



EUSTON

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IMPORTANT NOTE: This 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.

1. Overall Presentation

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

A brief time in Euston (& a comparison to other regional settlements of similar size) suggests that the village 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

Euston is the 2nd largest settlement in the Balranald Shire. However, because of its unique relationship with Robinvale (Victoria) on the other side of the Murray River it has a limited range of local facilities. Key services include, but are not limited to:

- Euston Primary School;
- Child care centre;
- Euston Club & range of accommodation & dining options;
- Pub/Hotel;
- Caravan Park;
- Service station.

However, there is still a need to access higher-level services at larger settlements such as Mildura.

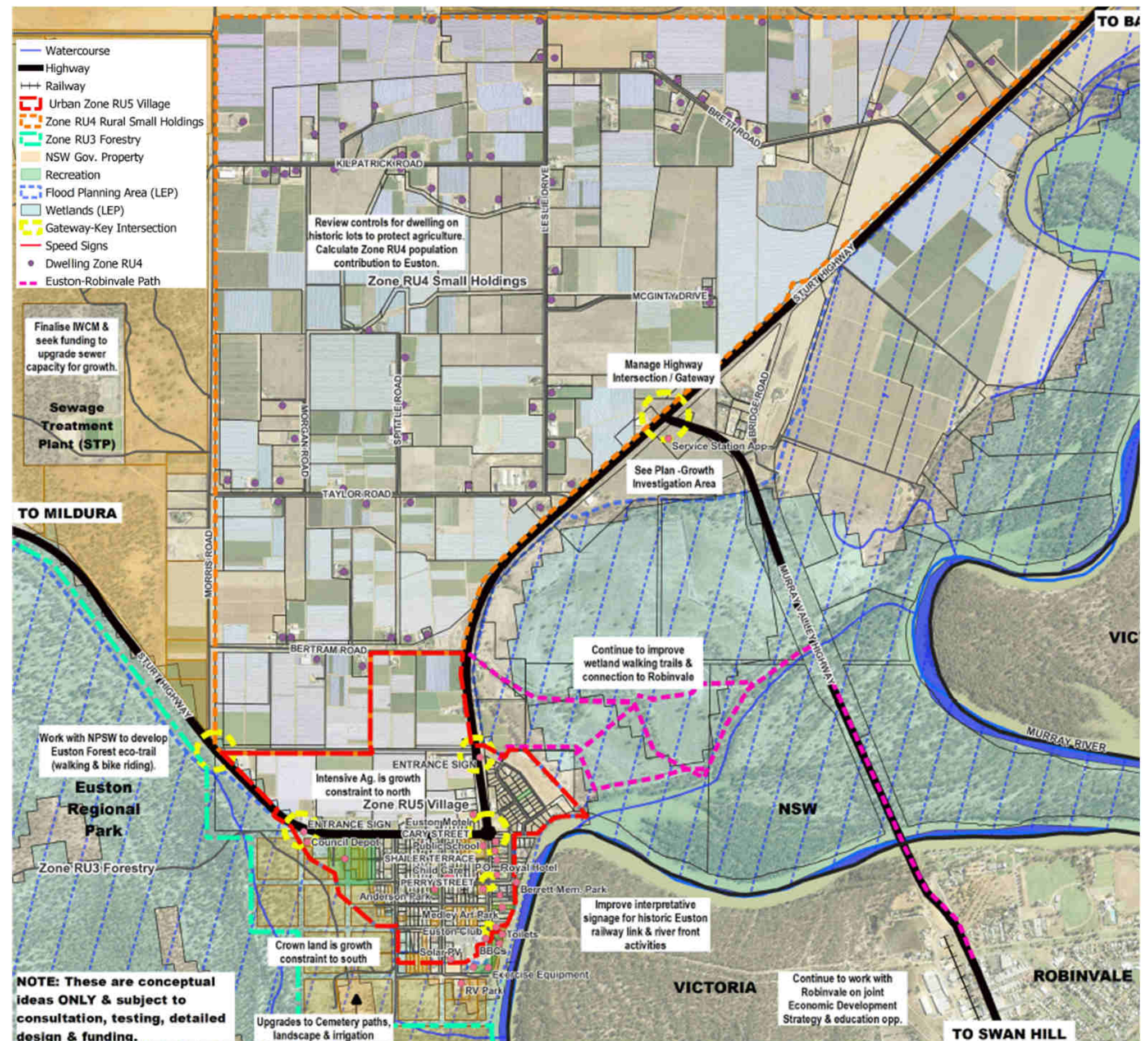
Euston's economy is largely driven by the intensive horticultural activities (including table grapes) in the area. Therefore, much of the quasi-industrial land uses are associated with the processing, packaging & logistics of agricultural products. These uses are mostly located in Zone RU4 Rural Small Holdings with some ancillary uses in the Zone RU5 Village area.

Euston has a number of natural attractions including the Murray River & Euston Regional Park.

Figure 1: The Murray River is the main attraction at Euston & a key part of its history.



Figure 2: Euston & Surrounds including Zone RU4 & key gateways/connections.



3. Village Surrounds & Infrastructure Upgrades

As shown on the Figure on the preceding page, there are a number of opportunities for review/upgrade surrounding the Village of Euston (some of these are covered in other chapters):

- Village Surrounds & Infrastructure Upgrades:**
- a) **IWCM:** Finalise the Integrated Water Management Plan (IWCM) & seek funding for water & sewer infrastructure projects;
 - b) **Sewerage:** Sewage Treatment Plant (STP) upgrade as per IWCM recommendations to cater for the projected population & employment growth;
 - c) **Water:** Design a new water tower & processing plant to meet future water demands of the Euston community including upgrade storage capacity & increase water pressure as per IWCM recommendations;
 - d) **RFS:** Relocate the Rural Fire Services (RFS) Shed from the water treatment plant area to the Council depot;
 - e) **Cemetery:** Create a master plan for the Euston Cemetery to manage its use/ expansion & improve pathways/landscape/irrigation/maintenance;
 - f) **Regional Park:** Work with National Parks & Wildlife Service (NPWS) to develop Euston Regional Park eco-trails (with clear links to Euston), additional ecological plantings, interpretative signage & highlight the recreational opportunities. Consider some additional native vegetation plantings along the Sturt Highway to improve the north-western gateway;
 - g) **Wetlands:** Work with NSW Government & local Landcare groups to recognise the importance of the wetlands & floodplain along the Murray River, provide interpretative signage & create recreational opportunities;
 - h) **Robinvale Connections:** Continue to improve walking/bicycle trails connecting Euston to Robinvale through floodplain & up onto Murray Valley Highway overpass & extend to river-frontage with additional ecological plantings & interpretative signage;
 - i) **Economic Development:** Continue to work with Robinvale on joint Economic Development Strategy, joint tourism initiatives, & synergies to manage population growth, education & employment;
 - j) **Riverfront History:** Work with Robinvale on interpretative signage & walking trails along the historic railway & other connection to Euston & historic riverfront activities;
 - k) **Dwellings in Zone RU4:** Review controls for dwelling potential on Zone RU4 land to protect agriculture & facilitate dwellings in appropriate locations;
 - l) **Road Maintenance:** More regular road maintenance along key bus routes such as Tapalin Mail Road.

Figure 3: Gate to cemetery south of Euston.



Figure 4: Some parts of cemetery are nicely maintained.

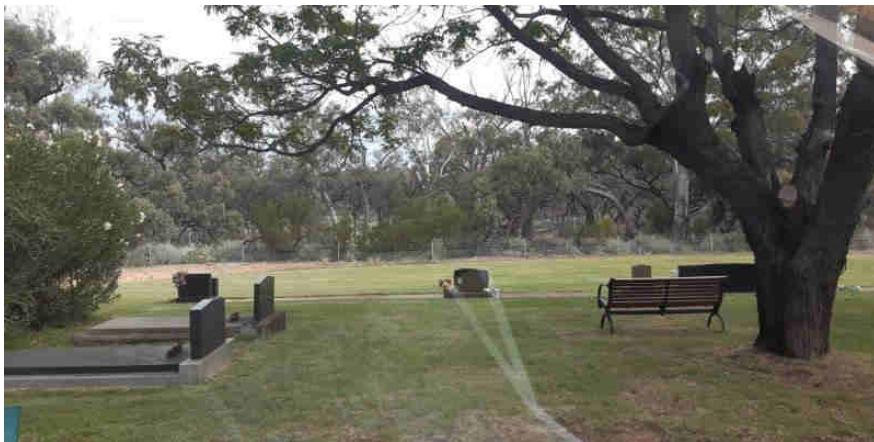


Figure 5: Other parts of cemetery lack grass, paths & maintenance.



Figure 6: Euston-Robinvale walk/cycle path on Murray Valley Highway.



Figure 7: Start of Euston-Robinvale walk/cycle path on Garreffa Parade.



Figure 8: Water storage towers on Murray Terrace, Euston.



Figure 9: Euston Regional Park Map.



4. Heavy Vehicle Bypass Investigations

The existing Sturt Highway takes a slightly longer route by travelling down to the urban edge of Euston from the north-east & then connecting back out to the north-west.

The roundabout & safety issues with school frontages & other driveways/land uses accessing the highway increase the risk of highway traffic coming into conflict with urban land uses.

Therefore, we understand that TfNSW has already commenced investigating the provision of a highway bypass to the village, as evidenced by the acquisition of land at the intersection of the Sturt Highway & Bertram Road (Option 1 on the Figure opposite).

Already the community is aware of a number of vehicles using Morris Rd & either Bertram or Taylor Roads as a 'short-cut' to avoid the village & this is raising issues of safety on these local roads – requiring some traffic calming devices to be installed by Council.

