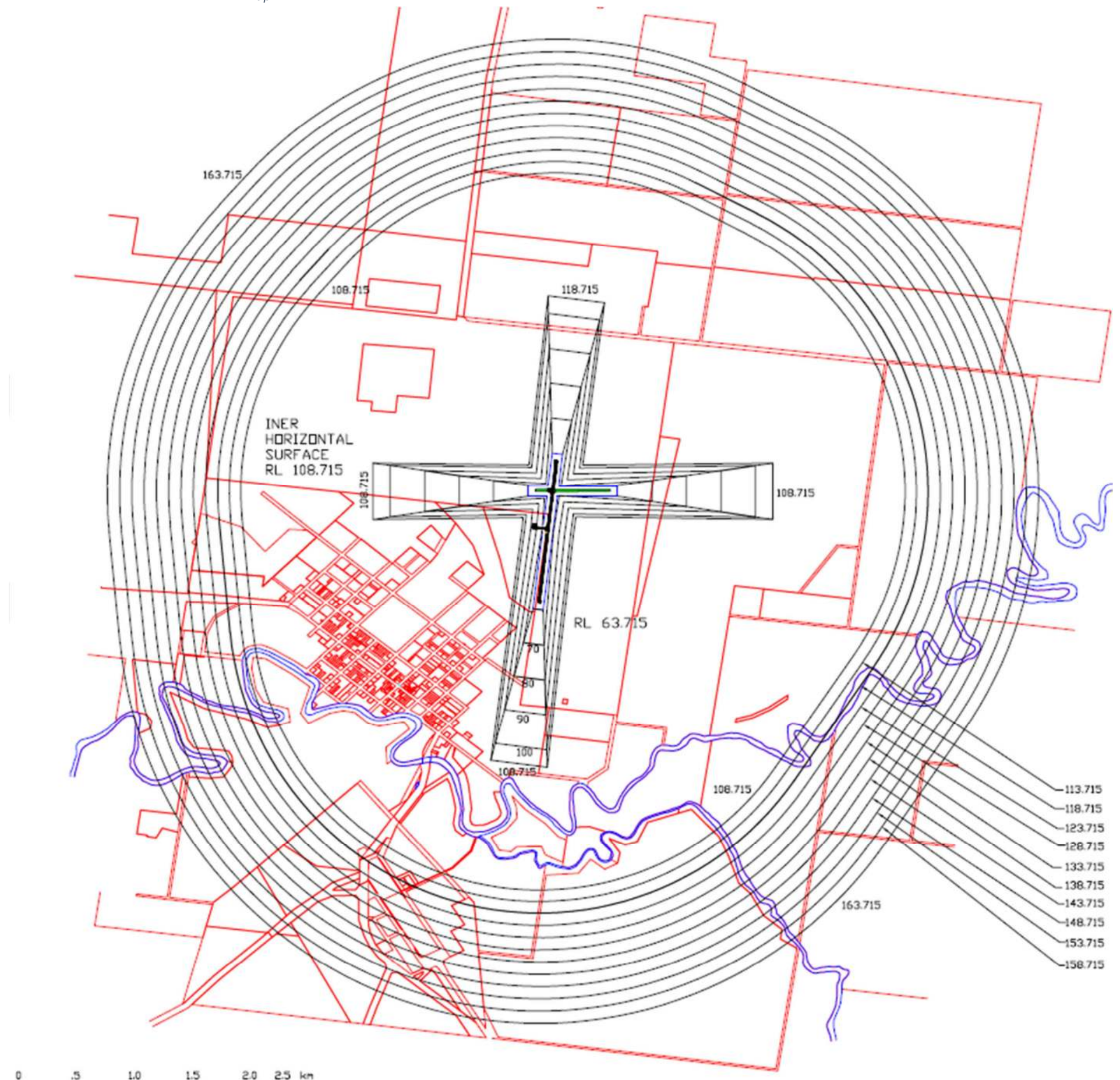
The aerodrome may have significant potential (subject to plane size & limitations) to attract fly-in/fly-out workers; executive staff for major projects; flight training schools, community flying events, logistics flights, Flying Doctors Service, & people who are looking to live regionally & fly their own planes.

Balranald Aerodrome: Council should investigate ways to leverage the aerodrome to attract funding for upgrades & support higher use of the facility. This may require a Master Plan for future development.

Figure 21: Photo at the main gates to the aerodrome & the main shed/taxi area.



Figure 22: Excerpt from Council (2012) Balranald Aerodrome–Obstacle Limitation Surface Map.



9. Growth Opportunities

9.1. Key Opportunities

Balranald is well located/placed to leverage significant growth in infrastructure, mining, agriculture & tourism in the sub-region as shown in Chapter 1. It is a beautiful town located on the Murrumbidgee River with a reasonable level of services, employment, & recreational facilities (assuming these can be maintained).

9.2. Key Constraints

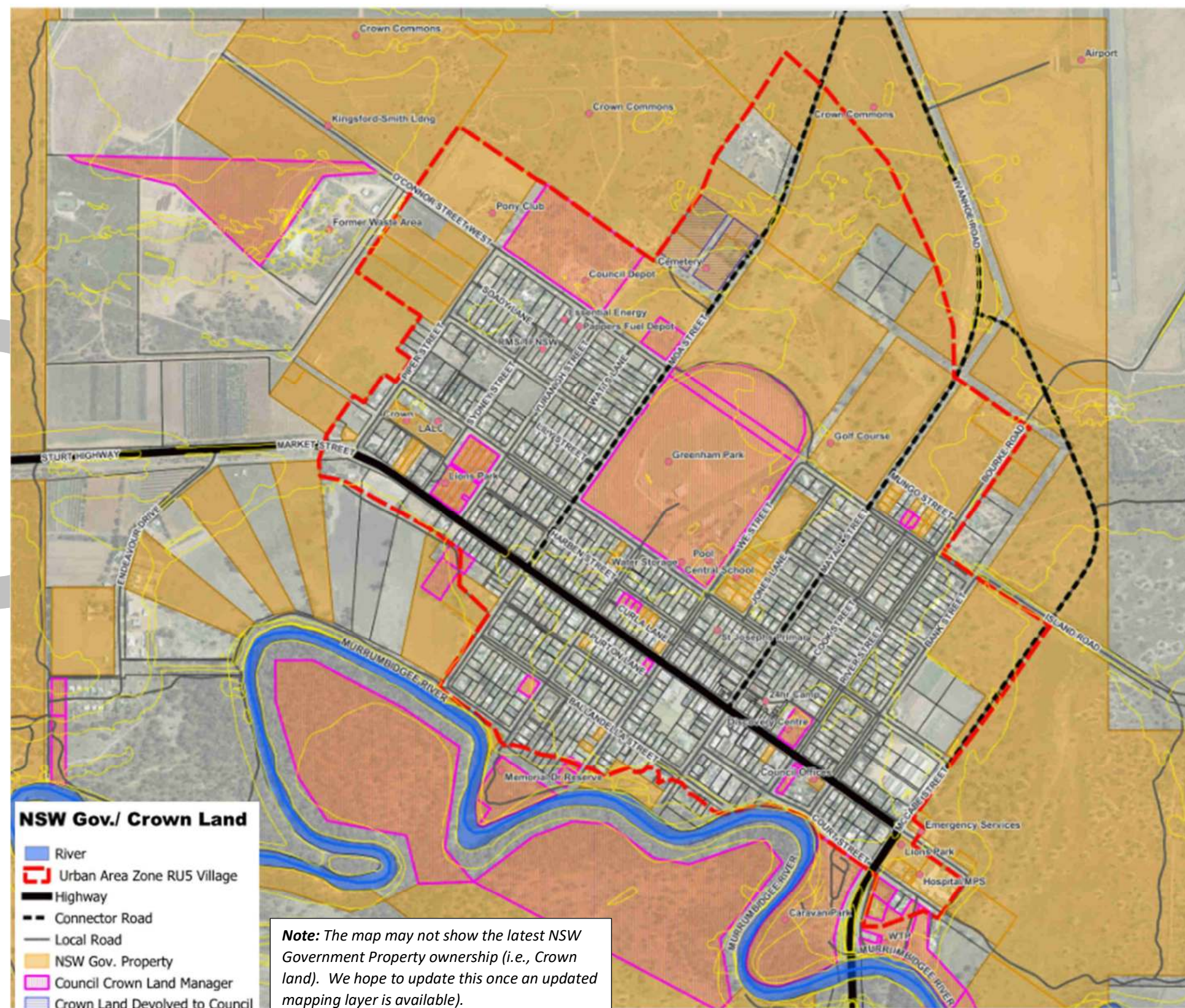
The village's potential growth/expansion is significantly constrained by (supported by findings in Council's *Housing Development – Balranald* (undated) Report):

