



Murrumbidgee  
COUNCIL

# Darlington Point Township Structure Plan

July 2017

**Prepared for**

Murrumbidgee Council



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# 01 Introduction

## 1.1 Purpose

The Darlington Point Township Structure Plan has been prepared by Murrumbidgee Council to provide direction for the future use and development of land in Darlington Point for the next 20 years. The preparation of the Township Structure Plan is an opportunity to improve conditions in the community, ensure the sustainability of the town and enhance the quality of life for both current and future generations.

The Plan will provide a vision for Darlington Point and a framework to guide land use planning, as well as the provision of infrastructure and community facilities. The Plan contains detailed investigations of the projected development capacity of the area and confirms land use suitability and infrastructure requirements for future development.

The Plan will also set the directions for future land use to accommodate projected population growth. It maps where housing, commercial, industrial and community uses of land will be located and what infrastructure (e.g. roads, water and sewerage) and services (e.g. health and education) are needed to support the growth.

## 1.2 Objectives

The key objectives of the Township Structure Plan are to:

- Establish a framework for the future development of land within Darlington Point for the next 20 years;
- Guide changes to Council's local planning policies (Local Environmental Plan);
- Provide the community with a degree of certainty regarding the location of future land uses, thereby reducing development speculation;
- Protect the natural environment and ensure that threatened flora and fauna are not adversely impacted upon by development;
- Recognise the heritage values of Darlington Point;
- Separate incompatible land uses; and
- Identify key actions and investigations to be further undertaken to enhance the local town centre, so as to achieve a high level of amenity for residents and tourists alike.

## 1.3 Study Area

The study area for the project includes the existing township of Darlington Point and the immediate surrounding lands located to the south and west of the township, including major intersections with the Sturt Highway.

The primary focus of the Township Structure Plan is the existing urban area of Darlington Point and the major entries to the town. The Plan also considers the surrounding environmental and agricultural lands, which contribute to the landscape setting of the township.



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, AeroGRID, IGN, SITA, Swire

Figure 1 - Study Area

# 02 Background & Regional Context

## 2.1 Context

Darlington Point is a rural town situated on the Murrumbidgee River in the northern part of the Murrumbidgee Council area.

The town is located approximately 30 kilometres south of Griffith, 30 kilometres north of Coleambally and approximately 50 kilometres west of Leeton. Towns of Narrandera, Jerilderie and Hay are also located within a 60 to 100 kilometre radius of the town. The larger regional centre of Wagga Wagga is situated 150 kilometres east.

Darlington Point is strategically located at the intersection of the Kidman Way and Sturt Highway, which represents a major transport corridor for the Riverina area. A variety of rural and agricultural activities are established surrounding the town and towards other nearby towns.

A map showing the location of Darlington Point within the wider context of the Murrumbidgee region is shown in Figure 2.

## 2.2 Settlement

European settlers arrived in the Darlington Point area in 1844, establishing a new settlement to take advantage of the natural terrain and topography for a river crossing over the Murrumbidgee River.

The current site of the town was reserved in the 1850s by the surveyor Townshend. Growth of the town occurred on both sides of the river and was later linked by a punt, which established the town as a crossing place within the Murrumbidgee region.

As a result, Darlington Point's early growth was as a crossing point and steamer port, with the first paddle steamer to navigate the Murrumbidgee River and reach Darlington Point on 17 September 1859. The river trade continued to develop quickly and the town began to grow.

Railway services reached the town in 1881, with both road and rail infrastructure increasing into the early 1900s as this became the more prominent mode of transporting goods. Paddle steamers continued along on the river to Darlington Point as late as the 1930s, carrying mainly wool and timber, but decreased shortly thereafter.

Darlington Point derives its name from a property which later became the site of the Darlington Inn, at the junction of Wagga Wagga and Hay Roads. On 18 May 1901, the settlement at Darlington Point was proclaimed a Village.

Darlington Point now exists as a small rural town with agricultural and associated industry being the predominant land uses surrounding. It benefits from close proximity to the regional centre of Griffith and other rural towns of Leeton and Coleambally.



Figure 2 - Regional Context

## 02 Background & Regional Context

### 2.3 Policy Framework

It is important to recognise and build upon previous state wide and local strategic plans and policies that have already been undertaken for NSW as a whole and more specifically Darlington Point at the local level. Consideration is given within the preparation of the Structure Plan to the recommendations and actions of these relevant plans and policies.

#### 2.3.1 State Policy

##### *Riverina Murray Regional Plan*

The NSW Government prepared the Riverina Murray Regional Plan to establish a framework to grow the region's cities and local centres, support the protection of high-value environmental assets and make developing a strong, diverse and competitive economy central to building prosperity and resilience in the region.

The Plan will guide the NSW Government's land use planning priorities and decisions over the next 20 years. It provides an overarching framework to guide subsequent and more detailed land use plans, such as the Darlington Point Township Structure Plan, as well as development proposals and infrastructure funding decisions.

Underpinning the Regional Plan are four (4) key goals:

- ***Goal 1 – A Growing and Diverse Economy;***
- ***Goal 2 – A Healthy Environment with Pristine Waterways;***
- ***Goal 3 – Efficient Transport and Infrastructure Networks; and***
- ***Goal 4 – Strong, Connected and Healthy Communities.***

Accordingly, the preparation of the Township Structure Plan has regard to the Goals and Directions as contained within this Regional Plan.





# 02 Background & Regional Context

## 2.3.2 Local Policy

### ***Murrumbidgee Local Environmental Plan 2013***

The Murrumbidgee Local Environmental Plan 2013 (LEP) was gazetted on 23 August 2013 and is the principle legal document for guiding development and planning decisions by Council. Through zoning and development controls, the LEP allows council to manage the way in which land is used to shape the future of communities and also ensure that development does not cause any harm.

Any changes to land zoning or development controls as recommended by the Township Structure Plan will require a subsequent amendment to the LEP.

### ***Murrumbidgee 2030 – The Community Strategic Plan for Murrumbidgee Shire***

Murrumbidgee 2030 is Council’s local community strategic planning document. The Community Strategic Plan was prepared in 2011 and includes a number of Themes and under these, a number of Actions, which were identified by the local residents at the time, so as to achieve the community’s principles and vision for the future.

This plan is reviewed every four (4) years and will be revised by the new Council in 2018.

A number of actions from Murrumbidgee 2030 are relevant to the future of Darlington Point, and have been considered in preparing the Township Structure Plan. Those actions that are relevant to the Township Structure Plan are reproduced in Table 1.

**Table 1 - Relevant Key Themes of Murrumbidgee 2030**

<p><b>Theme No. 1 – Community (Our People)</b></p> <ul style="list-style-type: none"> <li>• Maintain and develop existing road safety initiatives within the shire;</li> <li>• Improve and increase the availability of community transport so that we have access to nearby services outside our shire;</li> <li>• Develop and aged care facility in Darlington Point;</li> <li>• Encourage private enterprise development of a retirement facility;</li> <li>• Establish a community health facility where allied and specialist health service providers can operate as visitors;</li> <li>• Provide opportunities for our community to showcase their heritage and diversity.</li> </ul> <p><b>Theme No. 2 – Economy</b></p> <ul style="list-style-type: none"> <li>• Encourage and promote tourism ventures and activities; particularly the provision of more tourist/ visitor accommodation;</li> <li>• Council should consider developing retail space in Darlington Point to allow for more businesses; eg a bakery;</li> <li>• Work with other levels of government and private industry to develop a ‘transport hub’ at the intersection of the Sturt Highway and the Kidman Way;</li> <li>• Establish an industrial area for Darlington Point;</li> <li>• Encourage private development of retirement villages and aged care facilities;</li> <li>• Encourage the development of affordable housing so it is available for employees of new developments;</li> <li>• Signage on the highways promoting our towns.</li> </ul>	<p><b>Theme No. 3 – Our Natural Environment</b></p> <ul style="list-style-type: none"> <li>• Expand our network of bush walking trails to encourage active experiences of our river side location and protect the surrounding bush;</li> </ul> <p><b>Theme No. 4 – Our Infrastructure</b></p> <ul style="list-style-type: none"> <li>• Complete reconstruction of the Darlington Point Levee;</li> <li>• Improve the Darlington Point Water Supply – consider water treatment, something to improve water pressure and replacement of pipes;</li> <li>• Redevelop the Darlington Point golf course;</li> <li>• Develop riverside locations for the enjoyment of all and to promote tourism;</li> <li>• Increase the number of walking tracks in both towns and their surrounds;</li> <li>• Enhance the main street in Darlington Point with planter boxes of colourful flowers;</li> <li>• Provide signage to show visitors where they can park their caravans and RV’s in both towns;</li> <li>• Provide outdoor gym equipment at ovals in both Darlington Point and Coleambally;</li> <li>• Move the Darlington Point Sewage Treatment Works to the outskirts of town;</li> <li>• Consider using treated water from the Darlington Point sewage treatment works for beautification of the town (for example watering the golf course);</li> <li>• Shire ‘entry statement’ on the four main entries to our shire i.e. Sturt Highway and Kidman Way.</li> </ul>
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## 2.4 Population Profile

The urban area of Darlington Point had a population of 1,016 people on the night of the 2011 Census. Over time, this population has remained relatively steady and has slightly increased by 2.3% (or 23 persons) since 2001.

The median age of the population in 2011 was 37, which increased from 34 in the 2006 Census. This illustrates a nation-wide trend towards an ageing population, particularly within rural areas. This trend is expected to continue into the future with the number of persons aged 65 years and over forecast to increase.