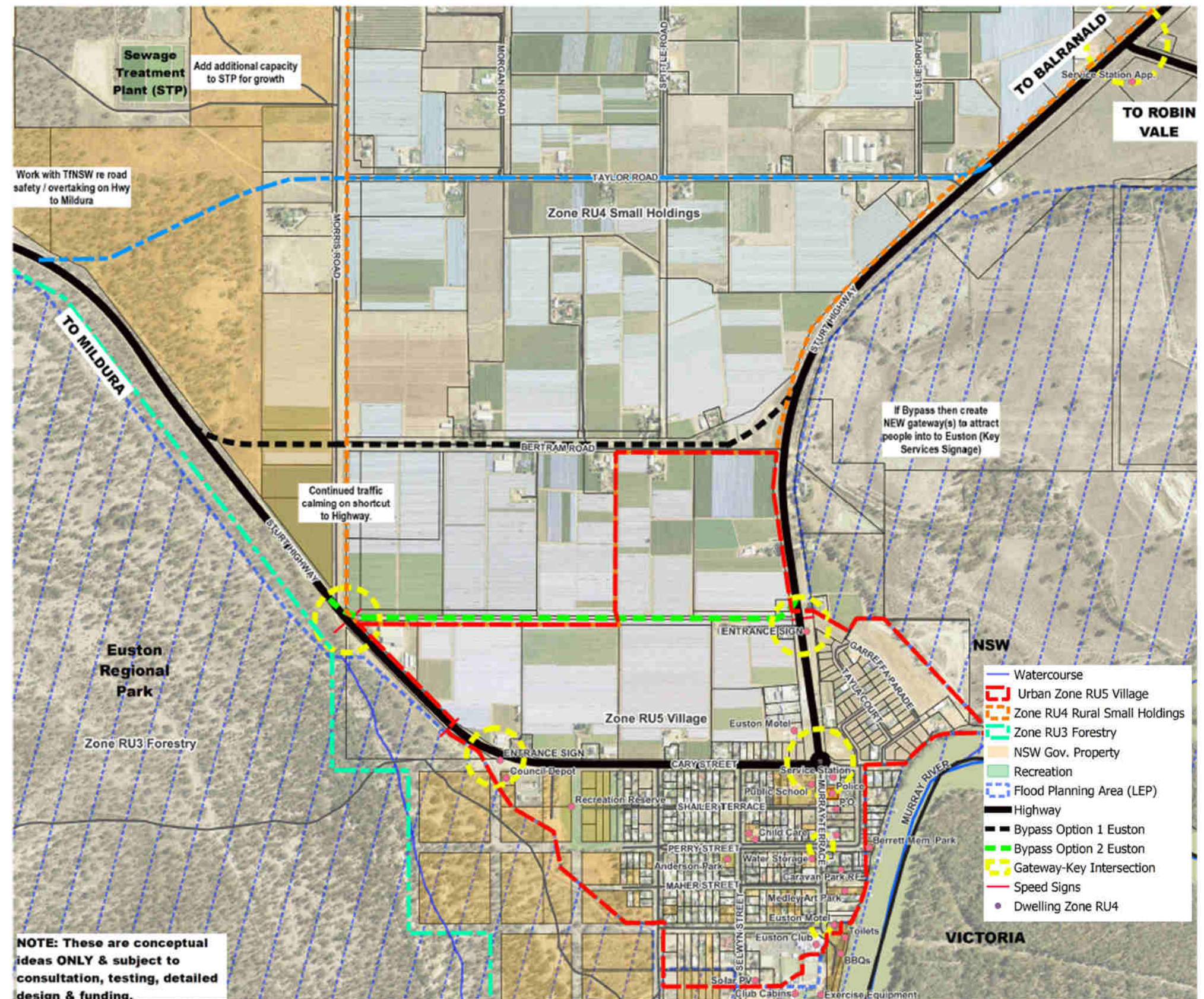
Bypasses can often be seen by local businesses as a significant loss in passing traffic, particularly for opportunistic sales such as accommodation, cafes, vehicle repairs etc. However, it would be expected that on longer travel distances people are more likely to plan their stops or would stop at a town anyway if it had the services they need & it is not a significant distance.

In addition, the TfNSW requirements to maintain highway functions, minimise disruptions to highway traffic, & meet their highway guidelines may limit what Council & the community can do in terms of beautification along the highway frontage & requires TfNSW approval. This can be counter-productive in terms of attracting people to stop.

Bypass Options: This Strategy supports the further investigation of the three (3) likely Bypass Options (shown opposite) with Option 1 already progressed. If this proceeds then the Entrance Gateway & Signage Section above may need to be adapted to recognise/address this new gateway. Until the Bypass is constructed then there should be continued traffic calming on any short-cut route along Morris, Bertram or Taylor Roads to protect local users.

- Bypass Option 1 (Bertram Rd)** has the benefit of the existing land acquisition at the intersection of Bertram Rd & the Highway & an existing east-west road. However, it would still need to acquire land at the western end to re-join the highway & take up valuable intensive horticultural land & there may be some impact/opposition by dwellings/businesses along that route.
- Bypass Option 2 (Southern/No Road)** could be created as a new route between the existing agricultural holdings. The downside is that is the need for significant new road construction. The benefit is that it connects directly to the highway at the western end & it is away from most existing dwellings so lower in impact.
- Bypass Option 3 (Taylor Rd)** was suggested in the 2006 Strategy providing the most direct route, largely using the existing road & limiting impacts on agriculture – but potentially impacting the highest number of existing dwellings.

Figure 10: Preliminary Euston Bypass Investigation routes.



5. Entrance Design & Signage

5.1. Signage Strategy

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

However, there is a lack of consistency in sign types, colours & layout that are not always cohesive with the natural brand/image of Euston. There is some signage clutter (business & information signage), particularly on the highway approach from Mildura. Many signs are old or need upgrading. There is also a lack of signage indicating the facilities & services offered at Euston that can direct people off the highway.

Whilst this Strategy seeks to suggest some potential modifications to town signage, there is a complex range of factors that go into determining appropriate signage & signage should be considered cohesively across the entire settlement – not just individual locations.

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., Euston Regional Park & Murray Riverfront area.

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

5.2. Shire Boundary Signage

Euston is located on the border between NSW & Victoria (the Murray River) & near a key intersection of the Sturt Highway & Murray Valley Highway. Therefore, the settlement is a gateway not only to the Shire of Balranald, but also to NSW. Whilst this was not investigated in any detail, a brief drive over to Robinvale didn't reveal any significant Shire Boundary Signage. There are some difficulties locating this signage on the elevated part of the Murray Valley Highway above the wetlands/floodplain.

Shire Boundary Sign: There is an opportunity for some larger signage (possibly on the western side of the Sturt Highway at the terminus of the Murray Valley Highway) that welcomes people to NSW, Balranald Shire & Euston. This could be emphasised with some landscape/street tree plantings that do not interfere with sight-lines or overhead electricity.

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 (to be covered by Signage Strategy).

5.3. Gateways

Clear entrances or gateways to settlements 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 village.

5.3.1. Northern Outer Gateway(s)

The first major gateway to Euston when travelling either from Balranald on the Sturt Highway or from Robinvale on the Murray Valley Highway is the intersection of these two highways.

On approach on the Sturt Highway there is a sudden transition from the wider outback plains to the intensive horticulture area. There is a white-on-blue Euston 'Rest Revive Survive' & then a transition from 110km/hr to 80km/hr near the intersection where the first larger sheds are located. Other than this there is only a sign to Robinvale hospital & the white-on-green turn-off to the Murray Valley Way.

Figure 11: First Euston entrance sign on Sturt Highway northern approach.



Figure 12: Change in speed prior to highway intersections.



Figure 13: Murray Valley Highway turn-off sign & intersection.



Figure 14: Intersection of Sturt & Murray Valley Highway.



After crossing the Murray River, the approach to the same intersection along the Murray Valley Highway heading north it is similarly understated. This is addressed in the 'Shire Boundary Signage' above.

5.3.2. Northern Inner Gateway

Further south on the Sturt Highway there is a 'Residential Area – Limit Compression Braking' sign & travel distances white-on-green sign (Euston -2km). Then a significant distance passing around the bend with several intersections to the Zone RU4 Rural Small Holdings area. The intensive agriculture on the right provides a scenic entry. There is no clear marker for where the Zone RU5 Village starts at Bertram Road (but this northern area is largely not developed for urban uses yet).

Then several hundred metres before the roundabout (where the Sturt Highway turns right) there is the speed sign transition from 80km/hr to 50km/hr with the primary 'Euston – Where the Murray Rivers Fun' solid plinth sign is located. This is a wide section of the Sturt Highway with the start of urban subdivision to the left (east). However, this area lacks established landscape (except for horticulture to the west).

Figure 15: Northern Inner gateway to Euston at main entrance/speed signs.



Northern Inner Gateway (Euston sign) could be upgraded in consultation with TfNSW, as follows:

- Upgrade of low planting in-front of the main Euston sign;
- Street tree planting from the Euston sign to the roundabout as part of a 'green link' into the village suggesting the 'oasis' along the river, screening the urban subdivision behind/ overhead power-lines & creating a clear entrance feature (overhead power lines are well setback from the highway frontage);
- Potential location for some consistent & consolidated signage for the key attractions & facilities in Euston (that are unlikely to change over time or date);
- Repetition (or relocation) of the 'Residential Area – Limit Compression Braking' sign as the existing sign location may be less effective;
- Possible consideration for relocating the speed transition to 50km/hr slightly further out as the village expands.

As the village is already aware, the arrival at the roundabout is a bit underwhelming. There is limited landscape, there are large road verges that lack any character, there are large gravel entries to businesses along

the highway & the motel. The roundabout itself is hard-paved with no landscape, there are uneven/broken/overgrown kerbs & median strips & the main view is of an older service station with signage clutter. There is little to 'invite' people to turn-off the highway & stop at Euston at this point.

Figure 16: Northern inner gateway on approach to roundabout on Sturt Highway.



Figure 17: Northern inner gateway at roundabout on Sturt Highway.