- a) **River:** The Murrumbidgee River & its associated wetlands/flood-plain to the south & east. The flood risk area is unlikely to change unless there are significant extensions to levee bank systems requiring detailed studies to avoid exacerbating flood impacts downstream (see details in Section below);
- b) **Crown Lands:** Crown lands constrain growth in all directions, particularly to the north & west (see Figure opposite & next page). Long-term leasing of some Crown lands is possible but less attractive for investment. The *Crown Lands Management Act 2016* (CLM Act) allows eligible Western lands leases to be purchased to convert the title to freehold. Crown lands are often subject to native title claims & covered by sensitive biodiversity & other environmental issues that take significant time & studies to resolve for redevelopment;
- c) **Infill Development:** People have moved to Balranald for its rural lifestyle. This sometimes means that people want to have a larger than average house lot size with privacy from neighbours. This does, however, mean that there are significant parts of the existing Zone RU5 Village area that are under-utilised (up to ~100 lots). As there is little potential to expand the village zone – it would be far more efficient (in terms of infrastructure & development costs) to develop infill land prior to addressing the constraints above. However, Council has approached these owners with limited success.
- d) **Construction Cost:** Across Australia, construction costs have jumped due to increased demand, lack of local builders or skilled trades & construction material supply, & macro & micro-economic factors. It is suggested that the 'cost to build a house in Balranald is up to 20% more expensive than other regional centres.' If construction costs exceed perceived or actual housing value then people are less likely to develop land.
- e) **Rental Availability:** With a growing temporary workforce anecdotal evidence is that appropriate rental housing is not meeting demand & is often of poor quality.
- f) **Highway:** The Sturt Highway creates both opportunities & constraints for the town. It brings passing traffic to support local businesses, but this traffic has priority & creates a barrier to connection & traffic noise may impact residential amenity.

- g) **Infrastructure:** Current sewer & water infrastructure is already experiencing issues (see Chapter 1 of this Strategy) that may limit growth & result in significant upgrade costs. The IWCM will provide guidance on ways to address this but will take time to implement.

Aerodrome: Protection of the aerodrome from sensitive development may also restrict development to the north-east.

- i) **Historical Growth:** The above constraints are HIGHLY LIKELY to have significantly constrained growth of housing (& possibly ancillary



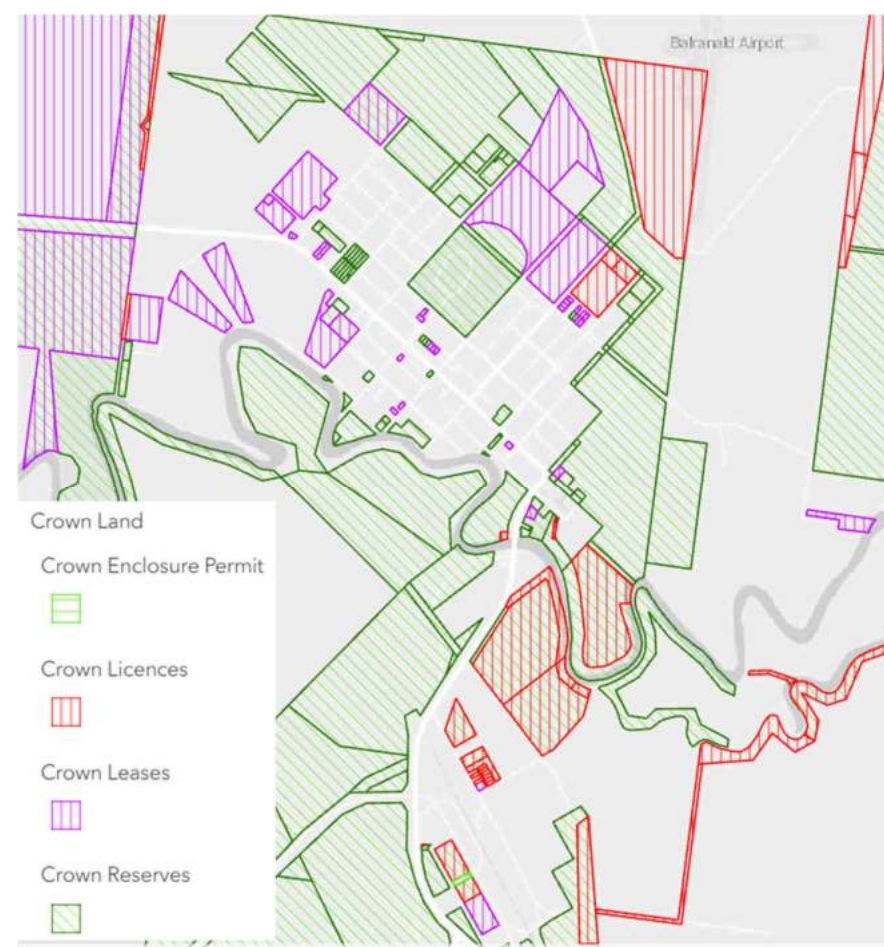


Figure 24: Excerpt NSW Planning Portal showing breakdown of Crown Lands.

9.3. Flood Prone Land

As already stated, Balranald sits on the banks of the Murrumbidgee River. Flood prone land largely constrains growth of the town in all directions except to the north & north-west. However, the town is fortunate in that the majority of the urban area sits outside the known or likely 1 in 100 Annual Recurrence Interval (ARI) level without the need for extensive high levee barriers through town (there are levees along McCabe St eastern link & to the south-east of town).