The structure of Darlington Point's population is typical of most country towns with a noticeable contraction in the number of persons aged 25 to 55. This is largely due to the exodus of young families in search of employment, lifestyle, tertiary education or a combination of these factors. Darlington Point also has a significantly higher number of younger persons aged 0-19 as compared to the rest of NSW and Australia, with this age group making up 30.1% of the total population of the town.

In 2011, 19.4% of the resident population living within the urban area of Darlington Point identified themselves as being either Aboriginal or Torres Strait. This figure is significantly higher than the NSW average, which in 2011 was only 2.5%.

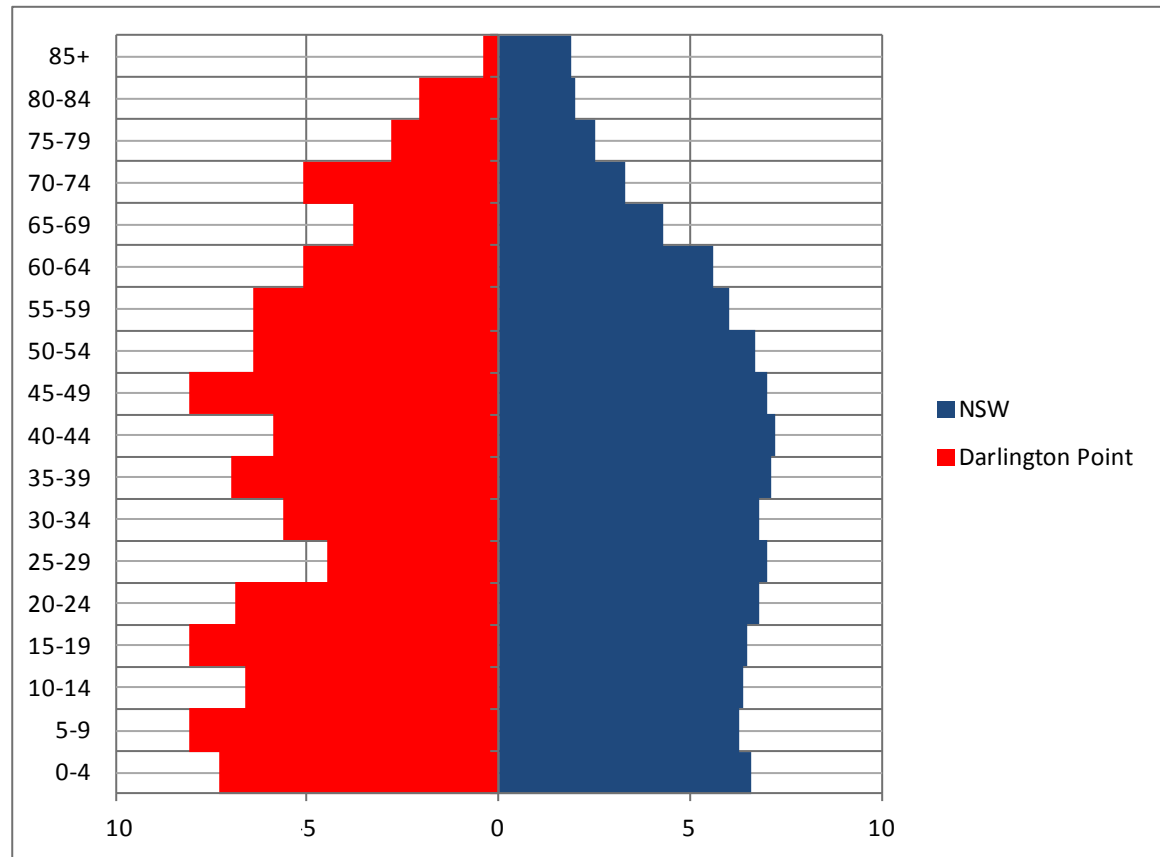


Figure 4 - Population profile Darlington Point and NSW

## 02 Background & Regional Context

### 2.5 Housing

There were 355 residences recorded in Darlington Point at the 2011 Census. The most popular form of housing was a 'separate house' with the majority of the population (93.6%) falling within this category. Of these, 73% were classified as 'family households', with single person households (24.9%) and 'groups' (2%), comprising a much smaller percentage of the total population.

Building approvals for Darlington Point have remained low but steady over time with only 1-2 new dwellings constructed per annum. Rates of building approvals align with the generally steady population growth outlined earlier. Anecdotally, demand for housing is anticipated to increase in response to the establishment of a number of large industries and agricultural businesses proposed within close proximity to the town.

To accommodate some of the expected growth, Council has recently commenced development of a 56 lot residential subdivision on the western side of town at Young Street.

The Waddi Housing and Advancement Corporation Limited is an important housing provider in the community, presently owning 26 dwellings in the town. At present, this group is investigating opportunities to replace and renew existing housing stock, with a particular focus on providing new dwellings for aged care housing purposes.



### Existing Residential Land Supply

To establish existing residential land supply, the residential land of Darlington Point has been categorised in the following types:

- **Standard Residential**, being land RU5 Village zone with lot sizes between 600m<sup>2</sup> - 1,500m<sup>2</sup>. These areas are predominantly located within the central area of the town; and
- **Low Density Residential**, being land zoned RU5 Village zone with lots ranging in size from 1,500m<sup>2</sup> - 3,000m<sup>2</sup>.
- **Large Lot Residential**, being land zoned R5 Large Lot Residential residential land with lots of 2 hectares or larger. These areas are located on the periphery of the town along the Sturt Highway adjoining the service centre, as well as to the west of the town along Britts Road.

These typologies have been identified through analysis of the existing urban area of Darlington Point, and are considered to reflect the residential character of the town. It is noted that the RU5 Village area has a default minimum lot size of 600m<sup>2</sup>, however this is not considered to represent the existing established residential character of the town.

Data for Darlington Point indicates an average annual 'take up' rate of land of 2 lots per year. Table 2 summarises the current land supply based on the existing low growth scenario of 2 lots per annum. This indicates that the town has 182 years supply of all residential land, assuming continuation of the existing annual take-up rate of 2 lots and an average minimum lot size of 1,200m<sup>2</sup>.

It is not considered unreasonable to expect that the growth rate of the town will increase. This is due in part to the proximity of the town to a number of larger regional centres, the relatively lower price of land and housing within Darlington Point, the anticipated expansion and establishment of a number of large new and existing agricultural and renewable energy industries (solar farms) within close proximity to the town, as well as the residential lifestyle and amenity attractions.

Table 3 therefore provides a summary of the current level of land supply with a higher growth scenario of up to 7 lots per annum. This demonstrates that by way of an increased annual take-up rate, Darlington Point would still have approximately 52 years supply of both residential and large lot residential land. Whilst this is still a large supply, much of it is contained within single 'infill' locations, which minimise the opportunities for a variety of urban growth in the town.

**Table 2 - Existing land supply under historic growth scenario (2 lots per annum)**

Lot Type	Total Area	No. of Additional Lots	Years Supply
Standard Residential (600m <sup>2</sup> )	40.85ha	340.4**	170.2
Large Lot Residential (2ha+)	67.29ha	23.6	11.8
<b>Total</b>	<b>108.14ha</b>	<b>364</b>	<b>182</b>

\* Notwithstanding the 600m<sup>2</sup> minimum lot size outlined within Council's Local Environmental Plan, this figure has been calculated using an assumed minimum lot size of approximately 1,200m<sup>2</sup>, which is the average lot size of land within the town.

**Table 3 - Existing land supply under higher growth scenario (7 lots per annum)**

Lot Type	Total Area	No. of Additional Lots	Years Supply
Standard Residential (600m <sup>2</sup> )	40.85ha	340.4**	48.6
Large Lot Residential (2ha+)	67.29ha	23.6	3.4
<b>Total</b>	<b>108.14ha</b>	<b>364</b>	<b>52</b>

\*Notwithstanding the 600m<sup>2</sup> minimum lot size outlined within Council's Local Environmental Plan, this figure has been calculated using an assumed minimum lot size of approximately 1,200m<sup>2</sup>

## 02 Background & Regional Context

### 2.6 Industry and Employment

The largest single employer within the town is Murrumbidgee Council, which currently has a total workforce of 47 persons. Other forms of employment are focussed on agricultural, manufacturing, service industries and hospitality. A number of existing and proposed large agricultural activities are located in surrounding areas, within commuting distance of the town.

The 2011 Census data shows a variation of industry types, with meat and meat processing manufacturing (7.1%), local government administration (6.9%) and poultry farming (6.4%) being the major industry categories for Darlington Point. Residential care services and school education also account for main industry segments of the town.

Having regard for the industry types, labourers are noted as the greatest proportion of occupation (29% of total employment) with machinery operators and drivers representing the next largest proportion of employment. This reflects the dominant manufacturing and rural nature of Darlington Point, as well as the location of Council's works depot. Clerical and administration employment, professionals and sales workers represent a smaller proportion of the labour force of Darlington Point.

The 2011 Census also indicates that the main method of travel to work was as a car driver (68.9%), car passenger (10.4%) and walking only 6.2% of the time. Only 1% of the total population travelled to work via either bicycle or public transport, which shows that the town is heavily reliant upon car travel.