Figure 18: Large handstand areas at roundabout lack character or invitation to visit.



Figure 19: View from roundabout looking south down Murray Terrace.



Northern Inner Gateway (roundabout) should be a short-term priority in consultation with TfNSW, as follows:

- In the roundabout remove some of the middle hard-paved area & replace with low-shrub landscape & possibly a central established tree with clear sight-lines under the branches;
- Repave & median strip/kerb edges in & around the roundabout;
- As stated above, extend street tree planting along the frontage of the new residential subdivision connecting to street trees further south along Murray Terrace (main street);
- Define entrances to motel & highway businesses & plant street trees between;
- Work with owner of service station to progressively upgrade with consolidated signage & improved entrances;
- Work with school to enhance existing landscape at front fence;
- Signage for historic courthouse (white-on-brown) & toilets to attract people to stop.

5.3.3. North-Western Outer Gateway

The approach along the Sturt Highway from the north-west (Mildura) commences with the change in landscape from the Euston Regional Park into the intensive horticulture area with a white-on-blue 'Euston – Rest Revive Survive' sign followed shortly after by the transition in speed sign from 110km/hr to 80km/hr (with Caravan Park & Motel signage) (see photo below).

Figure 20: North-western outer gateway on Sturt Highway (speed signs).



The highway passes the Almond processing shed & some additional accommodation signage followed by the '50km/hr ahead' signs. This area is fairly dusty & lacks landscape but is not critical (see actions re Euston Regional Park above).

5.3.4. North-Western Inner Gateway

The next gateway is a bit spread-out but extends from the 50km/hr speed signs into the recreation grounds & includes the other main Euston – Where the Murray Rivers Fun' solid plinth sign. Unfortunately, the main sign is set in a large dirt & gravel part of the road reserve that is used for entrances to the Council depot, recreation ground, & lacks significant character & amenity.

North-Western Inner Gateway could be improved by the following:

- Defined entrances to the Council depot, recreation ground, & other land uses with road seal where suitable;
- Street tree planting from the main Euston entrance sign to the roundabout on both sides of the Sturt Highway as part of a 'green link' into the village (where driveways & sight-lines permit);
- Bitumen seal the vehicle rest-area or find a more suitable area;
- Expand the landscape planting around the Euston entrance sign;
- Additional sign to reduce use of engine brakes in urban area.

Figure 21: North-western inner gateway – speed transition signs.



Figure 22: North-western inner gateway – Euston main entrance sign.



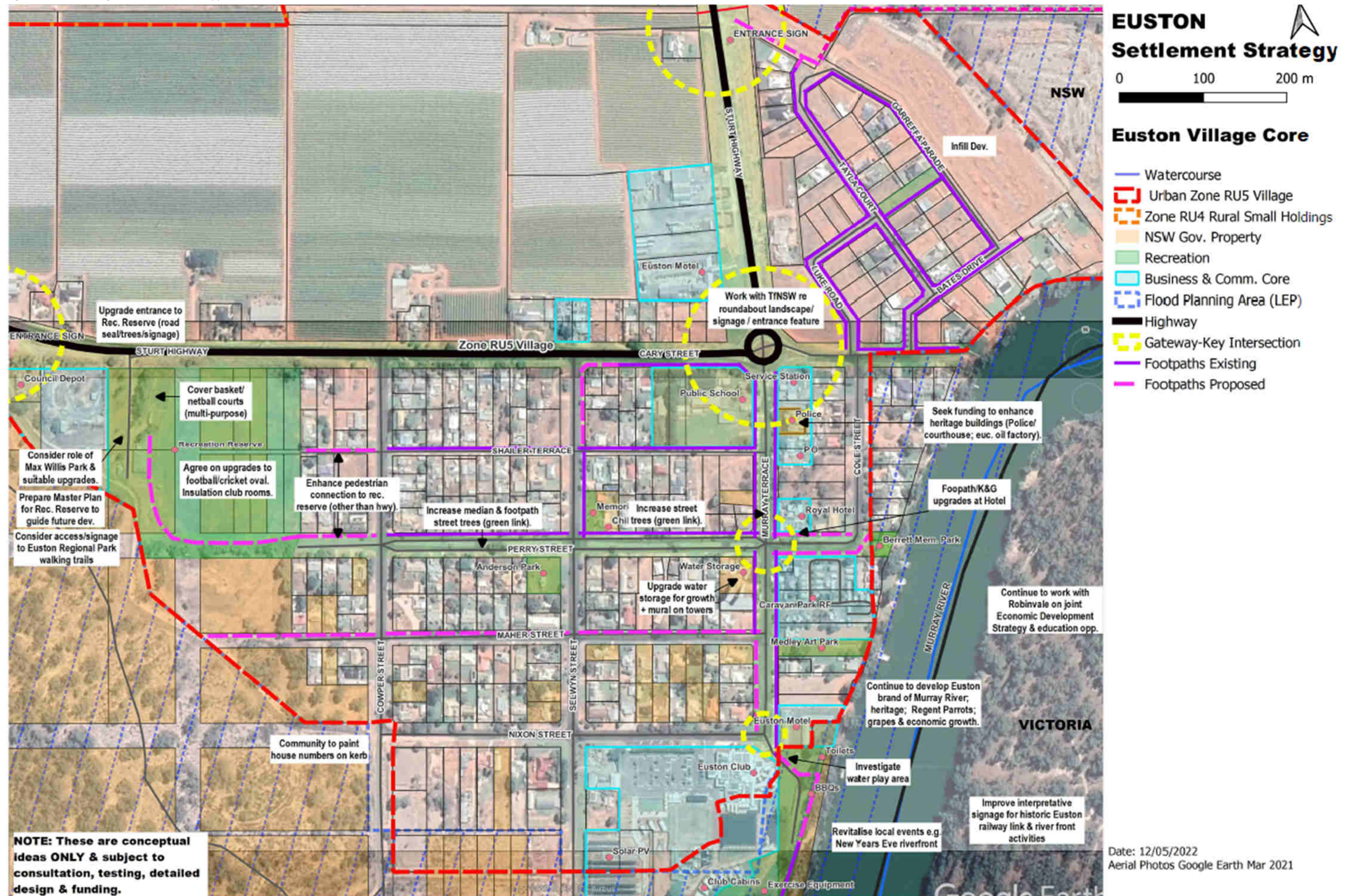
Figure 23: Large gravel area around Euston main entrance sign has poor visual amenity.



Figure 24: View from roundabout looking west out to north-western gateway.



Figure 25: Euston village core enhancement opportunities.



8. Village Centre & Signage Upgrades

Village Centre & Signage Upgrades: As shown on the Figure on the page above, there are a number of opportunities for upgrades in the core of Village area/zone:

- Village Gateway:** The priority mentioned above in the Gateway Section is to work with TfNSW to upgrade the roundabout / intersection on the Sturt Highway to improve the visual amenity of the entrance to the village & attract people to visit;
- Street Trees:** A Street Tree Master Plan should be prepared that focusses on several key 'green links' extending along the Sturt Highway from both main entrance signs back to the roundabout, down Cary St to the river, then down Murray Terrace to the Euston Club & along Perry St (both median & footpath plantings) connecting the recreation ground & key parks back to the main street;
- Murray Terrace Median Strip:** Investigate whether there is sufficient road width for some sections of at grade median strip planting & street lighting (similar to main street of Robinvale) to add to the 'green link', attract people to enter when visible from the roundabout, provide traffic calming, reduce the large hard-stand area of the road & beautify the village (may require one-side as parallel parking);
- Pedestrian Blisters:** Extend landscaped pedestrian blisters & crossing across Murray Terrace outside Royal Hotel (intersection Perry Street) – key intersection connecting to recreation ground;
- Footpath:** A staged footpath extension & upgrade plan could consider some of the links shown on the plan which prioritise connections between key recreation areas, parks, the river-front, the main street (community & business uses) & school (whilst avoiding the highway until such time as a bypass is constructed);
- Street Numbering:** Council to assist the community to add house numbering along kerb edges;
- Public Art:** Investigate locations to increase public art & walking trails to connect these (linking the public parks) including potentially murals on the water towers with the Regent Parrot as a key local theme (see example murals on next page);
- Heritage:** Seek funding for upgrades to local heritage items & buildings (e.g., courthouse) & enhanced recognition & signage of historic riverfront activities.

Figure 26: 'Green link'/tree plantings needed down to river along Cary St east.



Figure 27: Murray Terrace needs visual interest & street trees ('green link').



Figure 28: For example, an at-grade median strip planting & street lights like Robinvale.



Figure 29: Landscaped pedestrian blisters/crossing – Murray Terrace & Perry St.



Figure 30: Enhance median strip (& footpath) plantings along Perry St ('green link').



Figure 31: Anderson Park - additional shade trees & perimeter plantings.



Figure 32: Shailer Terrace – additional shade trees – connection to recreation grounds.

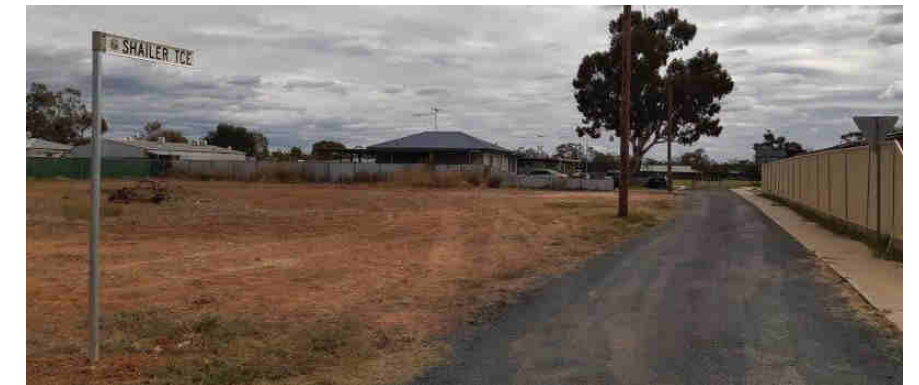


Figure 33: Extend shared path along Perry St & through recreation ground.