It is understood that the 1 in 100 ARI Flood Level is ~RL63.30m based in part on the 1956 flood of 63.24m being a 1 in 90-year ARI flood & 1974 flood of 62.91m a 1 in 45-year flood (Balranald Levee Bank Overall Layout Plan 2004). This suggests the Flood Planning Level (with 0.5m freeboard) is ~RL63.8m. Most of the Town sits at ~RL64m above the flood planning level but there are some houses below this along the river & the levee may only be to RL63.5m. The levee was constructed in 2005 (McCabe St.) & 2008 (Western end).

Flood Study (Balranald): Updates to the current study could include:

- A crest level survey be undertaken every five (5) years (even though the SKM Balranald O&M Manual says 10 years). We find this picks up problems early (and are repairable more easily & cheaply);
- Preparation of a formal Flood Risk Management Study & Plan with mitigation measures taking into account Climate Change;

- Investigation why the area around Malcolm St & Duryea St (the old railway siding) was originally shown as flood-free in the Habitat Planning (2006) Balranald Shire – Strategic Framework Plan but is now shown as flood affected & would it be suitable for industrial growth;
- Review if the levee south of Market St / west of Moa St can be extended along the eastern side of Endeavour Drive to remove flood prone land both west of Piper St & provide additional housing opportunity along Endeavour Drive (without exacerbating downstream flooding);
- Improved understanding of flooding of the area south of the Murrumbidgee River/town to enable appropriate bush walking & visitor facilities/access;
- Improved understanding of water consumption from river & groundwater systems to maintain environmental flows.

9.4. Dwelling Supply & Demand

The following table sets out the dwelling approvals in & around Balranald that would affect housing supply (noting that an approval does not always result in construction & this excludes demolition/rebuilds).

Figure 25: Summary of Dwelling Approvals in & around Balranald 2004-2022.

No. of Years	Year	New (Detached) Dwellings	Secondary Dwellings	Workers Accom.	(MINUS) Dwelling Demolitions
1	2004	4		1	1
2	2005	2			
3	2006	1			
4	2007	0			
5	2008	1			2
6	2009	2			
7	2010	1			1
8	2011	0			
9	2012	4			2
10	2013	1			
11	2013/2014	1			
12	2014/2015	3			1
13	2015/2016	3		8	
14	2016/2017	0		2	
15	2017/2018	3			2
16	2018/2019	1	2		
17	2019/2020	1		2	1
18	2020/2021	3	1		
19	2021/2022	2			
Sub-Total		33	3	13	10
TOTAL		39 new dwellings			

The Table above highlights that over 19 years there has been the addition of up to 39 new dwellings (or approximately 2 dwelling/year on average).

Unfortunately, it would appear that dwelling approvals do not appear to correlate to the anecdotal evidence of dwelling demand in & around Balranald. There is a clear need for housing for several sectors of the housing market & temporary workers that is NOT being met in Balranald. This strongly suggests that there are economic or other constraints to growth in housing that are not easily resolved.

There have been small pockets of redevelopment, but unlike Euston – no large new subdivisions appear to have been developed. The scope of this Strategy did not include a detailed review of supply & demand within the existing Zone RU5 Village area.

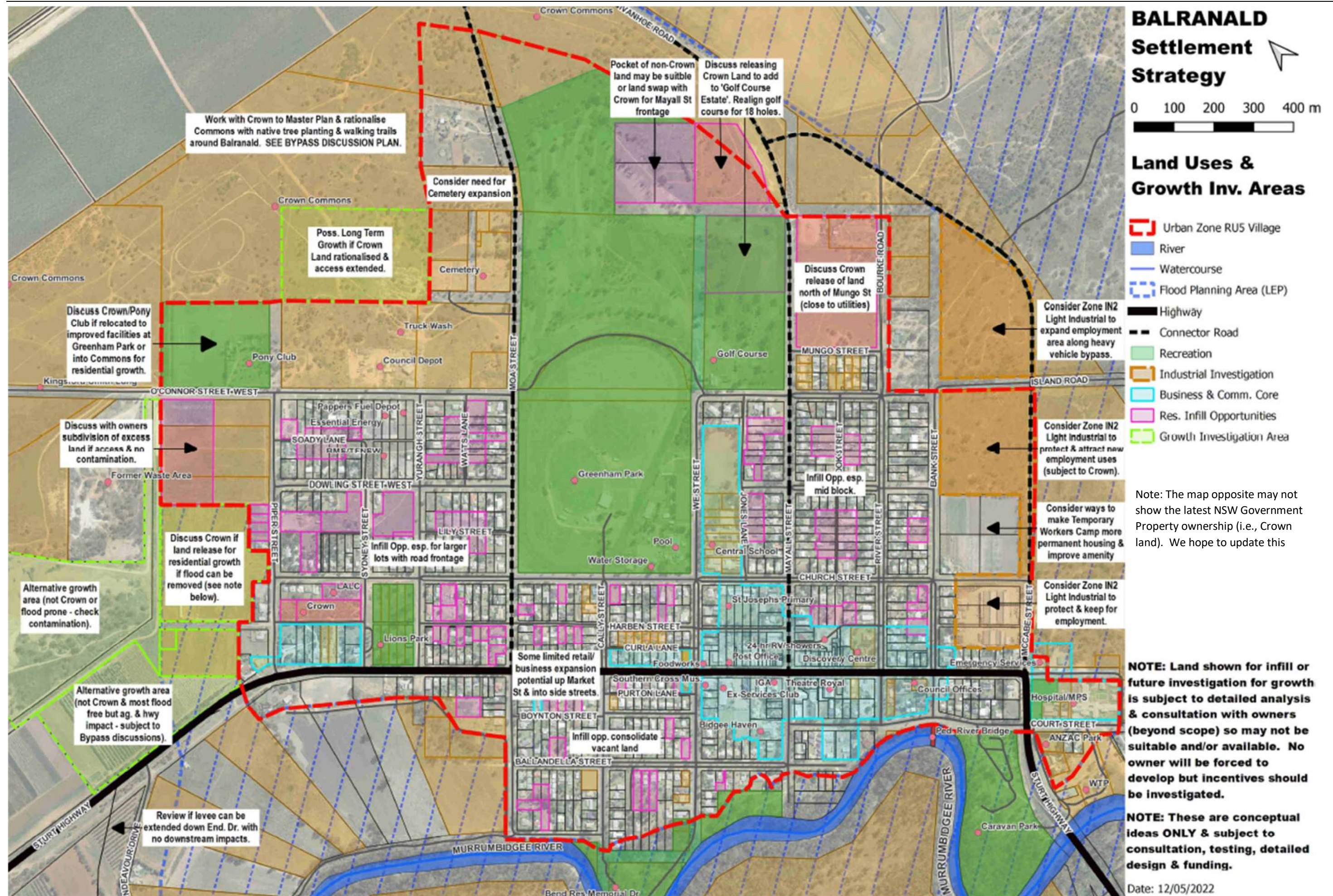
The Figure on the next page (based on a desktop review of a 2021 aerial photo only & no consultation with owners) tries to summarise some key growth investigation areas (subject to detailed review & possible **Housing Strategy**).