**Table 4 - Occupation**

Industry of Employment	Darlington Point	%	NSW	%	Australia	%
Employed people aged 15 years and over						
Labourers	118	29.0	273,129	8.7	947,608	9.2
Machinery Operators and Drivers	52	12.8	199,438	6.4	659,551	6.6
Managers	50	12.3	418,333	13.3	1,293,970	12.9
Technicians and Trades Workers	48	11.8	414,668	13.2	1,425,146	14.2
Community and Personal Service Workers	48	11.8	297,667	9.5	971,897	9.7
Clerical and Administrative Workers	32	7.9	473,141	15.1	1,483,558	14.7
Professionals	25	6.1	713,548	22.7	2,145,442	21.3
Sales Workers	18	4.4	290,496	9.3	942,140	9.4
Other		3.9		1.8		1.8

(Source: Australian Bureau of Statistics, 2011)

**Table 5 - Industry of Employment**

Industry of Employment	Darlington Point	%	NSW	%	Australia	%
Employed people aged 15 years and over						
Meat and Meat Product Manufacturing	29	7.1	13,369	0.4	44,207	0.4
Local Government Administration	28	6.9	40,770	1.3	136,792	1.4
Poultry Farming	26	6.4	1,835	0.1	5,695	0.1
Residential Care Services	18	4.4	62,035	2.0	184,770	1.8
School Education	16	3.9	138,795	4.4	467,373	4.6
Other		71.3		91.8		91.7

(Source: Australian Bureau of Statistics, 2011)

## 2.7 Recreation, Open Space and Community

Darlington Point is serviced by a number of existing public open space and recreational areas, including the Darlington Point Sportsground, Fig Tree Park, Lions Park, Council Skate Park and an outdoor swimming pool. Private recreation facilities are provided at the Darlington Point Club, including tennis, lawn bowls and a nine hole golf course.

Due to the location of the town on the banks of the Murrumbidgee River, the town benefits from water-based recreation activities, such as boating and fishing. It also has a number of beaches located along the banks of the River, with bush walking tracks and trails also established, including the 'Goanna Walking Track'.

Other prominent recreational and tourism opportunities also exist outside of the town, including the Altina Wildlife Park.

Community facilities within the town include a public school with over 100 students, a doctor's clinic and museum. It is noted that the town does not have access to a full time doctor, long day care facility, aged care facility or ambulance service.

## 2.8 Environment and Heritage

The Murrumbidgee River is the key landscape and natural feature of Darlington Point. A number of National Parks and State Forests are located nearby and along the River, containing floodplains, river red gum forests and important habitat to local native flora and fauna species.

Darlington Point contains a number of significant places and items of Aboriginal Cultural Heritage, including the state-listed Warrangesda Aboriginal Mission. This mission is unique to NSW, as it is the only mission or reserve site that retains a group of original 19th century building ruins and archaeological relics.

The long-term protection of these environmental and heritage assets is important to the environmental, social and cultural values of the town.



Figure 5 - Murrumbidgee River



Figure 6 - Warrangesda Aboriginal Mission

# 02 Background & Regional Context

## 2.9 Rural Land and Agriculture

Darlington Point and the wider Murrumbidgee area has traditionally been considered as one of the most productive and diverse agricultural regions in Australia, being known as Australia's 'food bowl'. The early settlement and growth of Darlington Point was centred on agriculture, with larger agricultural stations including Tubbo Station and Kooba Station noted in the surrounding areas.

Whilst the land surrounding Darlington Point is primarily used for agricultural activities, the town itself is urban in nature and not used for productive agricultural activities. The immediate fringes of the town, while zoned rural, are generally not used for intensive agriculture.

Darlington Point remains reliant upon traditional forms of agriculture such as grazing and cropping, but in more recent times has seen the emergence of a number of new agricultural industries including cotton, nuts and poultry farming, which appear likely to continue to grow into the future and which may create spin-off effects and demands for services within the town.

There has been a significant increase in the demand for solar-generating developments ('solar farms') within areas that have been traditionally used for agricultural purposes. This is due in part to the areas' reliable supply of sunlight, as well as its proximity to key electricity infrastructure, which again will create demands for local housing, accommodation and services.

## 2.10 Transport and Traffic

Darlington Point is situated 3km north of the Kidman Way and Sturt Highway and provides a crossing point over the Murrumbidgee River.

The region is one of the most significant locations for freight and logistics in Australia, with these facilities servicing the eastern seaboard of Australia. National freight corridors traverse the region and extend to Sydney, Melbourne, Brisbane and Adelaide, providing direct access to national and global markets.

Kidman Way passes through the town and replaced the former Hay Road as the main entry point into and out of the town. Heavy vehicles using the Kidman Way are required to travel through the central areas of Darlington Point.

Increased volumes of this type of traffic may exacerbate future amenity and pedestrian safety concerns that will need to be addressed. Some consideration will need to be given to the potential location of a future by-pass route, although this would be seen as a longer-term objective in the context of this Plan.



Figure 7 - Goman Dried Foods



Figure 8 - Kidman Way



## 2.11 Infrastructure and Services

Darlington Point is well serviced in terms of infrastructure with residents having access to reticulated water, sewerage, electricity and drainage. There is currently no reticulated supply of gas available, with the town being reliant upon bottled gas supplies.

A review of the capacity and condition of this infrastructure has also been undertaken, which shows that this infrastructure is in generally good condition to service the needs of residents, but will require regular and routine maintenance and replacement as it continues to age.

Existing sewerage treatment facilities are established to the west of the town. At present, the facility is located approximately only 600m from the main commercial centre of Darlington Point and also immediately adjoins land already zoned for residential purposes. The facility was originally designed to service a population of 990, however has been recently augmented to cater for wastewater from a further 300 persons. Options also exist to further expand the facility with capacity for an additional 600 persons. Given the expected level of growth envisaged for this town, there will be a need to expand or augment this facility in the future so as to accommodate the additional expected population.

The location of the sewerage treatment works adjacent to the residential area of the town is an important future issue, with requirements for buffer zones likely to place impediments upon growth. Retaining the facility within the current location will require a buffer zone to be established around the facility. A buffer zone would essentially sterilise a large portion of current and future residential zoned land and therefore requires further investigations regarding the most appropriate option for Council.

Flood levees are constructed at several locations surrounding the town, protecting the urban areas from flood risks. Areas of the existing urban area, particularly North Darlington Point, are not protected by flood levees. It is noted that Council is currently undertaking a number of flood mitigation works, including the construction/extension of additional flood levee banks around the town, so as to provide improved flood protection of Darlington Point. A flood study is also being commissioned by Council which will make further recommendations for flood mitigation and land use decisions in flood prone areas.



Figure 9 - Wastewater Treatment Facility



Figure 10 - Existing Flood Levee Bank

# 03 Consultation & Issues

## 3.1 Overview

Consultation with the community and relevant stakeholders represents an important component of the Township Structure Plan, enabling the collection and consideration of aspirations, values and concerns for the town.

Workshops with the Darlington Point community, Murrumbidgee Shire Council staff and representatives and business owners have played an important role in the preparation of the Township Structure Plan. The aim of the consultation was to inform the community about the project, gather information to guide the development of the structure plan and to gain feedback on the future form, function, use and appearance of Darlington Point.

The purpose of the consultation was to:

- Communicate and inform the community and stakeholders of the process for the Township Structure Plan
- Identify any key issues and input from the community and opportunities to resolve them
- Assist in establishing a 'vision' for the town
- Understand the stakeholder and community views which will inform the preparation of the Township Structure Plan

## 3.2 Process of Consultation

Consultation involved meetings with the Local Representative Committee of Council, and the project Steering Committee. Following commencement of the project, further sessions were held with individual stakeholders, business representatives and Council staff.

An initial project inception workshop was held at the commencement of the project in February 2017, with community members invited to participate. A community flyer was prepared and sent to all landowners in the study area with an invitation to attend this workshop.

Community workshops were undertaken during the public notification of the draft Township Structure Plan in May 2017. Community members and groups were invited to attend the workshops and provide feedback on the draft Township Structure Plan. Comments received during these workshops were then used in finalising the Township Structure Plan.

## 3.3 Identification of Issues and Opportunities

Based on the outcomes of the consultation and discussion sessions, a number of issues have been revealed which are important for the ongoing development and growth of Darlington Point and will inform the Township Structure Plan.

The following tables summarise the key issues and opportunities identified during the consultation and discussion sessions.

It is noted that while there are a number of constraints currently affecting Darlington Point, the consultation process has also identified a number of strengths and opportunities that should be investigated and further enhanced for the long term development of the town.

### 3.3.1 Issues

#### Sports & Recreation Facilities

- Relocate the existing football ground to a new consolidated sports precinct on the fringe of the town, to create a sports-precinct (golf, tennis, football and lawn bowls); open up central urban land that is already serviced and is located within close proximity to the existing commercial centre of Darlington Point; move to a more environmentally sensitive land located outside of the flood levee bank; and provide an improved entrance into town and better utilise the existing golf course.
- Retain sportground and upgrade facilities given that ground is well established in its current location and serves the local and wider community; it will be financially more efficient to retain upgrade (change rooms, spectator areas, car parking etc); and the ground is centrally located and accessible to the existing commercial area and residents living in North Darlington Point.
- Construction of a new boat ramp to provide improved opportunities for tourism, which can be used in conjunction with the annual fishing competition; ensure boat ramp facilities will comply with relevant standards and requirements; provide more parking spaces and a picnic area; and offer better linkages to the town.
- Retain and upgrade the existing boat ramp, as it is located within proximity to one of the main tourist attractions of the town, being the caravan park and the cost to upgrade and improve would be cheaper than constructing a new boat ramp.