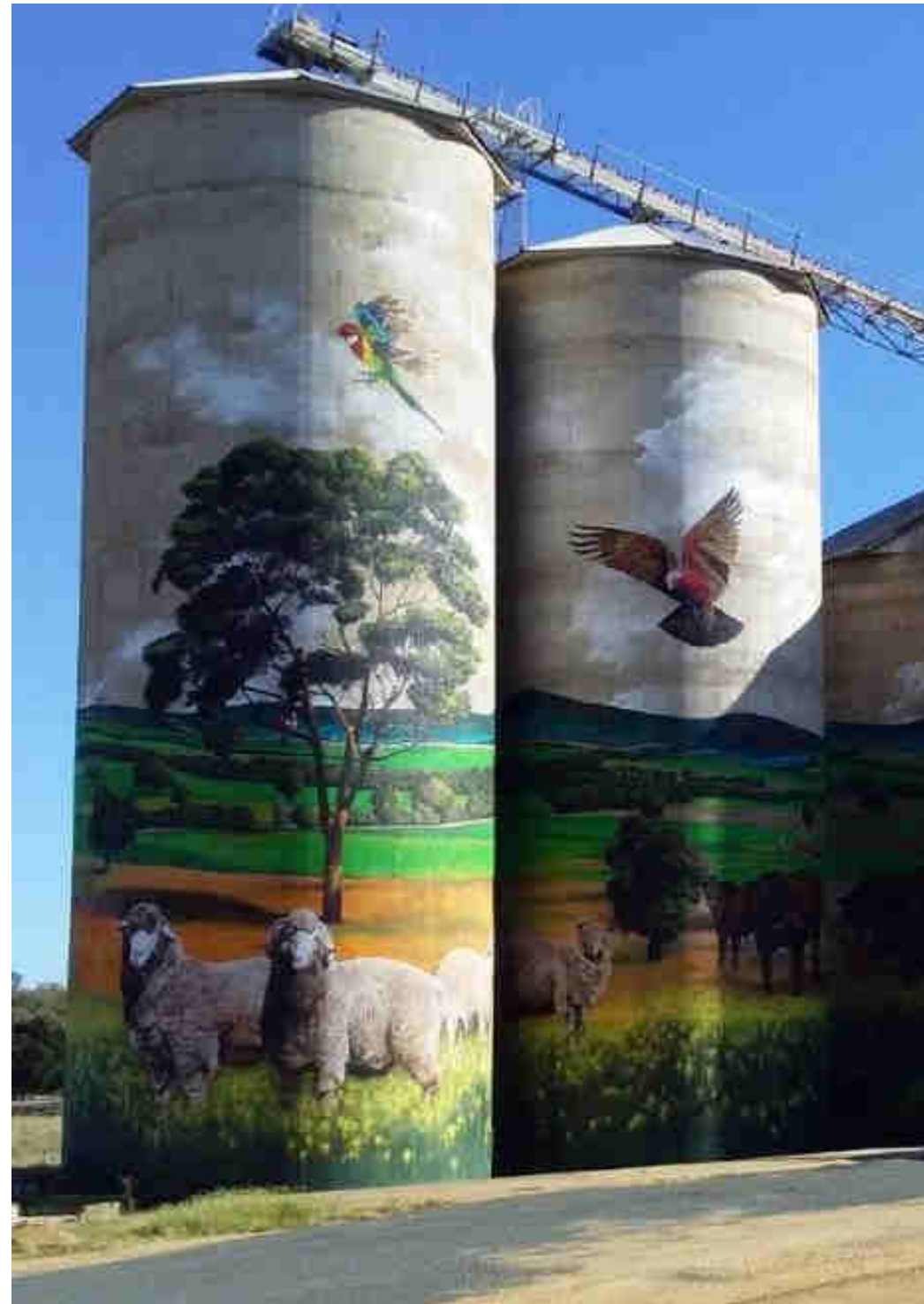
Water Tower Murals

Silo & water-tower art is increasingly a significant visitor attraction & can turn less-interesting pieces of infrastructure into major art works. The website <https://www.australiansiloarttrail.com/> showcases some of this work. Some examples are below.

Figure 34: Mural on water tower - Moura QLD (Painter Sam Wikinson; Pictures Jeni Stott; <https://streetartcities.com/>)



Figure 35: Silo Art at Grenfell (iPLAN PROJECTS).



9. Key Sites/Recreation Area(s)

9.1. 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 Euston 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 (especially with Robinvale) 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.

9.2. Euston Recreation Reserve

Euston Recreation Reserve (or Recreation Ground) is located in the north-west of the village with access from the Sturt Highway & the ends of Shailer Terrace & Perry St (& possibly Maher St). It has a sportsground for football/cricket & basketball/netball courts with an area to the south used for horse events/pony club.

As noted above, the entrance from Sturt Highway needs some upgrades to improve the visual amenity of the north-west entrance to Euston. There also needs to be further investigation with the current clubs to determine necessary upgrades.

It is assumed that there are also recreation grounds at Robinvale that are shared for sports – so there may need to be some co-ordination as to what events should be facilitated in Euston to avoid unnecessary duplication & costs.

Euston Recreation Reserve: A master plan could be prepared for the Reserve to manage some reasonable upgrades that may include:

- Upgrades to the entrance & vehicle road into the grounds;
- Shade cover to the basketball/netball courts & improve multi-functional court markings/surface;
- Upgrades to the football/cricket oval (as required);
- Insulation & minor works to the club rooms;
- Minor upgrades to Max Willis Park to increase shade tree plantings & make it more useable;
- Potential walking trail access to Euston Regional Park;
- Review of use by schools for sports carnivals, athletics & cross-country;

- Investigation if there is surplus land for possible residential growth to the south (see Growth Section below). This may require an alternative location for the horse activities.

Figure 36: Euston Recreation Ground entrance & driveway to be re-gravelled/sealed.



Figure 37: Work with local clubs to determine usage with Robinvale & field upgrades.



Figure 38: Upgrade courts for multi-purpose & consider shade, seating & trees.



Figure 39: Determine the role of Max Willis Park & possibly integrate horse activities.



9.3. Euston Club & Riverfront Park

The riverfront & its association with the Euston Club at the southern end of Murray Terrace is also a significant passive recreation area along the Murray River (within the flood zone up to the club) & connects around to the RV Park. This area has great river frontage & amenity but may be under-utilised.

Riverfront Park:

- Investigate potential for small water park/play area to attract families & visitors esp. in summer (or alternatively Anderson Park);
- Interpretative signage of historic riverfront activities, natural ecology & walking trails, & indigenous culture & heritage significant to the area;
- Connect the walking/cycle trail down to the exercise equipment & RV Park;
- Look to revitalise riverfront events (e.g., New Years' Eve; etc.) once COVID concerns are addressed.
- Manage flood prone lands to minimise maintenance/impacts.

Figure 40: Euston Club -Potential to improve presentation to street/screen loading dock.



Figure 41: Continue to activate river-front & provide community events.



Figure 42: Upgrade shared path along river-front to RV Park.



Figure 43: Continue work to activate walking trail around Euston to recreation ground.



Figure 44: Improve awareness of RV Park & relationship with Caravan Park.



9.4. Anderson Park

Anderson Park is centrally located at the corner of Perry St & Selwyn Streets. It is a larger flat grassed area with playground equipment & shade area that is outside the flood prone land. It is located along the proposed 'green link' along Perry St to the recreation ground. Therefore, it could be considered for some additional infrastructure.

Anderson Park:

- Add additional street trees & perimeter planting to enhance the east-west 'green link' along Perry St;
- Provide some more advanced children's play equipment & shade cover (e.g., larger swings, flying fox);
- Provide additional BBQs & shaded seating areas;
- Alternative area for a potential 'Water Play Park' if not suitable at the Riverfront Park.

Figure 45: Anderson Park is centrally located



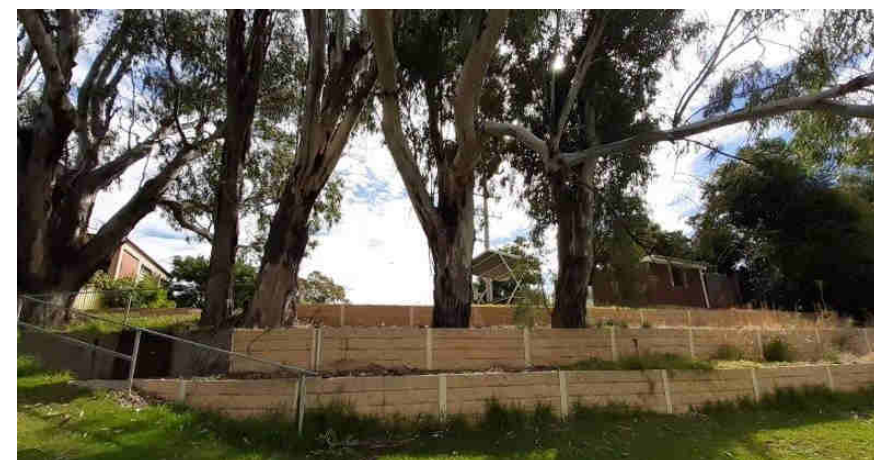
9.5. Berrett Memorial Park

Berrett Memorial Park is located at the eastern end of Perry St on the Murray River. It is dominated by electricity & other infrastructure so it lacks some amenity. This should be part of the east-west 'green link' along Perry St. It is within the Flood prone land so this may limit improvements (though most land appears built up behind the retaining walls).

Berrett Memorial Park:

- Add additional street trees & perimeter planting to enhance the east-west 'green link' along Perry St;
- Try to shield infrastructure & reduce visual impact;
- Provide some additional seating overlooking the Murray River.