Growth in housing supply is likely to require a mixture of infill development of privately owned land, infill development of Crown land, & some minor expansion of the urban area to meet projected growth – particularly in the next 10 years when most of the major projects are expected to occur.

If appropriate land and/or housing is not made available in the next 2-3 years then there is a high probability much of the increase in population & economic growth would be fleeting or would relocate to other centres.

Housing Strategy: As this Strategy did not have the scope for a full residential land use study – we suggest that funding is sought to update the demographic analysis to the 2021 Census data, improve constraint/opportunity mapping, prepare a more detailed residential supply/demand analysis (including different housing types), and further test investigation areas and vacant land/development opportunities in Balranald consistent with NSW Government guidelines. In the meantime, this Strategy should enable consideration of short-term solutions/obvious investigation areas.

Figure 26: (Next Page) Summary Map of Growth Investigation Areas for Balranald.



9.5. Infill Development Opportunities

9.5.1. Infill - Temporary Workers Camp

The existing Temporary Workers Camp (TWC) area at the eastern end of Church St has perhaps the greatest potential to be leveraged to meet a substantial amount of housing need for the major projects & peak agricultural employment.

It has an existing approval & there is the flexibility to upsize or down-size the number of accommodation rooms to suit the demand.

It is also uniquely located within a block's walk of the main street & services so there is greater potential that workers will rely on local services (compared to out-of-town workers' camps).

Temporary Workers Camp:

- Continue to work with the owners of the Temporary Workers Camp to encourage more permanent & higher amenity facilities to service a range of projects over the next 10 years including EnergyConnect / Solar Farms / key picking seasons etc.
- Council should work with the current owner to see if there is flexibility to extend operations to address a wide range of projects in the next 5 years (& ongoing).
- There may be opportunity for Council to partly invest in some of the facilities or facilitate more permanent / higher amenity accommodation & support services.
- Links between the TWC to the town centre should be improved.
- Identify a smaller site for temporary workers for other projects.

9.5.2. Infill – Privately Owned Lands

Infill development within the existing Zone RU5 Village Area (private land outside of Crown Lands) is likely to remain the primary method for housing supply & limited business growth in Balranald in the short term. The difficulty, as with many rural towns, is that people desire larger lots for gardens, sheds, additional vehicles, & space/privacy. Therefore, Council will need to look at ways to incentivise release of land to the market & further subdivision.

Ideally, closer to the main street & town services – there should be opportunities for medium density housing

Infill (Privately owned lands): Council should investigate the following opportunities with land owners of under-utilised or vacant land within the urban area. Various incentives should be investigated including, but not limited to, assistance with approvals & reduced contributions.

Possible areas of land may include:

- Larger urban vacant or under-utilised lots – e.g., those on Sydney St & Dowling Street West (one of which was for sale in early 2022) where some medium density housing could be achieved;
- Subdivision of under-utilised large lot residential land west of Piper St & south of O'Connor St West - This land would be further opened up if the Bypass Option 1 connected the highway up to O'Connor St West;

- Consolidation of pockets of multiple adjacent vacant lots (possibly in different ownership);
- Consolidation of the under-utilised rear of lots – often in the middle of blocks – particularly where there is a rear lane that could provide access (e.g., Watts Lane & Cook St) – but this will often require consent & consolidation from multiple owners;
- Smaller lots where single dwellings or dual occupancies may be achieved;
- Dual occupancies or secondary dwellings at the rear of existing lots to add to housing/rental supply;
- Shop-top housing or multi-level serviced apartments near to the town centre.

9.5.3. Infill – Golf Course Estate

There are four (4) large lots (believe to be owned by Council) that sit in the northern portion of the Golf Course – with an access handle off Mayall St. This land was identified for development in the 2006 Strategy.

The opportunity is to develop this for housing in a golf course setting- with perimeter lifestyle housing with landscape & views. The constraint is the need to construct access into this parcel & possibly realign part of the golf course.

Golf Course Estate: If the land within the northern section of the golf course cannot be swapped for other Crown land with frontage to Mayall St - then Council should prepare a plan of subdivision & ideally get this approved & then either sell it to a developer or prepare a business case to develop it themselves.

9.5.4. Infill - Crown Land – Industrial

The existing Bypass Route along McCabe Street to the east of town provides an excellent truck route connecting up to Ivanhoe Road. It is also adjacent to some existing industrial uses (grain handling, etc.).

Industrial Demand Investigation & Potential Rezoning: Council should seek funding to conduct a business study / further investigation whether all of the major projects in the sub-region are likely to generate additional demand for urban industrial or employment land (as opposed to rural industry that may generally occur in the rural zone). Council should approach Crown to determine the pathway to release this land for industrial (or otherwise, residential, use).

If so then the land between Bank St & McCabe Street (excluding the Temporary Workers Camp) could be identified & possibly protected & facilitated with an industrial zoning. It is relatively well separated from most residential areas to minimise land use conflict.

Part of this (south of Island Rd) is already in Zone RU5 but the area to the north of Island Road would ideally have an urban zoning (unless the proposed uses are permissible in the rural zone).

9.5.5. Infill - Crown Land – Housing

There are two main areas of Crown Land within the Zone RU5 Village area that are relatively undeveloped:

- Land west of Moa St & north of O'Conner St West – this already has the Council depot & truck wash & is adjacent to the cemetery so it may not be as desirable in the short term; and
- Land between Mayall & Rivers Streets – north of Mungo St. This land is opposite the golf course & surrounded by residential development with utilities in adjacent streets & is largely clear of vegetation.

Infill – Crown Land: Council should approach Crown (& any associated current lessee) to understand the process for release of this land for housing development & investigate any native title or other issues. This may take some time so should be started as soon as possible.

9.6. Expansion of the Urban Area

9.6.1. South Balranald (Malcolm/Duryea Streets)

The area known in the 2006 Strategy as South Balranald includes a historic dwelling area along Malcolm St as well as historic rural industries along Duryea St (GrainCorp/rail siding/stock yards) extending out to the Sturt Highway with the old & new Service Stations. The 2006 Strategy may have resulted in this area no longer being identified for urban expansion, most likely due to flood constraints & servicing issues.

However, with current growth pressures on Balranald – it is necessary to reconsider whether some sort of urban expansion may be suited to the land constraints in this area. It is also the South-East Outer Gateway to the town & some growth may allow some upgrades to improve visual amenity.

As stated above, flood mapping appears to have changed between the 2006 Strategy (where the land was not all flood prone) to current (where all of South Balranald is affected). This requires clarification as to the extent & risk of potential inundation.

Likewise, historical railway & rural industrial use may have resulted in some contamination so this should be investigated to estimate any costs for remediation to either light industrial or residential use.

Even if the land is not suitable for standard residential expansion it may be suited to light industrial uses & temporary accommodation areas for major projects. It is located near the main road to the major solar farm projects near Kyalite. It is close to services in Balranald. Light industries that are screened by vegetation along the highway may have low land use conflicts & can use existing connections to the highway.