#### Flooding

- Location of the Murrumbidgee River creates issues with regards to flooding. In response to a number of historical floods, several levee banks have had to be constructed around the town to ensure its ongoing protection.
- Flooding is a limiting factor to the ongoing growth and expansion of the town in the absence of constructing more levees. In particular, it was noted that there is no levee protecting North Darlington Point.

#### Demographics

- Town will be subject to an ageing population and there is a need to provide infrastructure and services appropriate for older age groups in the medium to long term planning period.
- The town currently does not have aged care housing, a full time doctor or ambulance service.
- Darlington Point has a much higher percentage of the population aged less than 15 years old, however the services available to this age group are currently limited as there is no child care or long day care centre.

#### Identity and Appearance

- A lack of identity or town entrance, particularly from the Sturt Highway, with the town being located over 2km away from the main intersection. Desire to make Darlington Point more inviting from the primary entries.
- Limited signage and no entrance treatment or feature to announce arrival into Darlington Point.
- No intersection lighting to direct or navigate persons to the town at night time, which makes it difficult to find. The entrance into town is generally not considered appealing.
- Ageing visual and physical appearance of the town and the desire to see building improvements to assist with the overall appearance of the town.
- Limited on-street activity, particularly within the main commercial area due to the large number of heavy vehicles that currently pass through the town.
- Limited provisions or opportunities for footpath dining and pedestrian crossings.

#### Transport and Traffic

- Significant concerns regarding the large number of heavy vehicles that pass through the town along the Kidman Way. Ongoing concerns that heavy vehicle use will continue to grow with expanding industries around the town and broader areas.
- Public safety concerns for users of the main commercial area of Darlington Point, with heavy vehicles negotiating sharp turns through the town at speed.
- Impacts on amenity of the town, public areas and residences through having heavy vehicle traffic movements.

#### Access to the Murrumbidgee River

- The town has historically developed around this Murrumbidgee River but has poor interface with it, and limited connections available between the town and the River.
- Opportunities to utilise the levee bank as a walking track.
- Need for greater public access to the River foreshore, and encourage residents and tourists to use this area.
- Need to undertake regular maintenance of land surrounding the River to ensure
- Barriers to River access have been further exacerbated by the establishment of a number of private dwellings and other land uses along this waterway, which has limited public access.

# 03 Consultation & Issues

## 3.3.1 Issues

### Industrial land

- No land zoned for industrial purposes within Darlington Point, which is limiting opportunities for the establishment of new businesses within town and the creation and retention of jobs locally. There are a number of residential properties which are currently used for ad hoc vehicle parking and semi-industrial uses.
- Considered to be a demand for truck/vehicle parking due to the location on a National Highway route.
- Limited opportunities to locate industrial uses in existing zoned land of the town without creating potential land use conflicts.

### Infrastructure

- High cost in providing infrastructure to relevant council standards versus the lower land prices and returns, relative to other larger regional centres.
- Ageing Council infrastructure and the need for future investment in repair and augmentation.

## 3.3.2 Opportunities

### Proximity to Regional Centres and Transport Routes

- Darlington Point is strategically located with regards to its proximity to the Sturt Highway and Kidman Way, thereby making it a desirable destination for people to live and visit.
- The town is easily accessible and close to the nearby regional centre of Griffith, and rural towns of Leeton, Narrandera and Coleambally.

### Rural Lifestyle and Amenity Opportunities

- The town benefits from a number of large environmental reserves and National Parks along the Murrumbidgee River. Features such as the natural waterways, open space areas and National Parks all contribute to the liveability and amenity of the town area and which distinguish it from larger regional centres.
- The ongoing protection of these areas will be critical to the growth and development of Darlington Point and therefore need to be carefully considered as part of the planning process.

### Affordable Housing and Land Prices

- The town has relatively lower house and land prices compared to other centres, particularly Griffith, which is considered advantageous to encourage relocation to the town.
- A number of large agricultural and infrastructure projects are proposed within proximity to the town. Council will need to ensure that it has enough appropriately zoned land to cater for this likely future demand.

### Opportunities for Commercial/Industrial Growth

- There is opportunity for Darlington Point to investigate opportunities to encourage new economic growth and employment. The identification and/or zoning of land for new commercial and industrial purposes is important to ensure the long-term growth of the town.

### Defined Town Centre

- Darlington Point has a defined corridor through the town which presents an opportunity to establish a traditional 'main street' character, particularly in the centre of the town. It also provides opportunities to establish parking areas, improved signage, traffic calming and landscaping.

# 04 Township Structure Plan

## Overview

In order to achieve the objectives of the Township Structure Plan, a number of key considerations and issues have been identified that need to be addressed as part of this plan.

Such considerations include:

- Housing;
- Industry and Employment;
- Open Space, Recreation and Community Facilities;
- Environment and Heritage;
- Transport and Traffic;
- Infrastructure and Services;
- Town Centre and Urban Design Treatments.

This section identifies and discusses the key issues facing Darlington Point, which have been determined through investigation of the study area, discussion with Council staff and consultation with the community and landowners.

In response to the key issues, a series of actions have been identified to address and respond to these issues, including where appropriate, the identification of further works or investigations that should be undertaken.

# 04 Township Structure Plan

## 4.1 Housing

### Overview

The provision of housing and land available for residential development is critical to the ongoing growth of the town generally. It is important that residential growth and housing is appropriately planned for in the future.

### Key Issues

- Ensure that there is enough zoned residential land available to meet future needs.
- Demand for residential land and housing is anticipated to increase as a result of additional rural industries in close proximity to the town, as well as encouraging relocation of residents from surrounding regional centres for lifestyle reasons;
- A need to provide for a variety of residential land. In particular, people relocating to Darlington Point are seeking lifestyle and amenity that this town offers, however there is a lack of larger lifestyle properties available for these persons;
- There is presently no clear direction of where growth is planned to occur, which has resulted in ad hoc development.
- Flooding risks and a lack of flood protection have created some further uncertainty regarding residential growth;
- There is currently limited short-term stay accommodation available within the town. This is particularly important for seasonal or itinerant workers, or tourists and visitors;
- There is a lack of aged care accommodation within the town, which is resulting in older persons relocating to larger regional centres;
- The building stock is becoming dated and in need of improvement. Similarly, there have been a number of instances of residents occupying sheds rather than approved dwellings.

### Actions

**Action 4.1.1** Encourage opportunities in the short-medium term for general residential infill development surrounding the football oval and inside the town levee banks to encourage consolidated residential development in proximity of the central area of the town. This should also include further investigation into a potential relocation of the Council Depot site and redevelopment of the former essential energy depot site.

**Action 4.1.2** Investigate opportunities to rezone land to the west of King Street to RU5 Village. This land should only be considered for rezoning once Council's sewerage works have been relocated and the land is protected by a flood levee bank. Alternatively, in the absence of the Council sewerage works being relocated, investigate the development of this area for low density residential purposes with the inclusion of an appropriate buffer.

**Action 4.1.3** Support medium term general residential and large lot residential infill development to the south west of the town surrounding the Young Street area. This land is already zoned RU5 Village and is capable of being serviced.

**Action 4.1.4** Subject to consideration of a flood levee or other flood mitigation works, investigate rezoning land in the south east portion of North Darlington Point for R5 Large Lot Residential with a 2,000m<sup>2</sup> minimum lot size, consistent with the current development pattern of this area.

**Action 4.1.5** Investigate opportunities to rezone land south of Britts Road for large lot residential development. This should only be considered after Environmental and Cultural Heritage assessments have been undertaken.

**Action 4.1.6** Encourage a range and mix of residential development, including small lot, aged care and affordable housing within central locations.

**Action 4.1.7** Encourage the redevelopment and replacement of older building stock and encourage short term growth through infill development.

**Action 4.1.8** Prevent people from living in and occupying sheds, particularly within established residential areas. Where a shed is approved prior to a residence being constructed on-site, it is recommended that Council include a condition on the development consent prohibiting the use of the shed for habitable purposes.

**Action 4.1.9** Investigate opportunities for infill development of the existing football/sports ground, should it be decided that the sports facilities are to be relocated.

**Action 4.1.10** Investigate opportunities to encourage existing commercial and light industrial businesses located within the residential areas to relocate to designated commercial or industrial areas on the fringe of town.