Figure 46: Berrett Memorial Park-extend 'green link' along Perry St & add landscape.



9.6. Medley Art Park

Medley Park is located near the eastern end of Maher St with access off Murray Terrace. It is a long, skinny linear park with some excellent signage of Euston's history & a small seating area at the end. It is above the Flood Planning Level so it can support some additional infrastructure.

Medley Art Park:

- Minor maintenance to pathways (weeds);
- Irrigation for grassed areas, particularly near seating;
- Investigate adjacent partly vacant lot to see if park can be expanded & improve connectivity with Caravan Park.

Figure 47: Medley Art Park – maintenance of pathways.



Figure 48: Medley Art Park – repainting of signage.

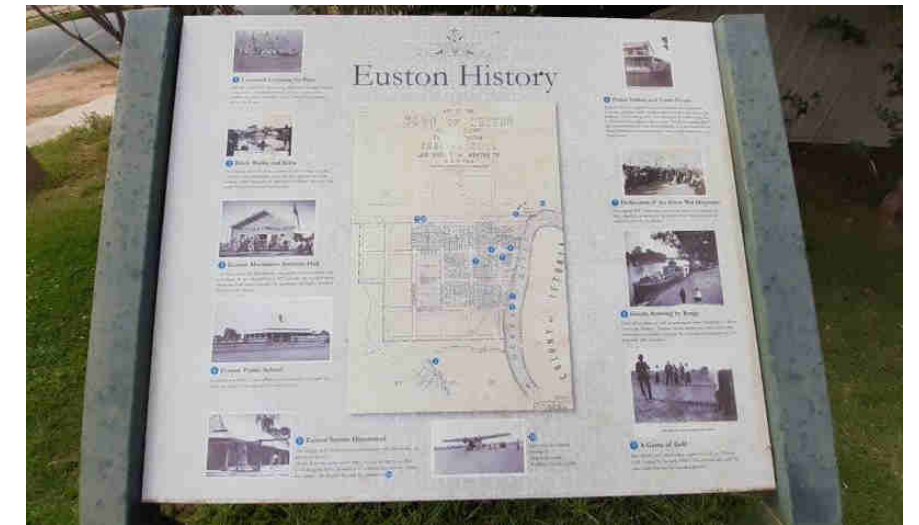


Figure 49: Medley Art Park – irrigation, use adjacent vacant lot & connect to caravan park.



9.7. 'Bates' Subdivision – New Park

There has been discussion around the provision of a new park in the 'Bates' subdivision to the north-east of town. This should be investigated taking into account the additional demand created by the subdivision, the hierarchy of existing parks & services, & the existing approval.

Bates Subdivision: Investigate the demand & requirements for a small park in the new subdivision in the hierarchy of existing parks & services.

10. Growth Opportunities

10.1. Key Opportunities

Like Balranald, the Euston-Robinvale area appears to be experiencing significant growth pressures based on growth in intensive agricultural/ horticultural activities in the area (irrigation), a number of significant projects adding to employment demands, a large itinerant work-force, & significant constraints to growth of new housing areas.

Euston also has significant tourism potential with its location on the Murray River & a wide range of accommodation types based around the Euston Club.

10.2. 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 Murray River & its associated wetlands/flood-plain to the east & south. This is unlikely to change unless there are significant extensions to levee bank systems & this requires detailed studies to avoid exacerbating flood impacts downstream;
- b) **Crown Lands:** Crown lands & the Euston Regional Park to the west & south. 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) **Agriculture:** Agriculture is the largest employer & economic generator in the area. Therefore, prime agricultural lands should be protected where possible. However, agriculture can be cyclical in nature & is highly dependent on favourable climate conditions (& potentially highly impacted by climate change). Without housing for employees, it may be counter-productive. Irrigated horticulture & its agricultural value which anecdotally is higher in value than residential use (at this time) so it is less like to be redeveloped. There are already lands to the north of the Sturt Highway within Zone RU5 Village but little has been developed;
- d) **Highway:** The Sturt Highway creates both opportunities & constraints for the village. It brings passing traffic to support local businesses, but this traffic has priority & this creates a barrier to development north of the highway to connect into the village. Traffic noise may impact residential amenity. TfNSW guidelines may limit the ability for traffic calming, street trees, pedestrian crossings etc. Some of these issues may be improved if a Bypass is provided to the village but the village would have to work harder to attract people to stop & stay;
- e) **Robinvale:** Euston’s association/competition with Robinvale – though Robinvale is perhaps equally or more constrained in growth so Euston may have the potential to leverage these opportunities;

- f) **Workforce:** The large itinerant/temporary workforce in the area that has peak employment periods & lower socio-economic stability. It is difficult to get an accurate count of local populations & users of local facilities with less fixed places of residence;
- g) **Infrastructure:** The current sewer & water infrastructure is already exceeding capacity (see Chapter 1 of this Strategy) so there is significant limitation to growth & cost in upgrades. The IWCM will provide guidance on ways to address this but this will take some time to implement.
- h) **Infill Development:** As with many regional villages, people have moved to Euston 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. 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.
- i) **Construction Cost:** Similar to Balranald & across Australia, construction costs have jumped due to increased demand, lack of builders & construction material supply, & macro & micro-economic factors. If construction costs exceed perceived or actual housing value then people are less likely to develop land.
- j) **Rental Availability:** We have not reviewed housing rental availability in any detail for Euston (& accurate statistics are unlikely to be readily available). However, with a significant temporary workforce it would be expected that rental housing is at a premium & would not match demand.
- k) **Historical Growth:** The above constraints are HIGHLY LIKELY to have significantly constrained growth of housing (& possibly ancillary businesses). Therefore, it is very difficult to use past growth of land use types to estimate future growth.

10.3. Recent Housing Development & Supply/Demand

The scope of this Strategy did not include a detailed review of supply & demand within the existing Zone RU5 Village area. However, the Figure on the next page (based on a review of a 2021 aerial photo only) tries to summarise the opportunities.

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

The Table below highlights that over 19 years there has been the addition of up to 106 new dwellings including workers accommodation & secondary dwellings (or approximately 5.6 dwelling/year on average).

There has been a new residential subdivision (known as ‘Bates’ subdivision) to the north-east of the village along Bates Drive, Luke Road, Tayla Court & Garreffa Pde. This appears to have been successful with significant take-up of lots & only the final stages (close to the highway & at the rear) that are yet to have their subdivisions registered.

Figure 50: Summary of Dwelling Approvals in & around Euston 2004-2022.

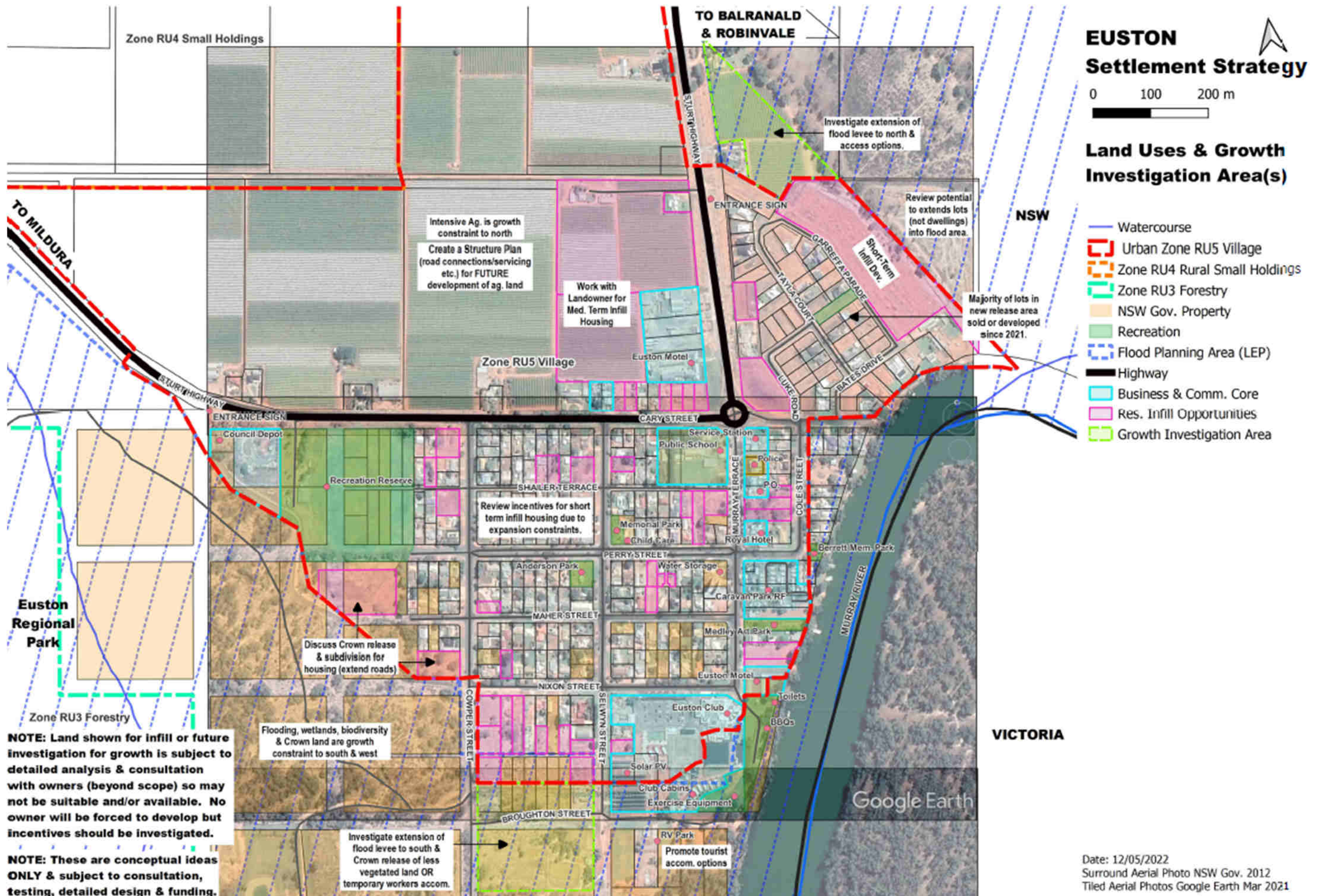
Year	New (Detached) Dwellings	Secondary Dwellings	Workers Accom.	(MINUS) Dwelling Demolitions
2004	3			
2005	1			
2006	4			
2007	5			
2008	6	2		
2009	7			1
2010	8			
2011	2			1
2012	1			
2013	3			
2013/2014	1			1
2014/2015	1			1
2015/2016	2			
2016/2017	3			1
2017/2018	1			
2018/2019	5			1
2019/2020	5		28	
2020/2021	9		12	2
2021/2022	5			
Sub-Total	72	2	40	8
TOTAL	66 New Dwellings + 50 Workers Accommodation			

Council’s records show that there have been 31 dwellings approved in this subdivision since 2008 with the last 3 years showing increased take-up of 5-8 dwellings/year. We don’t have accurate counts on which vacant lots in the Bates subdivision are held by the original developer or owned awaiting approval/construction. However, anecdotal evidence is that there are only a handful of lots available on the market & limited additional subdivision potential.