South Balranald (Malcolm/Duryea Streets):

- Review the Flood Study work for South Balranald to determine the Flood Planning Level & height/risk of inundation to align with future land uses in this area;
- Review servicing (sewer/water/electricity) needed to support any additional growth in South Balranald;

- c) *Get some preliminary soil sampling to determine the extent of any contamination at key sites such as the stock yards to determine suitability for light industrial uses;*
- d) *Prepare a Structure Concept Plan for the area & consult with Crown Lands to see if land could be released for development.*
- e) *Discuss with DPIE the potential to rezone land along Duryea St up to the Sturt Highway for industrial purposes.*

9.6.2. West Balranald – Crown Land

There are several large parcels of Crown land west of Piper St & north of the Sturt Highway that would be a natural extension of the adjacent Zone RU5 Village area with frontage to Piper St.

Currently, the Flood Map shows this as flood prone land but this may require further investigation & it may only require an extension of the existing flood levee (south of the highway) as far as Endeavour Drive to protect this land (assuming it doesn’t impact land further downstream).

This land would be further opened up if the Bypass Option 1 connected the highway up to O’Connor St West. In the longer term, a bypass option here would also open up land further west, some of which is not Crown Land.

There are several parcels of current intensive horticulture – each of which has a dwelling potential. A possible incentive to permit the bypass through this land may be to include it in the urban zone for some highway frontage business development with residential land uses behind.

West Balranald – Crown Land: *The Bypass Option 1 should be further investigated along with discussion with Crown Lands & determination of flood levels/mitigation to see if the parcels west of Piper St & north of the highway can be developed in the next 5-10 years.*

9.6.3. North-West Balranald – Crown Land

North-West Balranald – Crown Land: *Subject to the progression of a Bypass route through the Crown Commons to the north-west of Balranald – there may be longer term potential to investigate release of land up behind the Cemetery & the Pony Club.*

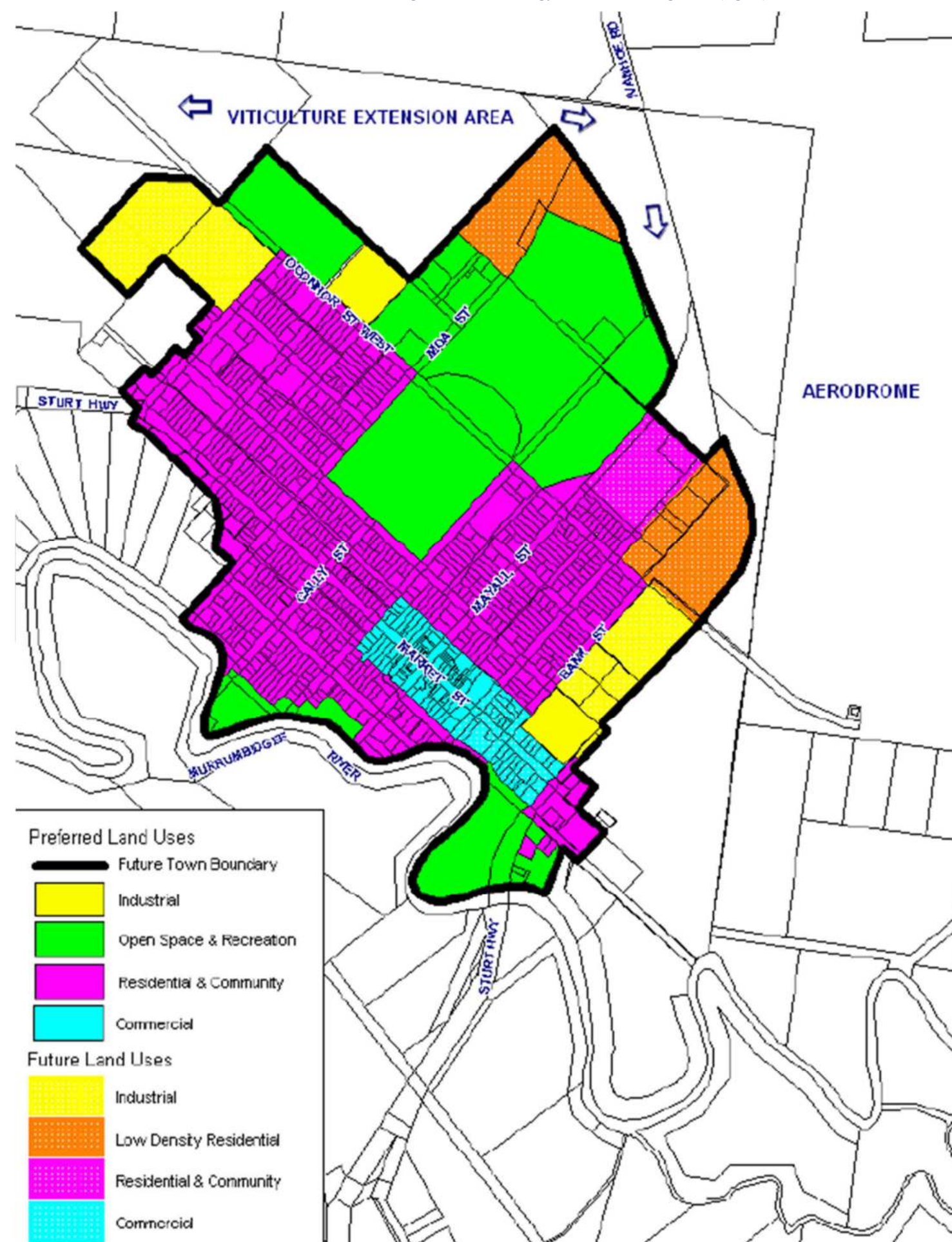
DRAFT

9.7. 2006 Strategy

The 2006 Strategy made a number of recommendations for land uses & growth in Balranald & this Strategy seeks to build on & adapt those as set out in the summary table below.