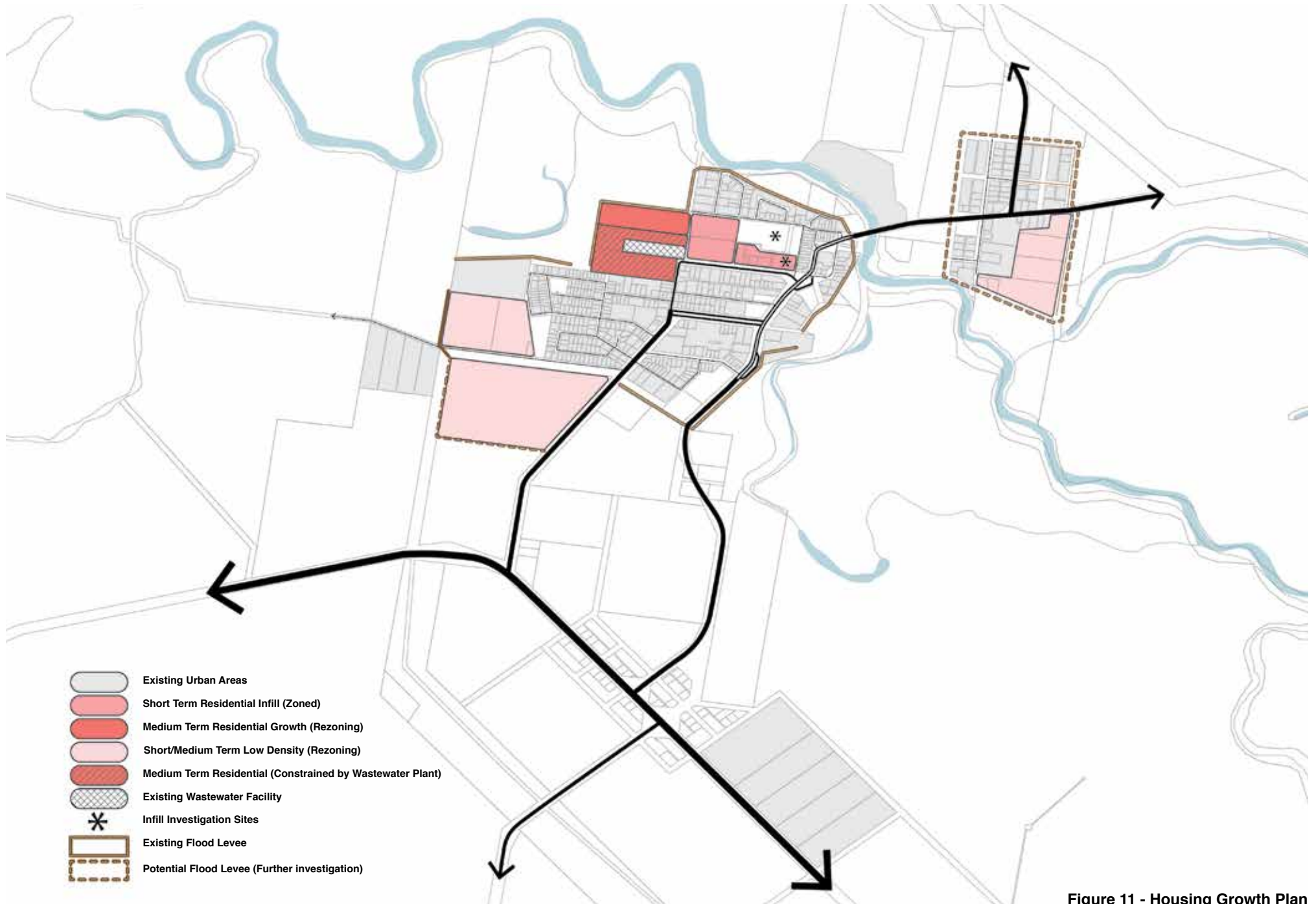


Figure 11 - Housing Growth Plan

# 04 Township Structure Plan

## 4.1.1 Proposed Residential Land Supply

As outlined at Section 2.5, Darlington Point has a relatively large supply of residential and large lot residential zoned land available. It should be noted that these figures have been calculated on a theoretical basis by dividing the total area of a lot with a 1,200m<sup>2</sup> minimum lot size, which has been determined as a density more reflective of the existing Darlington Point residential character. The assumptions do not take into consideration the physical characteristics, dimensions or environmental sensitivities of the land, nor the ownership status of the land or the development aspirations of individual landowners.

There is a need to provide for additional residential land to cater for the long term needs of the community, provide for greater variety and choice within the market and anticipate future growth trends. In response, the Township Structure Plan has identified a number of additional areas that are considered appropriate for future residential development. These areas are located on the edge of the existing urban area or are the result of infill development following

potential relocation or transition of existing Council infrastructure and facilities, such as sewerage treatment site and works depot. The development of some of this land is also predicated on the extension of the flood levee bank to ensure its ongoing protection.

The Township Structure Plan also identifies additional area within North Darlington Point that is considered appropriate for large lot residential development with a minimum lot size of 2,000m<sup>2</sup>. This recommendation is reflective of the existing density and subdivision pattern that is already established within the area, and adds further variety to the future residential land supply.

The opportunity to establish a defined industrial and/or highway business precinct adjoining the Sturt Highway and Kidman Way, would remove a 9.13 hectare area of existing RU5 Village zoned. This change results in a reduction in the potential large lot residential yield, which has been factored into the land supply calculations.

Table 6 provides a summary of the proposed land supply for Darlington Point, having regard to the additional identified areas discussed earlier. The land supply is based on a higher growth rate scenario of 7 lots per annum, which assumes additional demand for land as a result of new industries in close proximity and encouraging new residents to the town within commuting distance of Griffith. Based on the growth scenario, the Township Structure Plan establishes an additional 25 years supply of residential-zoned land. Table 7 provides a summary of both the existing and proposed level of land supply for Darlington Point based on a predicted take-up rate of land of 7 lots per annum. In summary, there will be approximately 76 years supply of residential-zoned land.

**Table 6 - Proposed Land Supply <sup>(a)</sup>**

Lot Type/ Description	Total Area	Additional Lots	Years Supply
Standard Residential (600m <sup>2</sup> )	15.25ha	108 <sup>(b)</sup>	15.4
Standard Residential (2,000m <sup>2</sup> )	19.14ha	63.8	9.1
Large Lot Residential (2ha+)	- 9.13ha	0	0
<b>Total</b>	<b>34.39ha</b>	<b>171.8</b>	<b>24.5</b>

(a) based on a predicted take-up rate of 7 lots per annum

(b) Notwithstanding the 600m<sup>2</sup> minimum lot size outlined within Council's Local Environmental Plan, this figure has been calculated using an assumed lot size of approximately 1,200m<sup>2</sup>

**Table 7 - Existing and Proposed Land Supply <sup>(a)</sup>**

Lot Type/ Description	Total Area	Additional Lots	Years Supply
Standard Residential (600m <sup>2</sup> )	56.1ha	448.4 <sup>(b)</sup>	64.1
Standard Residential (2,000m <sup>2</sup> )	19.14ha	63.8	9.1
Large Lot Residential (2ha+)	58.16ha	19.08	2.7
<b>Total</b>	<b>133.4ha</b>	<b>531.28</b>	<b>75.9</b>



#### 4.1.2 Population Projection

The future population of the town has been estimated based on the existing and proposed land supply for Darlington Point. Assuming that only a single dwelling will be constructed on each lot that is created and using an average household size of 2.5 persons as per the 2011 Census, it is expected that there will be an additional 1,328 people within Darlington Point over the next 75 years as outlined within Table 8.

Under this projection, the current population of Darlington Point will almost double within 50 years and will bring the total number of residents living within Darlington Point to 2,340 people.

**Table 8 - Population Projection**

Lot Type/ Description	No. of Additional Lots <sup>(a)</sup>	@ 2.5 persons per household
Standard Residential (600m <sup>2</sup> )	448.4	1,121
Standard Residential (2,000m <sup>2</sup> )	63.8	159.5
Large Lot Residential (2ha+)	19.08	47.7
<b>Total</b>	<b>531.28</b>	<b>1,328.2</b>

(a) Figure shown assumes the construction of a single dwelling on each lot created.

# 04 Township Structure Plan

## 4.2 Industry and Employment

### Overview

The supply of, and availability of land for commercial and industrial purposes is important to the ongoing growth and development of the town and in turn will provide local employment, encourage industries to town and support existing services and facilities.

### Key Issues

- There is no land zoned for industrial purposes in Darlington Point, which is creating problems regarding the long-term expansion of the town and resulting in potential new businesses establishing within other towns or regional centres;
- Several existing larger industries and commercial businesses are currently operating immediately adjacent to existing residential dwellings, which has the potential to create land use conflicts;
- There are opportunities to expand the commercial core of the town or extend development along Carrington Street to create a more defined 'main street';
- There is currently limited short-term accommodation available within the town. This is particularly important for seasonal or itinerant workers, as well as tourists and visitors coming to town;
- The former saw mill site is currently vacant and presents an opportunity for redevelopment.

### Actions

**Action 4.2.1** Rezone land to the south of the town adjoining the Sturt Highway for commercial and/or industrial purposes, due to its proximity to key transport routes and its spatial separation distance from residential uses. Recommended zones for investigation are B6 – Enterprise Corridor, B7 – Business Park, IN1 General Industrial or IN2 Light Industrial.

**Action 4.2.2** Any development of land for industrial purposes adjacent to the Sturt Highway shall be coordinated and managed to prevent direct access onto this highway. Opportunities to use alternate lower order roads or service lanes should be prioritised over direct access onto this highway.

**Action 4.2.3** Specific development controls should be incorporated into Council's local planning documents to ensure an appropriate interface is achieved between industrial development and the Sturt Highway. Such controls could include vehicular access, building design and setbacks, landscaping and restrictions on signage addressing the highway.

**Action 4.2.4** Investigate opportunities to relocate the Council works depot to industrial zoned areas to allow for the redevelopment of centrally located land within the main town. This in turn will remove potential land use conflicts that exist between residential dwellings and industrial uses and will allow for an expansion of the town. Such an option should only be considered once a cost benefit analysis has been completed

**Action 4.2.5** Encourage the development of land currently bordered by Demamiel Street, Carrington Street, Hay Road and a public laneway for commercial purposes.

**Action 4.2.6** Encourage the establishment of a motel or short term stay accommodation development within the centre of town, preferably along Carrington Street or Stock Street.

**Action 4.2.7** Investigate the former saw mill site in North Darlington Point as an 'Opportunity Site' for redevelopment and possible future use. Such development should only occur however where it has flood free access.