As a result, Euston’s dwelling approval rates suggest significant demand in the current market. It is clear that there is a distinct lack of land suitable for housing to meet projected growth in the medium term (up to 10 years) & certainly not for long-term (10+ years) growth so additional land supply is likely to be required (see below).

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 Euston consistent with NSW Government guidelines. In the meantime, this Strategy should enable consideration of short-term solutions including some of the projects below.

Figure 51: (Next page) Euston potential housing growth areas (desktop study only & subject to site investigation).



10.4. Infill Development

10.4.1. Infill – Vacant or Underutilised Lots

As noted above, with all of the constraints & likely delays to expanding the Village Zone, it is more cost effective to promote infill development compared to development of new ‘greenfield’ sites for the short to medium term (0-5 years).

The Figure on the next page suggests where some vacant or under-utilised lots are located within the Village Zone. There are several larger lots or collections of lots along Cowper St, Shailer Terrace, & in the newer subdivision area.

Figure 52: The new subdivision area adjacent to the highway has limited lots available.



Note: There has been no consultation with individual owners or review of specific site constraints to determine if these lots would be suitable and/or available for future housing. A reasonable expectation is that only 20-30% of the marked lots are likely to be suitable/available in the next 5-10 years.

An increase in regional land & housing prices is likely to drive some additional supply if construction costs can be managed.

Ideally, some cost efficiencies can be gained by increasing development of medium density housing types with lower land costs, smaller & more efficient building layouts, & shared services.

Infill – Vacant or Underutilised Lots: Council & real estate agents should continue to consult with land owners of parcels that appear vacant or under-utilised to test likely availability/suitability for infill development. Where possible Council should facilitate approvals for development of these lots.

10.4.2. Infill - Intensive Agriculture Land

As noted above, there is an area located north & west of the Sturt Highway that is in Zone RU5 Village but has limited housing or subdivided lots & is dominated by intensive agriculture.

Owner's may not be developing this land due to agricultural value, history, land use conflicts with the highway & adjacent intensive horticulture, or difficulty navigating the planning system & development costs. However, this area has the greatest potential to provide steady supply for the next 10-20 years.

Council may be able to overcome some of these barriers through strategic planning & the preparation of a Concept Structure Plan that protects the agricultural values & highway operations whilst making it easy for owners to develop land in accordance with an agreed concept. It is likely that the land immediately to the west of the Euston Motel & north of the highway businesses would be the logical first land to develop (subject to owners (but not precluding other Zone RU5 areas).

Zone RU5 Village – Intensive Agriculture Land:

Council should work with the land owners to prepare a Concept Structure Plan for the intensive agricultural lands in Zone RU5 Village north & west of the Sturt Highway to facilitate its logical development & incorporate this into a Development Control Plan (DCP). The concept plan would need to look at:

- Key constraints to development & ways to facilitate growth;*
- Interest of land owners & staging of release;*
- Appropriate access points to the highway & buffers for residential amenity from traffic noise/impacts;*
- Internal road layouts that maximise yield & minimise costs whilst promoting connectivity & traffic calming;*
- Buffers to intensive horticulture to protect the right to farm & ways to minimise impacts on prime agricultural land.*

Council should look to facilitate this development with reduced or staged contributions & encouragement for housing diversity.

10.4.3. Infill - Crown Land

Concurrently to the above infill opportunities, it may be necessary for Council to commence discussions with the NSW Government/Crown Lands Division to determine the process to release under-utilised Crown Lands within the existing Zone RU5 Village area.

In particular, the southern end of the Recreation Ground is a larger parcel on relatively unconstrained lot (see picture opposite) that can be accessed with extensions of Perry &/or Maher Streets (subject to a suitable relocation of the pony club). There is also a smaller parcel north-west of the intersection of Nixon & Cowper Streets.

Infill – Crown Land: Council to engage with Crown Lands to determine potential for release of and/or development of Crown Lands for housing with a focus on larger parcels that are vacant or under-utilised.

10.5. Expansion of Urban Area

If there is limited additional supply created within the existing Zone RU5 Village area above then Council will need to investigate rezoning of suitable land for an expansion of urban land adjacent to or near to Euston, with the following areas for investigation:

10.5.1. Expansion to South (Broughton St)

The 2006 Strategy suggested investigation of opportunities for suitable redevelopment of the existing ‘borrow pit’ to the south of the village for

river-related activities. Subsequently, it appears this area has been developed for the RV Park (temporary uses). This is likely to be more compatible with the flood status.

In the medium to longer-term (if there was sufficient funding) an additional flood study could be prepared to investigate extending the levee bank to protect this area & enable its future residential use. However, this would not be possible if there was exacerbated flood impacts downstream or significant impacts on the ecology of the area.

Alternatively, this may be a suitable location for a temporary workers camp with accommodation buildings built up above the flood level & ability to relocate them as required.

10.5.2. Expansion to North (Garreffa Parade)

There is also potential to investigate (through a flood study) whether the existing Zone RU5 area could be extended to the north of Garreffa Parade along the east side of the Sturt Highway. However, unless access is provided via Garreffa Parade (unlikely) this would require a new highway access point & only has limited subdivision potential.

Expansion of Urban Area (Flood Studies): Council to continue to seek grant funding to investigate minor extensions of the existing Zone RU5 area into adjacent flood prone lands, the impacts of minor extensions of the flood levee, discussions with Crown on potential to release these lands, & suitable uses that could potentially co-exist with flood prone lands.

Figure 53: Land at southern end of Recreation Reserve at western end of Perry St that could support additional infill development.



10.5.3. Junction of Sturt & Murray Valley Highways

One of the few larger parcels of land close to Euston that is outside the current mapped flood prone land (but this may require updating) & not used for substantial irrigated horticulture is located on both sides of the Murray Valley Highway at the junction with the Sturt Highway & up Bridge Rd (see Figure opposite).

This appears to be a historic dwelling area with a small cluster of dwellings & businesses & recent new sheds likely used for agricultural storage/processing. There is also a recent approval for a Service Station on the southern side of the junction. The 2006 Strategy suggested this as a 'highway business centre' but did not result in the introduction of an urban zone to facilitate more diverse uses.

This land would ideally be included in a multi-functional zone like Zone RU5 Village or possibly some business or industrial zoning along the highway frontages. The business & light industrial uses that could take advantage of the highway location & potentially buffer residential uses from the Sturt Highway. Whilst it is not an ideal residential area, there are few opportunities so this should be further investigated.

Land could be developed along both sides of Bridge Road – though to the east of this road would require removal of some horticultural land & buffers to horticultural land in the flood plain.

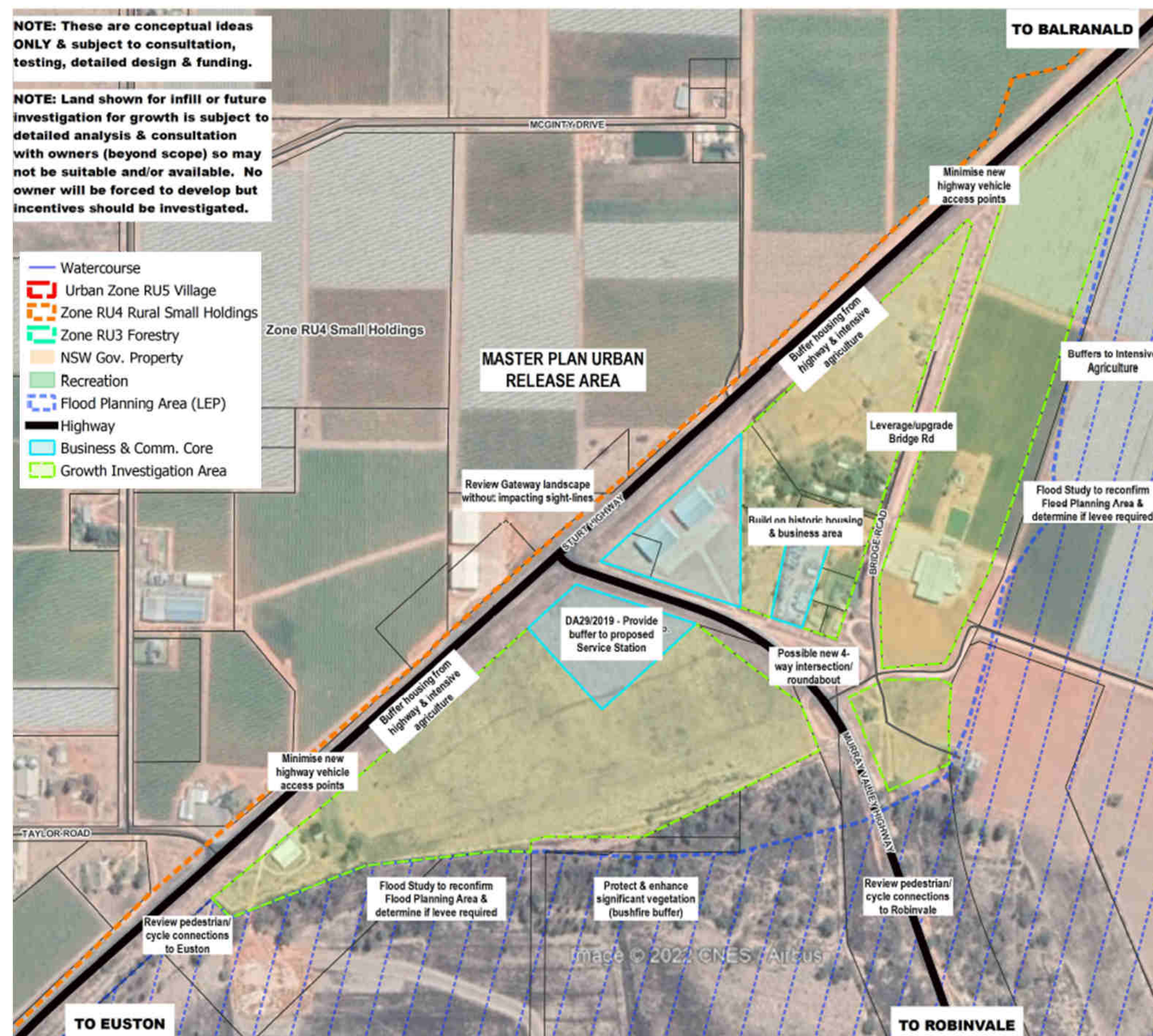
However, it is noted this area is well beyond the current limit of water & sewerage reticulated networks. This area may require its own water storage for gravity pressure & a new sewer pump station.