Key 2006 recommendations for Balranald:	2022 Response
1. Abandon South Balranald as an option for future urban development because of its isolation, lack of infrastructure & flood prone nature. The location can remain as a potential site for a land consumptive industrial development or the like, to compliment the sparse existing development & the little infrastructure that is available (raw water). The zoned land conceded in South Balranald should be reallocated to the township proper on the northern side of the Murrumbidgee River to make more efficient use of existing infrastructure & to provide for a more cohesive urban form.	Agreed/Modified. Land may require inclusion in an industrial or flexible zone to facilitate businesses & possibly temporary workers accommodation options.
2. Provide an industrial precinct between Bank Street & the new levee bank on the eastern side of the town. The precinct should include the existing grain handling facility & make land adjoining to the north available for future industrial development.	Agreed/Modified. Exclude Temp. Workers Camp if it will be made more permanent.
3. Provide a second industrial precinct on the western fringe of the town that acknowledges the current use of land in this area for this purpose. This area could be utilised for both small & medium sized industry.	Modified. Urban residential growth/ higher demand & should be favoured (light industry OK).
4. The provision of a rural residential precinct between River Street & the new levee bank. This land was previously flood prone but will be protected by the new levee bank.	Test industrial or urban res./ more efficient land use.
5. The provision of a rural residential precinct on the abandoned nine holes of the golf course & also to the west of Moa Street. This land is well suited for low density residential development with the extent of public land adjoining assisting in enhancing levels of amenity.	Modified. Urban residential more efficient land use.
6. Provide for future residential development north of Mungo Street between Mayall & River Streets. This land will need to be released from the Crown if it is to be made available for development.	Strongly Agreed. Need to progress Crown discussions.
7. Provide for residential development at the corner of Mayall & O'Connor Streets. This small parcel of land represents an unused portion of the golf course & can be easily serviced.	Agreed if supported by golf club & Crown.
8. Encourage infill residential development in the area bounded by Moa, Dowling Street West, Piper & Market Streets. There are several large parcels of undeveloped land within this area that are suitable for residential development.	Agreed/Modified. Additional larger parcels south of Dowling St West.
9. Acknowledge the camp draft yard & cemetery in Moa Street as preferred for open space.	Agreed.
10. Prefer any expansion of the commercial area to be to the east along Market Street with the view to creating an 'entrance' to the town at the corner of McCabe & Market Streets.	Agreed but existing res. unlikely to change short term.
11. Extend the town boundary from the eastern corner of McCabe & Market Streets to allow for provision of community services.	Agreed. Done.
12. Realign the town boundary to accord with the proposed levee bank. The new levee excludes some existing zoned land in Moa Street & includes a narrow strip of land along the southern side of Market Street at the western end of the town. At the eastern end, the 'peninsula' of zoned land beyond the hospital is reduced.	Agreed.
13. Allow for the extension of the existing viticulture area southwards towards the town.	Not affected by this Strategy.

Figure 27: 2006 Strategy - Balranald Strategic Plan (Fig.24).



10. Summary Action Table

Note: Short Term = 1-5 years; Medium Term 5-10 years; Long Term 10 years+

No.	Item Description	Indicative Timing
	ENTRANCE DESIGN & SIGNAGE	
1.	A Signage Strategy should be prepared by a suitably qualified person that comprehensively looks at navigation, facilities, information, & history/heritage signage to ensure a comprehensive solution – focussing particularly on the key entrances, gateways & main street(s).	Short-Medium
2.	Shire Boundary Signage (as part of Signage Strategy): Upgrade the existing sign at or near the actual LGA boundary OR combine the LGA signage with a new entrance feature for Balranald closer to town.	Short-Medium
3.	South-East Outer Gateway: Work with TfNSW to improve following: <ul style="list-style-type: none"> The 90km/hr sign needs to be repainted on the asphalt (TfNSW). Council may contribute to some street tree planting & road lighting. Upgrade Rest Area to capture people on way to Adelaide & promote people stopping in town. Consider 24-hour facilities at the truck rest stop (TfNSW). Investigate a new town entrance sign/feature just either just north or just south of Balranald-Tooleybuc Rd intersection with Sturt Hwy (possibly in the Rest Area). Feature tree planting along Sturt Highway in towards River. Current windmill/frog sculpture could be relocated to integrate into a new larger entrance feature (subject to funding). Entrance feature to consolidate some of the ‘clutter’ of signs along this entrance point to the river including ‘Gateway to Mungo’ signage, any regional trail navigation signage, the ‘RV Friendly’ sign, a white on blue summary sign of services in the town (fuel, food, toilets, park etc). Ideally, the sign would be lit at night. 	Short-Medium
4.	South-East Inner Gateway: Work with TfNSW to improve following: <ul style="list-style-type: none"> Encourage use of McCabe St as a key heavy vehicle route to/from Ivanhoe (minimising impacts on the town centre) (TfNSW). Ensure signage & street (Give Way) signs give clear order of priority for highway vehicle movements at this intersection (TfNSW). Review if a zebra crossing (or widened pedestrian blisters) can connect to the triangular blister & across to the hospital (TfNSW). Staged replacement of the heavily pruned eucalyptus trees (some of which are dead or dying) with suitable decorative species. Large under-utilised area in front of the hospital with views of service areas/back of buildings – this could have additional plantings along the street edge & rear of buildings, irrigated grassed areas, & possibly be used for a temporary sculpture park or similar. The blister strips & pedestrian triangle appear worn/cracked & create large areas of hardstand – subject to not impeding vehicle movements these could have small areas of hardy low landscape that doesn’t block signage or sight-lines for safety. The lots on the south-west corner are partly vacant, the building appears unused, the yard needs maintenance, & the building is set back from the street with a gravel parking area so overall there is poor appearance – Council should work with the owner to clean-up the yards, landscape the frontage & perhaps add a mural to the shop-front (subject to owner’s consent & support). The view up McCabe St is to a quasi-industrial area with poor visual amenity. The central blister needs upgrading/landscaping & possibly kerb & gutter extended. Consider mural on the emergency services building at north-east corner. Looking down the main street from this entrance there is limited features defining the street & the town retail core & strong built-form/ landscape is too far away to be visible. Power poles dominate the street & street trees are weak. Suitable height & spacing of street trees should be extended along Market St to the town centre, taking into account visual distances for heavy vehicles. Discuss with TfNSW if a zebra crossing (or at least widened pedestrian blisters) can connect to the triangular blister & across to the hospital. 	Short

No.	Item Description	Indicative Timing
5.	Western Outer Gateway: Work with TfNSW to improve following: <ul style="list-style-type: none"> A larger feature entrance sign for Balranald (same as south-east). A larger frog as this is barely visible at traffic speeds. Lighting of the sign & up-lighting of the windmill. Consolidation of some of the multiple signs along the western entrance into one information sign. 	Medium-Long
6.	Western Inner Gateway: Work with TfNSW to improve the Western Inner Gateway by strengthening with some additional landscape / street trees extended from the 50km/hr speed signs along the highway as far as Lions Park/Sydney Street.	Medium
	HEAVY VEHICLE BYPASS INVESTIGATIONS	
7.	Testing/Options: Council should discuss the preferred routes & loads/impacts with the proponents of any projects likely to significantly increase heavy vehicle movement. Council should also validate some of these impacts with traffic counts along key streets & build a business-case / options study for any proposed solutions.	Short
8.	Heavy Vehicle Limits: We believe there may already be heavy vehicle limits on use of Moa & Mayall Streets but the Main Road status of Mayall St may need to be relocated to McCabe St. This could be reinforced by widening the blisters to narrow the streets where Moa St & Mayall St meet the Sturt Highway/main street (whilst still allowing caravans etc.). Encourage trucks to use McCabe St & avoid local streets (especially arrival from west).	Short
9.	Ivanhoe Road: Consider redesign key intersections with McCabe St & Mayall St so trucks have a through-route (priority) whilst still directing visitor traffic down Mayall St. Council may investigate alternative sites for the truck wash that would be easily accessible to trucks & attract them to use the McCabe St route or this may be taken up by a future private highway service centre on the new bypass route.	Medium
10.	Western Bypass: Council should work with Crown to investigate the construction of a western bypass to the town through the Crown Commons to the north. A shorter-term solution could involve a link to the end of Piper St (Option 3) as one possible bypass route that would avoid the need for a new intersection with the Sturt Highway (but there are still residential impacts). Alternative routes that connect to the Sturt Highway either close to Endeavour Drive or west of Endeavour Drive through Crown Lands should also be investigated (see Options 1, 2 & 4). As of 2022, Council has indicated a long-term preference for Option 4 that would bypass at the western edge of town but this would require substantial funding from TfNSW.	Long
	TOWN PERIMETER UPGRADES	
11.	Levee: Review if the levee south of Market St / west of Moa St can be extended along the eastern side of Endeavour Drive to remove flood prone land both west of Piper St & provide additional housing opportunity along Endeavour Drive (without exacerbating downstream flooding). See Growth Opportunities Section.	Medium-Long
12.	Commons: Work with Crown & local Aboriginal groups to master plan the Commons to the north of Balranald to use this land more effectively for the community. This may include native tree planting (where bushfire risk is not significantly increased), walking & bicycle trails, & bird watching opportunities.	Medium - Long
13.	Pony Club: Work with the Balranald Pony Club to determine opportunities for upgrades and/or to consolidate horse-related activities at Greenham Park (or other areas with existing facilities) with better facilities to attract regional events. Long-term construct an outdoor horse event arena.	Short-Medium
14.	Cemetery: Ensure that Balranald Cemetery has sufficient land to grow for 20-40 years. Prepare a master plan to guide staged landscape upgrades & improvements.	Medium
15.	Gateway Beautification: Work with owners at key ‘gateways’ to the town to promote beautification & appropriate activities/signage for an improved visitor & local experience.	Ongoing
16.	River Walking Path: Consider whether a public walking path can be extended around the river frontage of the Caravan Park & connect under the bridge & up to Anzac Park (may require an extended levee).	Medium
17.	Active Travel Plan (Town Perimeter): Consider other pedestrian & cycle connections as part of an Active Travel Plan that may include improved walks, bird-trails & ecological opportunities.	Medium