**Action 4.2.8** Investigate opportunities to create an intermodal hub, transport depot or truck parking and change over area near the Sturt Highway and Kidman Way intersection.

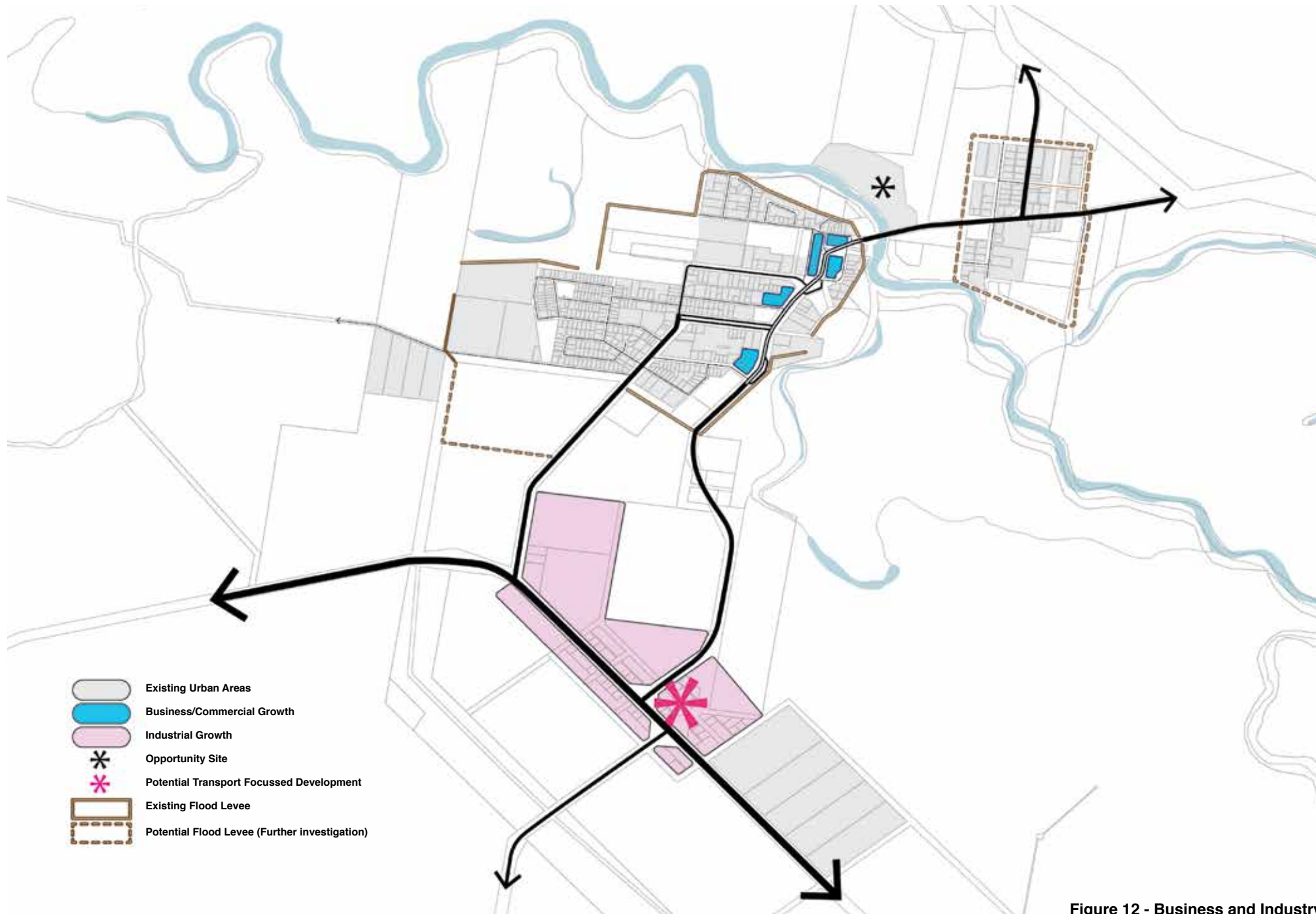


Figure 12 - Business and Industry

# 04 Township Structure Plan

## 4.3 Open Space, Recreation and Community

### Overview:

Darlington Point enjoys a wide variety of open space and recreation facilities, which are further enhanced by the environmental setting of the area including the Murrumbidgee River and a number of associated beaches. Furthermore, the town also enjoys access to a number of community facilities and services.

It is important that any development of the town ensures that these areas and facilities are maintained and improved so they are readily available for use by residents and visitors alike.

### Key Issues:

- Identified opportunity to relocate the football ground and sports ground to the Darlington Point Club. This would consolidate all existing sports facilities within the one precinct and free up centrally located land for residential purposes;
- The facilities at the football ground need to be improved such as change rooms, particularly for women and spectator viewing areas. There are also opportunities to construct a new multi-purpose club room that could be used for sporting activities but also community events and functions;
- The Darlington Point Golf Course is under-utilised, not maintained and is in need of improvement;
- Opportunity to create a new boat ramp on the western side of the Murrumbidgee River to provide better connections with the town. This would also support a growing demand for water recreation activities such as boating and fishing, including the annual Darlington Point fishing competition;
- There is a need to better link the town to the river. At present, the town backs onto this waterway and the construction of the flood levee bank has further isolated this natural feature. This is a similar situation for the swimming pool which is also isolated;
- Opportunity to better link and extend a number of existing footpaths and recreational trails and areas throughout the urban area and along the Murrumbidgee River;
- No full time doctor or ambulance service, with the closest services being 30 minutes away. Limited allied health facilities available for older residents;
- No long-day care available in the town despite the large number of younger persons who live in Darlington Point.
- Need to better promote water based recreation activities such as boating, fishing and swimming.

### Actions:

**Action 4.3.1** Retain the football and sports ground within its current location and improve the facilities available at this facility including:

- upgrading the change rooms to provide facilities for women;
- improved spectator and viewing areas (such as formalised seating or informal earth mounds),
- formalisation of car parking areas;
- construction of children's playground equipment;
- upgrade the second ground and create a second oval; and
- extend and expand the club rooms to encourage their multi-purpose use for community events and functions.

**Action 4.3.2** Investigate options to relocate the football and sports ground to the Darlington Point Club to create a 'sports precinct'. Such an option should only be considered once a cost benefit analysis has been undertaken.

**Action 4.3.3** Investigate the creation of a new boat ramp and associated car parking area on the western bank of the Murrumbidgee River following the completion of more detailed designs and approvals from relevant public authorities.

**Action 4.3.4** Rezone Tiddalik Wetlands and Bird Sanctuary at the western end of Campbell Street and Britts Road to public recreation. Development adjoining this wetland should be orientated and designed to address this recreational and environmental feature.

**Action 4.3.5** Investigate opportunities to extend and connect a number of existing footpaths and trails, particularly from the residential areas of town to the River. These could adjoin the swimming pool, the new boat ramp and Fig Tree Park.

**Action 4.3.6** Investigate opportunities to extend the 'Goanna Walking Track' in consultation with Aboriginal elders and adjoining landowners. Opportunities to align the path with the existing/future levee bank should be encouraged and supported by:

- Environmental restoration/regeneration works;
- Construction of benches, tables and seating; and
- Installation of public art, information, interpretative and directional signage.

**Action 4.3.7** Investigate the establishment of a full time rural allied health clinic. This could be undertaken in association with a number of the larger regional centres and in partnership with the Murrumbidgee Primary Health Network.

**Action 4.3.8** Investigate and encourage the establishment of a long day care/child care and aged care facility.

**Action 4.3.9** Investigate opportunities to better promote and improve the appearance of the Darlington Point Museum.

# 04 Township Structure Plan

## 4.4 Environment and Heritage

### Overview:

The natural environment and environmental attributes of Darlington Point are what makes the town unique when compared against other larger regional centres in the area. Likewise, the town is home to a number of local and state significant heritage items, in particular areas of identified Aboriginal Cultural Heritage significance.

Whilst the environmental attributes and values of this area provide a number of benefits for the town, it does also present a number of issues and constraints, such as flooding that need to be appropriately considered into the future.

### Key Issues:

- Parts of the town are not protected from flooding by a levee bank and are subject to inundation. There is a potential risk that parts of the township could be inundated during times of flooding.
- Areas of environmental significance are under threat from inappropriate, uncoordinated or ad hoc development;
- Areas and places of important heritage significance should be better recognised, protected and promoted.

### Actions

**Action 4.4.1** Further investigate and continue to construct a flood levee bank around the town, so as to ensure its ongoing protection during periods of peak flooding.

**Action 4.4.2** Upon finalising all the relevant flood studies for Darlington Point, Council amend its Local Environmental Plan to incorporate a 'Flood Planning Map' to more accurately define the areas subject to flooding.

**Action 4.4.3** Limit development along the Murrumbidgee River to recreational activities and environment protection works to ensure the ongoing protection of this important waterway.

**Action 4.4.4** Investigate the preparation of an Aboriginal Cultural Heritage Study for Darlington Point in consultation with local Aboriginal Groups in recognition of the historical role that Aboriginal people and groups have played in the development of the town. This report should include a further assessment of the State-listed Warangesda Aboriginal Mission and the identification of Scarred Trees.

**Action 4.4.5** Investigate the preparation of heritage study for Darlington Point and the wider Murrumbidgee area to identify any additional items or areas that would be appropriate for inclusion within Schedule 5 – Heritage of Council's Local Environmental Plan.