Highway Junction Urban Release Area: Investigate the junction of the Sturt & Murray Valley Highways for urban zoning that would facilitate highway businesses & possibly some buffered residential. Prepare a Concept Structure Plan to test & facilitate this rezoning.

10.6. New Large Lot Residential Areas

Rural or Large Lot Residential uses are reviewed in more detailed in the 2006 Strategy (& are not part of this Strategy). With the increasing pressures on need for housing & the constraints to urban residential growth in & around Euston – Council may need to investigate new large lot residential areas in lower quality agricultural lands – such as around Lake Benanee. However, this is unlikely to significantly solve the housing issue in the short to medium term.

Figure 54: Investigate extension of urban area to junction of highways (NE Growth Area).

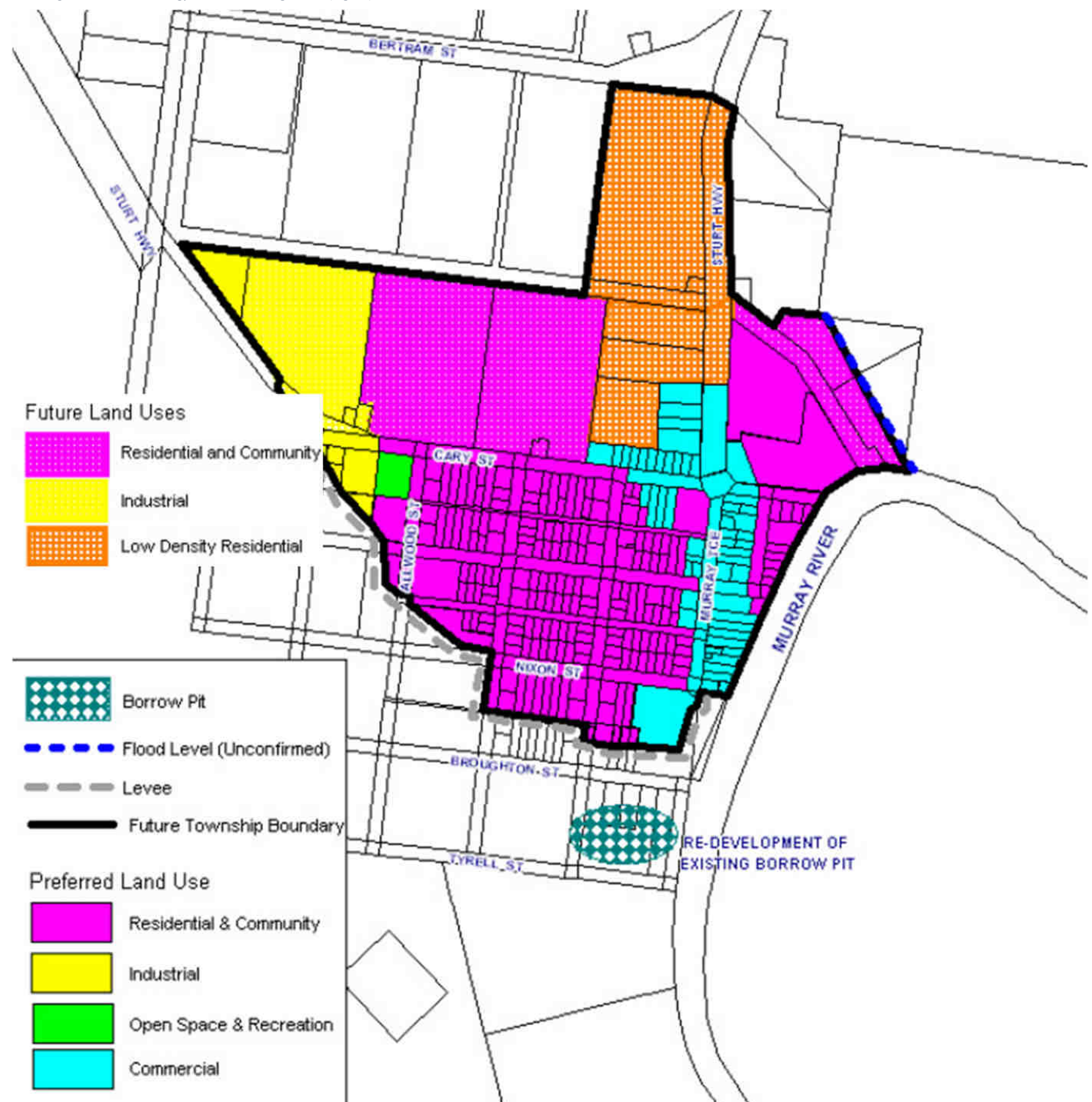


10.7. 2006 Strategy

The 2006 Strategy (Habitat Planning) was the most recent comprehensive Land Use Strategy for the Shire. This Strategy seeks to build on the aspects of the 2006 Strategy that are unlikely to have significantly changed including the review of history, the environment, & key opportunities & challenges in the Shire. However, since that time growth pressures & many constraints have increased.

Key 2006 recommendations for Euston:	2022 Response
1. Provide for future rural residential development north of the township on both sides of the Sturt Highway. The actual extent of land available for development east of the highway needs to be confirmed by identification of the flood level.	Modified. Large Lot Residential to north of highway has not proceeded. May need to reduce lot size with suitable buffers.
2. Provide for future residential development to the north of Cary Street. This is the only direction the town can expand to cater for urban development as all other potential 'fronts' are flood affected.	Agreed. Needs to be facilitated by a Structure Concept Plan.
3. The consolidation of the commercial precinct around the roundabout & south along Murray Terrace to the Bowling Club. This would incorporate most of the existing commercial development in Euston.	Agreed. Limited growth of commercial expected near Robinvale.
4. The provision of an industrial precinct to the northwest of the town along the Sturt Highway & up Morris Road. This precinct would incorporate the existing Select Harvest industrial development.	Supported within existing Zone RU5 but gateway needs controls to protect visual amenity.
5. Investigate opportunities for suitable redevelopment of the existing borrow pit to the south of the town for river-related activities	Agreed. RV Park is suitable use. Flood risk unlikely to make this suitable for permanent uses.
6. The opportunity created by the new bridge between Euston & Robinvale & the major intersection at the Sturt Highway & the Murray River Bridge Road to be recognised by the provision of a highway business type precinct. The precinct should be restricted to land uses that relate to the highway & not become an alternative location to Euston for residential development.	Modified. Highway business uses likely to be suitable. Needs Zone RU5 Village flexibility. Buffered residential needs investigation as in higher demand.
7. The existing development at Lake Benanee & surrounds to be acknowledged as a potential rural residential/tourism precinct. However, given the relative isolation of the site & environmental sensitivities associated with the two lakes, confirmation of the suitability of this land use requires further study.	Agreed. Further investigation required (not part of this Strategy).