No.	Item Description	Indicative Timing
TOWN CENTRE & MAIN STREET UPGRADES		
18.	Active Travel Plan (Town Centre): prepared to recommend appropriate footpath & kerb ramp upgrades; cycle paths & facilities, & any additional off-street parking opportunities required. Review opportunities to improve River Loop Walk. Upgrade connections to Temporary Workers Camp.	Short
19.	Street Tree Master Plan: prepared for Balranald Town Centre (as well as the Entrances noted above). <i>Note: Costings for plantings/irrigation/maintenance are not currently included in this Strategy & are subject to the Street Tree Master Plan. This should be considered at the same time as determining whether overhead electricity lines can be placed underground along (at least) the main (Market) street and/or appropriate species selection occurs under overhead lines though there are a number of funding barriers to this.</i>	Short
20.	Facades/Signage: Council should continue to work with land owners along the main street, particularly businesses, to ensure that building & advertising sign presentation enhances, rather than detracts, from street & town presentation & determine what grant funding may be available for upgrades. This may include paving & landscaping larger off-street parking areas & adding murals.	Ongoing
21.	Lighting Strategy: prepared for the main street for events, streets trees, & key buildings & shop-fronts to provide night-time presentation & activation.	Medium
22.	Main Street Paving: Seek to improve long-term consistency, durability & low-maintenance paving along main-street.	Long
23.	Discovery Centre: Continue to refresh Centre as key tourist hub. Raise awareness of 24-hr RV Camping at town entrance signs & online. Potentially relocate skate park to Greenham Park. Encourage truck services at defined rest areas to avoid trucks parking in the main street.	Ongoing
TOWN CENTRE SIGNAGE & ART		
24.	Public Art Strategy: prepared to continue to build on the sculpture, art, war memorial & mural trails through Balranald that is effective, accessible, low-maintenance, & celebrates the unique identity of the town/region. Build on the indigenous heritage, culture & stories & connection to river-front. Build on non-indigenous heritage places & stories. Look at opportunities for additional mural (e.g., Greenham Park water towers).	Medium
KEY SITES/ RECREATION AREAS		
25.	Plans of Management (if not already available/updated) should be prepared/ updated for all Crown Lands/Community Lands & relative priorities identified to engage with the community & facilitate funding & appropriate development.	Short
GREENHAM PARK		
26.	Perimeter & Parking Areas a) Add central median & street trees along Church St (south frontage). b) Formalise entrance from Church St to internal area of racecourse & sportsgrounds with appropriate signage. c) Formalise pool car parking around water storage tanks with tree planting for shade & possible one-way in/one-way out during events. d) Allow room for possible expansion of water storage tanks for additional capacity for Balranald's growth. e) Expand on school murals on water tanks with potential professional murals as part of silo art trail (if good business case). f) Formalise overflow parking area driveways inside racetrack (southern end) for larger events (if required).	Medium
27.	Pool Area g) Add water play park near pool (possibly outside fenced area near corner Church & We Streets) – see Hay example. h) Look at business case for solar heating of pool to extend swimming season (though may require fee to be charged unless grant funded).	Medium

No.	Item Description	Indicative Timing
	i) Consider relocating skate park at Discovery Centre (requires replacement) to Greenham Park – possibly at rear of pool/tennis court area.	
28.	Sportsgrounds/Ovals j) Maintain & upgrade AFL ground & review demand & potential to attract more regional matches. k) Upgrade junior cricket pitch for senior cricket use. l) Consider if demand for a 400m athletics track / multi-sports oval to either replace junior cricket oval or beside that oval (see if schools can contribute).	Short-Medium
29.	Netball/Basketball/Tennis Courts/Playgrounds m) Replace netball courts with new courts. Provide shaded seating around perimeter of courts (either as trees or permanent shelters). n) Add shade & toddler equipment for smaller playground to allow supervised play during sporting events. o) Add shade & more advanced equipment to larger playground near tennis courts. p) Add lights to tennis courts (if used during winter/late evenings). q) Repair older tennis courts or refurbish for alternative sports.	Medium
30.	Racecourse/Horse Events r) Try to increase use of racing facilities more than two (2) times per year to justify costs for upgrading & maintenance of track. s) Discuss with Pony Club whether they could receive improved facilities if they co-located to Greenham Park – possibly including an outdoor arena & yards (campdrafting/rodeo/horse sports), dressage arena, horse stables, storage shed, etc. to avoid duplication of horse & supporting facilities.	Short-Medium
31.	Landscape Plan t) Subject to funding, a Landscape (Planting & Maintenance) Plan could be prepared to activate, beautify, shade, & improve ecological outcomes for the site.	Medium
DISCOVERY CENTRE COMPLEX		
32.	Continue to centralise visitor information & services in this location to leverage these facilities to improve the visitor experience & facilitate local expenditure.	Ongoing
33.	Continue to leverage grant funding to update & improve the interaction with the Shire's history, heritage, culture & attractions (some presentations were not working at the time of our visit).	Ongoing
34.	Some additional lighting could be provided at night-time to connect through to the RV Park. Consider alternative sites for RV overnight stays.	Short
35.	This Site should form the starting point for any walking or historic trails around the town (except the Honour Veterans Trail that starts at the Club).	Ongoing
36.	The timber elements of the skate park require major repair and/or replacement. Consider relocating skate park to Greenham Park (see above).	Short
LIONS PARK		
37.	Upgrade to the toilet block with accessible facilities.	Short
38.	Upgrade the lighting around the upgraded toilet for safe night-time use.	Short-Medium
39.	Progressively improve the playground & provide a shade canopy for at least part (current project).	Short-Medium
40.	Add seating & upgrade the shade structures around the BBQ area (current project).	Short-Medium
41.	Look at fencing part of the park (possibly in the northern under-utilised section) for a dog off-leash area.	Medium
ANZAC PARK		
42.	Council should continue to maintain this park. However, its connectivity & amenity may be improved if there was an investigation of vacant land on the eastern side of the highway & south of Market St to extend plantings & the connection to ANZAC Park to improve this gateway to Balranald.	Short-Medium
RIVER BEND RESERVE/MEMORIAL DRIVE (RIVER PARK)		