**Action 4.4.6** Investigate opportunities for the creation of a heritage or historic walk around the town identifying key areas and places of significance to Darlington Point. This could be established via the installation of interpretive signage/story boards, interactive apps or the preparation of pamphlets and maps.

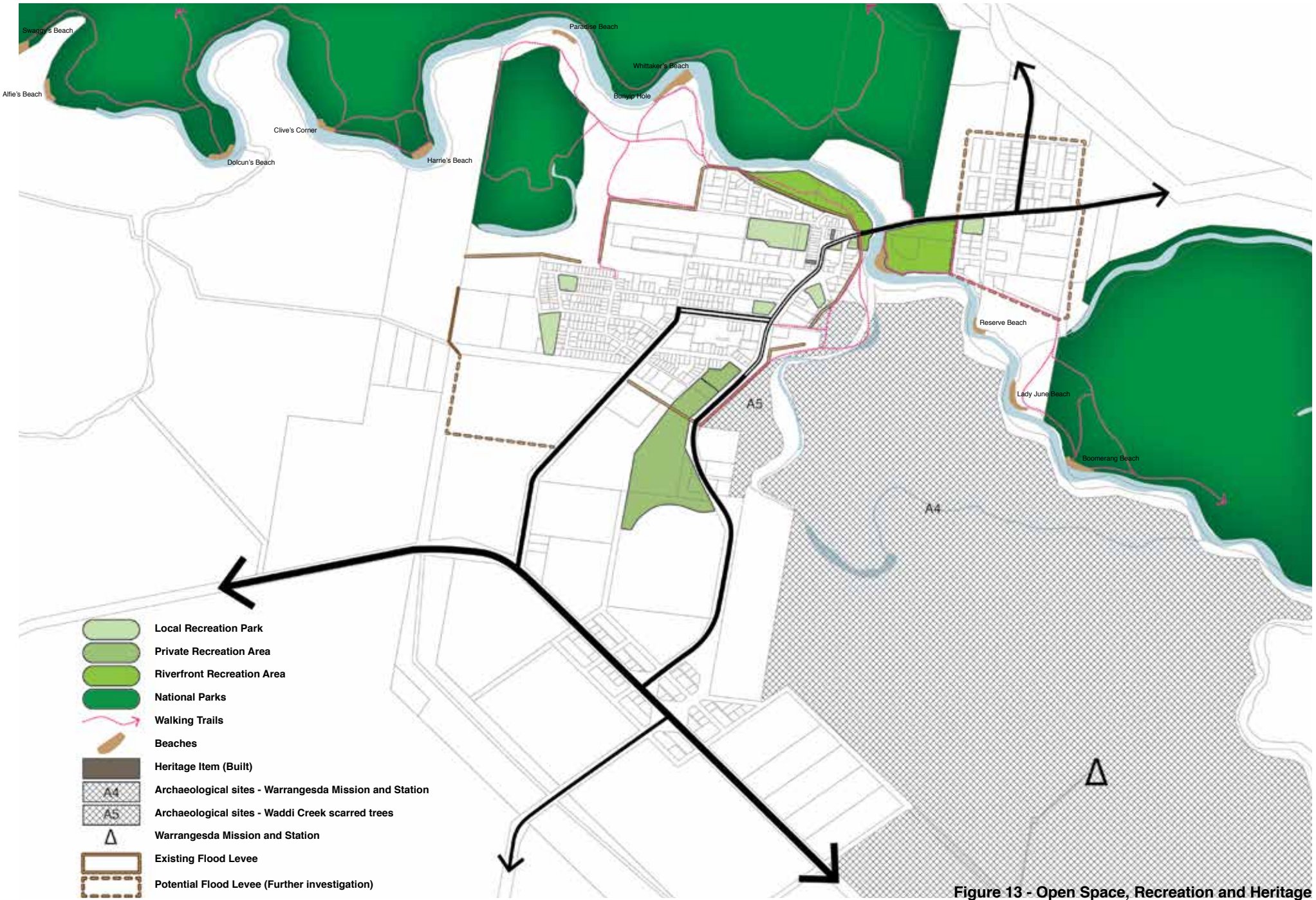


Figure 13 - Open Space, Recreation and Heritage

# 04 Township Structure Plan

## 4.5 Transport and Traffic

### Overview:

Darlington Point is strategically located with regards to key transport and freight routes within the Murrumbidgee and wider western NSW region. Whilst this does provide a number of opportunities for the town, it does also provide a number of challenges that need to be appropriately planned for the long term development of the town.

### Key Issues:

- Darlington Point experiences high volumes of heavy vehicles and trucks that pass through the town at high speeds creating vehicle and pedestrian safety problems;
- There is no truck parking area available for drivers passing through Darlington Point outside of a small area opposite the Darlington Point Club;
- There is no clear town entrance to Darlington Point to encourage people to visit. At night time, key intersections into town are not lit, which make it difficult to identify;
- The main roads into town provide very little visual interest or a sense of arrival due to the distance of the town from main arterial roads;
- There are a number of traffic safety and sight distance concerns associated with trucks making a sharp turn from Carrington Street onto Bridge Street outside of the Punt Hotel. This has resulted in trucks crossing over the central median strip so as to navigate this corner;
- A number of streets could be extended and linked to improve overall permeability and traffic flow.
- Car parking within the centre of town needs to be improved and consolidated, particularly for recreation vehicles.

### Actions:

**Action 4.5.1** Further investigate a potential heavy vehicle bypass route outside of the main town centre to alleviate pressures from truck movements through the centre of town. Such a route could extend south along Uri Street over the Murrumbidgee River and connect with Kidman Way to the south of the town. Such investigations would need to consider the environmental, heritage and flooding constraints that apply to the land and should be further discussed with the NSW Roads & Maritime Service (RMS).

**Action 4.5.2** Improve the southern 'Gateways' into town at the intersection of the Sturt Highway. Such improvements could include installation of signage, public art, lighting or the like. This will help better identify the town, particularly for passing vehicles at night time.

**Action 4.5.3** Investigate constructing a new 'gateway' intersection at Narrand Road and Uri Street to emphasise the northern entry into town and improve traffic flow.

**Action 4.5.4** Install formal tree/landscape plantings (median or roadside) along the main northern and southern entries into town to provide defined Gateways to the town and improve the visual appearance of the town.

**Action 4.5.5** Investigate the construction of a continuous boulevard along Bridge Street and Carrington Street south of the Bridge and north of Demamiel Street to improve the visual appearance of the town centre.

**Action 4.5.6** Investigate options to reconfigure the town centre to slow heavy vehicle traffic, provide more formalised parking and improve intersection safety and access concerns currently present.

**Action 4.5.7** Investigate options to extend and link a number of existing roads such as Young Street to Britts Road and Ross Street through to King Street so as to improve permeability and overall traffic flow.

**Action 4.5.8** Investigate opportunities to create a designated tourist and visitor parking area within the centre of town.

**Action 4.5.9** Investigate opportunities to provide turning lanes along Carrington Street and Bridge Street to allow vehicles to safely enter lower order side streets.

**Action 4.5.10** Further investigate opportunities to create a loop road at the northern extent of the town centre, comprising Bridge Street, Macleay Street and Carrington Street.