Figure 55: 2006 Strategy - Euston Strategic Plan (Fig.26)



11. Summary Action Table

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

No.	Item Description	Indicative Timing
VILLAGE SURROUNDS & INFRASTRUCTURE UPGRADES		
1.	IWCM: Finalise the Integrated Water Management Plan (IWCM) & seek funding for water & sewer infrastructure projects.	Short
2.	Sewerage: Sewage Treatment Plant (STP) upgrade as per IWCM recommendations to cater for the projected population & employment growth.	Short-Medium
3.	Water: Design a new water tower & processing plant to meet future water demands of the Euston community including upgrade storage capacity & increase water pressure as per IWCM recommendations.	Short-Medium
4.	RFS: Relocate the Rural Fire Services (RFS) Shed from the water treatment plant area to the Council depot.	Short-Medium
5.	Cemetery: Create a master plan for the Euston Cemetery to manage its use/ expansion & improve pathways/landscape/irrigation/maintenance.	Medium
6.	Regional Park: Work with National Parks & Wildlife Service (NPWS) to develop Euston Regional Park eco-trails (with clear links to Euston), additional ecological plantings, interpretative signage & highlight the recreational opportunities. Consider some additional native vegetation plantings along the Sturt Highway to improve the north-western gateway.	Medium
7.	Wetlands: Work with NSW Government & local Landcare groups to recognise the importance of the wetlands & floodplain along the Murray River, provide interpretative signage & create recreational opportunities.	Medium
8.	Robinvale Connections: Continue to improve walking/bicycle trails connecting Euston to Robinvale through floodplain & up onto Murray Valley Highway overpass & extend to river-frontage with additional ecological plantings & interpretative signage.	Medium
9.	Economic Development: Continue to work with Robinvale on joint Economic Development Strategy, joint tourism initiatives, & synergies to manage population growth, education & employment.	Ongoing
10.	Riverfront History: Work with Robinvale on interpretative signage & walking trails along the historic railway & other connection to Euston & historic riverfront activities.	Medium
11.	Dwellings in Zone RU4: Review controls for dwelling potential on Zone RU4 land to protect agriculture & facilitate dwellings in appropriate locations.	Short
12.	Road Maintenance: More regular road maintenance along key bus routes such as Tapalin Mail Road.	Ongoing
HEAVY VEHICLE BYPASS INVESTIGATIONS		
13.	Bypass Options: This Strategy supports the further investigation of the three (3) likely Bypass Options (see Figure in Strategy) with Option 1 already progressed. If this proceeds then the Entrance Gateway & Signage Section above may need to be adapted to recognise/address this new gateway. Until the Bypass is constructed then there should be continued traffic calming on any short-cut route along Morris, Bertram or Taylor Roads to protect local users.	Short-Medium
ENTRANCE DESIGN & SIGNAGE		
14.	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
15.	Shire Boundary Sign: There is an opportunity for some larger signage (possibly on the western side of the Sturt Highway at the terminus of the Murray Valley Highway) that welcomes people to NSW, Balranald Shire & Euston. This could be emphasised with some landscape/street tree plantings that do not interfere with sight-lines or overhead electricity.	Medium

No.	Item Description	Indicative Timing
16.	Northern Inner Gateway (Euston sign) could be upgraded in consultation with TfNSW, as follows: a) Upgrade of low planting in-front of the main Euston sign; b) Street tree planting from the Euston sign to the roundabout as part of a 'green link' into the village suggesting the 'oasis' along the river, screening the urban subdivision behind/ overhead power-lines & creating a clear entrance feature (overhead power lines are well setback from the highway frontage); c) Potential location for some consistent & consolidated signage for the key attractions & facilities in Euston (that are unlikely to change over time or date); d) Repetition (or relocation) of the 'Residential Area – Limit Compression Braking' sign as the existing sign location may be less effective; Possible consideration for relocating the speed transition to 50km/hr slightly further out as the village expands.	Medium
17.	Northern Inner Gateway (roundabout) should be a short-term priority in consultation with TfNSW, as follows: a) In the roundabout remove some of the middle hard-paved area & replace with low-shrub landscape & possibly a central established tree with clear sight-lines under the branches; b) Repave & median strip/kerb edges in & around the roundabout; c) As stated above, extend street tree planting along the frontage of the new residential subdivision connecting to street trees further south along Murray Terrace (main street); d) Define entrances to motel & highway businesses & plant street trees between; e) Work with owner of service station to progressively upgrade with consolidated signage & improved entrances; f) Work with school to enhance existing landscape at front fence; Signage for historic courthouse (white-on-brown) & toilets to attract people to stop.	Short
18.	North-Western Inner Gateway could be improved by the following: a) Defined entrances to the Council depot, recreation ground, & other land uses with road seal where suitable; b) Street tree planting from the main Euston entrance sign to the roundabout on both sides of the Sturt Highway as part of a 'green link' into the village (where driveways & sight-lines permit); c) Bitumen seal the vehicle rest-area or find a more suitable area; d) Expand the landscape planting around the Euston entrance sign; Additional sign to reduce use of engine brakes in urban area.	Short-Medium
VILLAGE CENTRE & SIGNAGE UPGRADES		
19.	Street Trees: A Street Tree Master Plan should be prepared that focusses on several key 'green links' extending along the Sturt Highway from both main entrance signs back to the roundabout, down Cary St to the river, then down Murray Terrace to the Euston Club & along Perry St (both median & footpath plantings) connecting the recreation ground & key parks back to the main street.	Short-Medium
20.	Murray Terrace Median Strip: Investigate whether there is sufficient road width for some sections of at grade median strip planting & street lighting (similar to main street of Robinvale) to add to the 'green link', attract people to enter when visible from the roundabout, provide traffic calming, reduce the large hard-stand area of the road & beautify the village (may require one-side as parallel parking).	Short-Medium
21.	Pedestrian Blisters: Extend landscaped pedestrian blisters & crossing across Murray Terrace outside Royal Hotel (intersection Perry Street) – key intersection connecting to recreation ground.	Medium
22.	Footpath: A staged footpath extension & upgrade plan could consider some of the links shown on the plan which prioritise connections between key recreation areas, parks, the river-front, the main street (community & business uses) & school (whilst avoiding the highway until such time as a bypass is constructed).	Short-Medium

No.	Item Description	Indicative Timing
23.	Street Numbering: Council to assist the community to add house numbering along kerb edges (or other appropriate locations).	Short-Medium
24.	Public Art: Investigate locations to increase public art & walking trails to connect these (linking the public parks) including potentially murals on the water towers with the Regent Parrot as a key local theme (see example murals on next page).	Short-Medium
25.	Heritage: Seek funding for upgrades to local heritage items & buildings (e.g., courthouse) & enhanced recognition & signage of historic riverfront activities.	Ongoing
	KEY SITES/RECREATION AREAS	
26.	Plans of Management (if not already available/updated) should be prepared/ updated for all Crown/Community Lands & relative priorities identified to engage with the community & facilitate funding & appropriate development.	Short
27.	Euston Recreation Reserve: A master plan could be prepared for the Reserve to manage some reasonable upgrades that may include: a) Upgrades to the entrance & vehicle road into the grounds; b) Shade cover to the basketball/netball courts & improve multi-functional court markings/surface; c) Upgrades to the football/cricket oval (as required); d) Insulation & minor works to the club rooms; e) Minor upgrades to Max Willis Park to increase shade tree plantings & make it more useable; f) Potential walking trail access to Euston Regional Park; g) Review of use by schools for sports carnivals, athletics & cross-country; h) Investigation if there is surplus land for possible residential growth to the south (see Growth Section below). This may require an alternative location for the horse activities.	Medium
28.	Riverfront Park: a) Investigate potential for small water park/play area to attract families & visitors esp. in summer (or alternatively Anderson Park); b) Interpretative signage of historic riverfront activities, natural ecology & walking trails, & indigenous culture & heritage significant to the area; c) Connect the walking/cycle trail down to the exercise equipment & RV Park; d) Look to revitalise riverfront events (e.g., New Years' Eve; etc.) once COVID concerns are addressed.	Short-Medium
29.	Anderson Park: a) Add additional street trees & perimeter planting to enhance the east-west 'green link' along Perry St; b) Provide some more advanced children's play equipment & shade cover (e.g., larger swings, flying fox); c) Provide additional BBQs & shaded seating areas; d) Alternative area for a potential 'Water Play Park' if not suitable at the Riverfront Park.	Short-Medium
30.	Berrett Memorial Park: a) Add additional street trees & perimeter planting to enhance the east-west 'green link' along Perry St; b) Try to shield infrastructure & reduce visual impact; c) Provide some additional seating overlooking the Murray River.	Medium
31.	Medley Art Park: a) Minor maintenance to pathways (weeds); b) Irrigation for grassed areas, particularly near seating; c) Investigate adjacent partly vacant lot to see if park can be expanded & improve connectivity with Caravan Park.	Short-Medium
32.	Bates Subdivision: Investigate the demand & requirements for a small park in the new subdivision in the hierarchy of existing parks & services.	Short

No.	Item Description	Indicative Timing
	GROWTH OPPORTUNITIES & CONSTRAINTS	
33.	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 Euston consistent with NSW Government guidelines. In the meantime, this Strategy should enable consideration of short-term solutions including some of the projects below.	Short
34.	Infill – Vacant or Underutilised Lots: Council & real estate agents should continue to consult with land owners of parcels that appear vacant or under-utilised to test likely availability/suitability for infill development. Where possible Council should facilitate approvals for development of these lots.	Ongoing
35.	Zone RU5 Village – Intensive Agriculture Land: Council should work with the land owners to prepare a Concept Structure Plan for the intensive agricultural lands in Zone RU5 Village north & west of the Sturt Highway to facilitate its logical development & incorporate this into a Development Control Plan (DCP). The concept plan would need to look at: a) Key constraints to development & ways to facilitate growth; b) Interest of land owners & staging of release; c) Appropriate access points to the highway & buffers for residential amenity from traffic noise/impacts; d) Internal road layouts that maximise yield & minimise costs whilst promoting connectivity & traffic calming; e) Buffers to intensive horticulture to protect the right to farm & ways to minimise impacts on prime agricultural land. f) Council should look to facilitate this development with reduced or staged contributions & encouragement for housing diversity.	Short-Medium
36.	Infill – Crown Land: Council to engage with Crown Lands to determine potential for release of and/or development of Crown Lands for housing with a focus on larger parcels that are vacant or under-utilised.	Short-Medium
37.	Expansion of Urban Area (Flood Studies): Council to continue to seek grant funding to investigate minor extensions of the existing Zone RU5 area into adjacent flood prone lands, the impacts of minor extensions of the flood levee, discussions with Crown on potential to release these lands, & suitable uses that could potentially co-exist with flood prone lands.	Short-Medium
38.	Highway Junction Urban Release Area: Investigate the junction of the Sturt & Murray Valley Highways for urban zoning that would facilitate highway businesses & possibly some buffered residential (subject to flood studies and other constraints). Prepare a Concept Structure Plan to test & facilitate this rezoning.	Short-Medium