No.	Item Description	Indicative Timing
43.	Council should continue to highlight this park to visitors & enable it for passive recreation use & some events with supported facilities (in consultation with Balranald Inc.) – subject to flood impacts & future levee banks.	Medium
44.	'Green links' along Mayall, Moa, We & Cally Streets should be extended down to the river front for ecology & amenity.	Short-Medium
45.	There is an opportunity to provide more/upgraded (flood resistant) interpretative signage with history of the river-front activities, the role of the flood plain & ecology, and/or Aboriginal history & culture.	Medium
OTHER		
46.	Golf Course: Council should work with the Golf Club & its committee to support the maintenance of the golf course & club house. As part of growth plans listed below there may be a need to reconfigure part of the course.	Medium
47.	Pony Club: Investigate whether existing Site should be upgrades OR relocate facilities to Greenham Park to leverage horse facilities & improve sustainability & usage.	Short-Medium
48.	Motocross Track: Investigate grant funding opportunities to upgrade facilities to host larger events.	Short-Medium
49.	Balranald Aerodrome: Council should investigate ways to leverage the aerodrome to attract funding for upgrades & support higher use of the facility. This may require a Master Plan for future development.	Short-Medium
GROWTH OPPORTUNITIES & CONSTRAINTS		
50.	Flood Study (Balranald): Updates to the current study could include: <ul style="list-style-type: none"> a) A crest level survey be undertaken every five (5) years (even though the SKM Balranald O&M Manual says 10 years). We find this picks up problems early (and are repairable more easily & cheaply); b) Preparation of a formal Flood Risk Management Study & Plan with mitigation measures taking into account Climate Change; c) Investigation why the area around Malcolm St & Duryea St (the old railway siding) was originally shown as flood-free in the Habitat Planning (2006) Balranald Shire – Strategic Framework Plan but is now shown as flood affected & would it be suitable for industrial growth; d) Review if the levee south of Market St / west of Moa St can be extended along the eastern side of Endeavour Drive to remove flood prone land both west of Piper St & provide additional housing opportunity along Endeavour Drive (without exacerbating downstream flooding); e) Improved understanding of flooding of the area south of the Murrumbidgee River/town to enable appropriate bush walking & visitor facilities/access; f) Improved understanding of water consumption from river & groundwater systems to maintain environmental flows 	Short-Medium
51.	Housing Strategy: As this Strategy did not have the scope for a full residential land use study – we suggest that funding is sought to update the demographic analysis to the 2021 Census data, improve constraint/opportunity mapping, prepare a more detailed residential supply/demand analysis (including different housing types), and further test investigation areas and vacant land/development opportunities in Balranald consistent with NSW Government guidelines. In the meantime, this Strategy should enable consideration of short-term solutions including some of the projects below.	Short
52.	Temporary Workers Camp: <ul style="list-style-type: none"> a) Continue to work with the owners of the Temporary Workers Camp to encourage more permanent & higher amenity facilities to service a range of projects over the next 10 years including EnergyConnect / Solar Farms / key picking seasons etc. b) Council should work with the current owner to see if there is flexibility to extend operations to address a wide range of projects in the next 5 years (& ongoing). c) There may be opportunity for Council to partly invest in some of the facilities or facilitate more permanent / higher amenity accommodation & support services. d) Links between the TWC to the town centre should be improved. e) Identify a smaller site for temporary workers for other projects. 	Short
53.	Infill (Privately owned lands): Council should investigate the following opportunities with land owners of under-utilised or vacant land within the urban area. Various incentives should be investigated including,	Short

No.	Item Description	Indicative Timing
	but not limited to, assistance with approvals & reduced contributions. Possible areas of land may include: <ul style="list-style-type: none"> a) Larger urban vacant or under-utilised lots – e.g., those on Sydney St & Dowling Street West (one of which was for sale in early 2022) where some medium density housing could be achieved; b) Subdivision of under-utilised large lot residential land west of Piper St & south of O'Connor St West - This land would be further opened up if the Bypass Option 1 connected the highway up to O'Connor St West; c) Consolidation of pockets of multiple adjacent vacant lots (possibly in different ownership); d) Consolidation of the under-utilised rear of lots – often in the middle of blocks – particularly where there is a rear lane that could provide access (e.g., Watts Lane & Cook St) – but this will often require consent & consolidation from multiple owners; e) Smaller lots were single dwellings or dual occupancies may be achieved; f) Dual occupancies or secondary dwellings at the rear of existing lots to add to housing/rental supply; g) Shop-top housing or multi-level serviced apartments near to the town centre. 	
54.	Golf Course Estate: If the land within the northern section of the golf course cannot be swapped for other Crown land with frontage to Mayall St - then Council should prepare a plan of subdivision & ideally get this approved & then either sell it to a developer or prepare a business case to develop it themselves.	Short-Medium
55.	Infill – Crown Land: Council should approach Crown (& any associated current lessee) to understand the process for release of this land for housing development & investigate any native title or other issues. This may take some time so should be started as soon as possible.	Short
56.	South Balranald (Malcolm/Duryea Streets): <ul style="list-style-type: none"> a) Review the Flood Study work for South Balranald to determine the Flood Planning Level & height/risk of inundation to align with future land uses in this area; b) Review servicing (sewer/water/electricity) needed to support any additional growth in South Balranald; c) Get some preliminary soil sampling to determine the extent of any contamination at key sites such as the stock yards to determine suitability for light industrial uses; d) Prepare a Structure Concept Plan for the area & consult with Crown Lands to see if land could be released for development. e) Discuss with DPIE the potential to rezone land along Duryea St up to the Sturt Highway for industrial purposes. 	Short-Medium
57.	West Balranald – Crown Land: The Bypass Option 1 should be further investigated along with discussion with Crown Lands & determination of flood levels/mitigation to see if the parcels west of Piper St & north of the highway can be developed in the next 5-10 years.	Short-Medium
58.	North-West Balranald – Crown Land: Subject to the progression of a Bypass route through the Crown Commons to the north-west of Balranald – there may be longer term potential to investigate release of land up behind the Cemetery & the Pony Club.	Medium-Long
59.	Industrial Demand Investigation & Potential Rezoning: Council should seek funding to conduct a business study / further investigation whether all of the major projects in the sub-region are likely to generate additional demand for urban industrial or employment land (as opposed to rural industry that may generally occur in the rural zone). Council should approach Crown to determine the pathway to release this land for industrial (or otherwise, residential, use).	Short