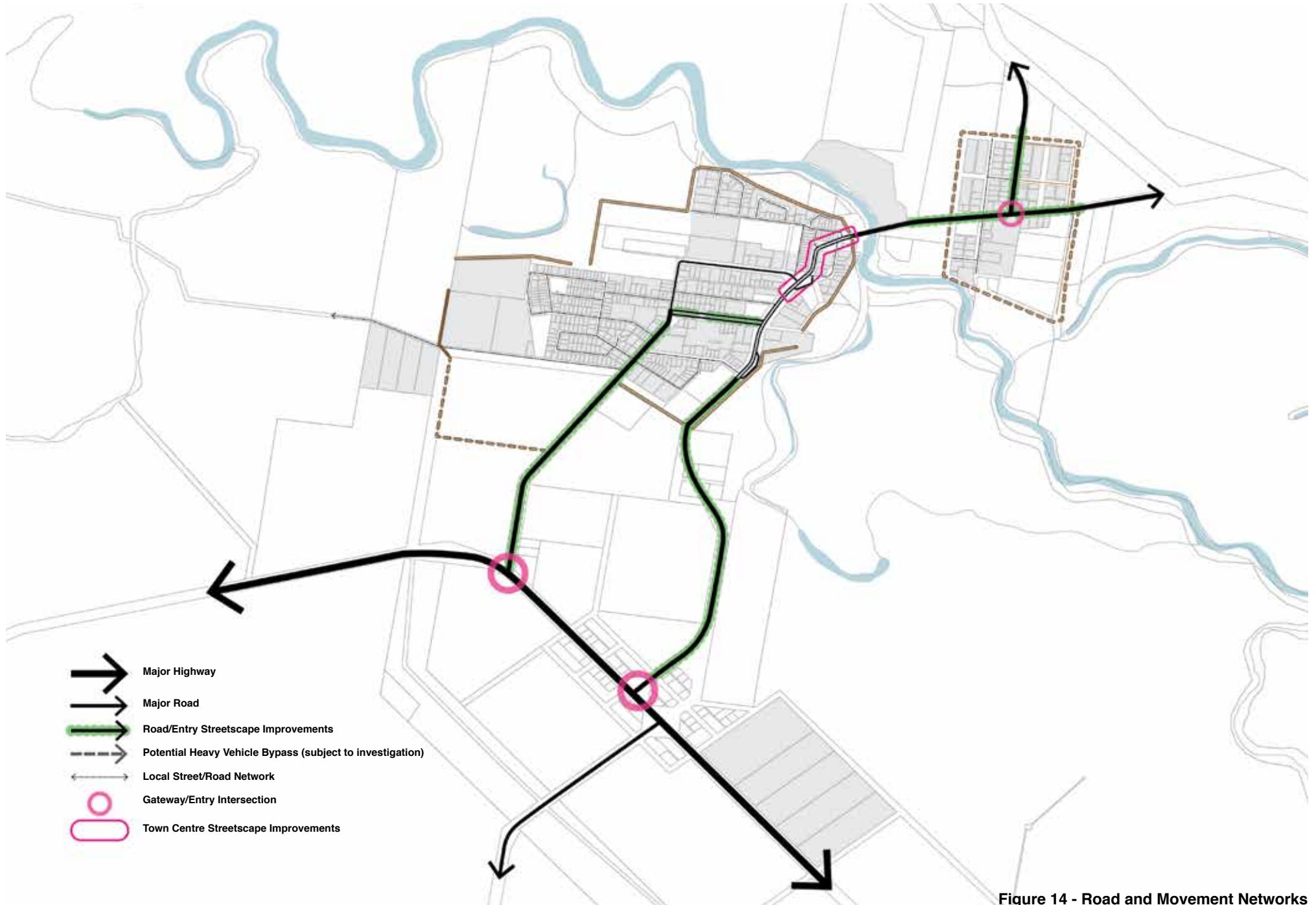


Figure 14 - Road and Movement Networks

# 04 Township Structure Plan

## 4.6 Infrastructure and Services

### Overview

The provision of infrastructure and services is critical to the long-term development of the town. The costs and time involved in providing key infrastructure can be substantial and therefore need to be considered up-front.

### Key Issues

- Not all areas of Darlington Point are protected by a flood levee bank and are therefore subject to inundation during times of peak flooding. The lack of a levee bank in some parts of Darlington Point is therefore a constraint to growth.
- Given the expected level of growth envisaged, there will be a need to expand or augment sewerage treatment facilities in the future so as to accommodate the additional expected population.
- The sewerage treatment works has limited capacity to accommodate additional growth and currently is only sized to service approximately 1,200 people.
- The location of the sewerage treatment works within close proximity of the town centre may cause land use conflicts and odour issues as the town continues to grow, and may also sterilise the development of a large part of the town.
- Consideration needs to be given to the ageing and replacement of infrastructure and opportunities to fund these works across a small rate base.
- Concern with the high cost of providing infrastructure (water, sewer, roads, drainage etc) versus the return received for the sale of land due to low land prices.

### Actions

**Action 4.6.1** Further investigate and continue to construct a flood levee bank around Darlington Point, so as to ensure ongoing protection during periods of peak flooding.

**Action 4.6.2** Investigate opportunities, subject to a cost benefit analysis, to relocate the sewerage treatment facility from the central urban area to a new location, with suitable buffers from current or future residential development, in order to remove potential land use conflicts/restrictions that may restrict growth opportunities of the town.

**Action 4.6.3** Upgrade the capacity of Council's sewerage treatment works to accommodate the future population.

**Action 4.6.4** Council utilise a Section 94A Developer Contributions Plan to help identify and fund key infrastructure works (including replacement works).

**Action 4.6.5** Subject to completion of a flood study for the town, prepare suitable development controls within Council's Development Control Plan to guide decisions relating to the development of flood prone land.

**Action 4.6.6** Investigate opportunities to relocate the Council works depot to future industrial zoned areas. Such options should only be considered following a cost benefit analysis.

## 4.7 Town Centre and Urban Design Treatments

### Overview:

The main commercial area of Darlington Point serves as the heart of the town and the continued growth of this centre will ensure the ongoing success of Darlington Point.

### Key Issues:

- Darlington Point requires a clearer theme and character across the town, with the main commercial areas of the town presenting opportunities for enhancement;
- The town centre of Darlington Point prioritises traffic over people creating concerns regarding pedestrian safety;
- A high volume of heavy vehicle traffic traverses the central area of the town, presenting potential issues relating to the function and safety of the local road network;
- There is a limited number or lack of connections between the main commercial centre and surrounding uses, such as the sportsground and the Murrumbidgee River.

### Actions:

**Action 4.7.1** Undertake streetscape improvement and beautification works to improve the overall appearance of the main commercial centre of Darlington Point. Subject to further investigation, this could include:

- Replacement of artificial grass with median landscape plantings;
- Installation of street trees (via the creation of a boulevard) and/or nature strip trees to provide shade and protection for pedestrians;
- Public art installations;
- Improved signage;
- Consistent pavement materials; and
- Improved pedestrian crossing points.

**Action 4.7.2** Investigate grant funding opportunities and public private partnerships between individual business owners and council to encourage local businesses to improve the appearance of their buildings. This could be via a one off grant or via a dollar for dollar scenario.

**Action 4.7.3** Investigate opportunities to improve pedestrian linkages between the town centre and the sportsground and the Murrumbidgee River by incorporating mid-block pedestrian footpaths.

**Action 4.7.4** Investigate opportunities to provide more publicly available car parking spaces, in particular adjacent to Figtree Park for use by user groups.

**Action 4.7.5** Investigate intersection improvement upgrades to the intersection of Bridge Road and Carrington Street to improve the vehicular safety of this intersection and improve the visual appearance of this area.

**Action 4.7.6** Investigate opportunities to improve signage within the town centre including entrance, directional, information and business identification signage.

**Action 4.7.7** Further investigate opportunities to improve car parking and access within the main town centre for use by residents and tourists/visitors, and including designated areas for Recreational Vehicles.

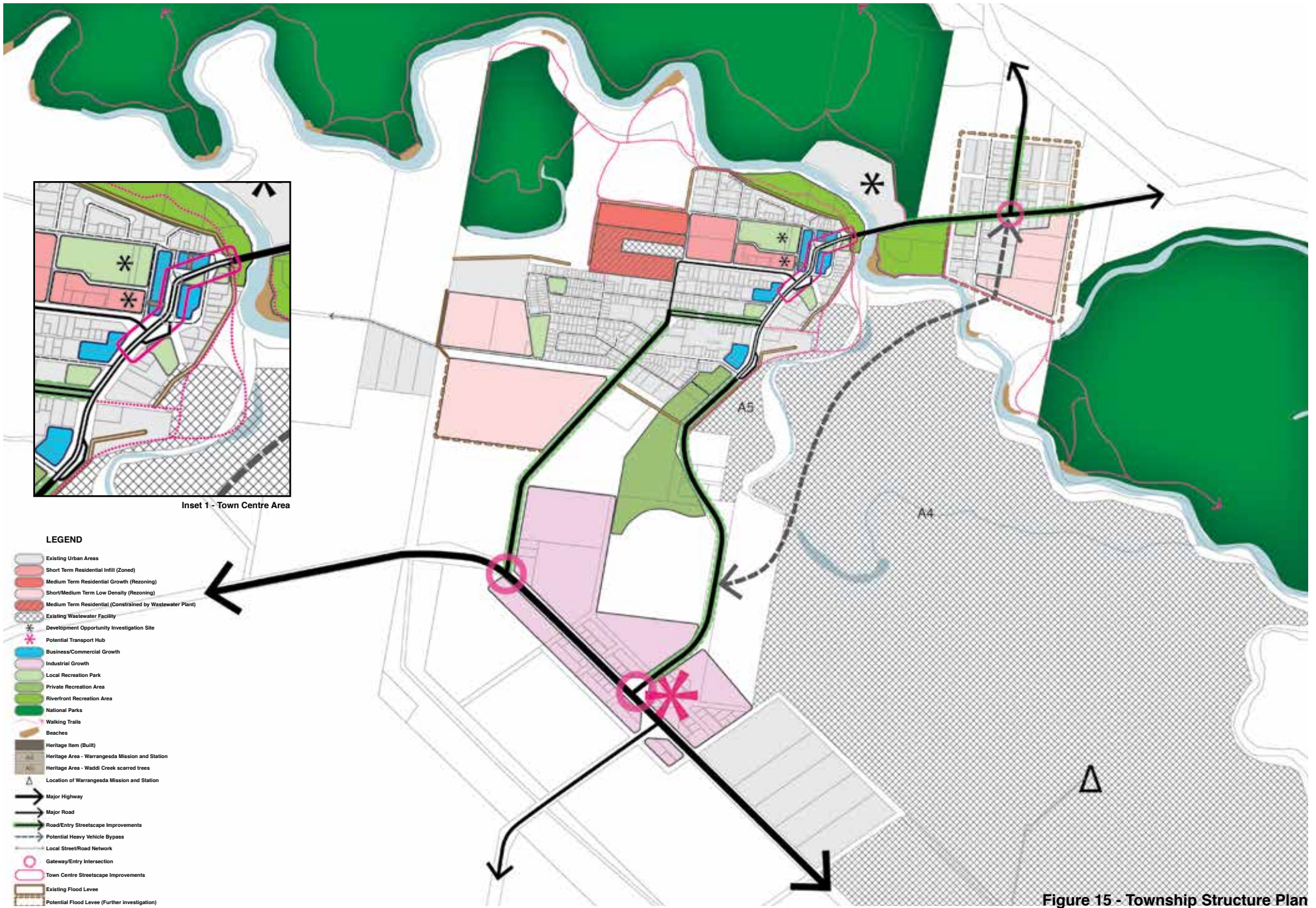


Figure 15 - Township Structure Plan

# 05 Implementation

## 5.1 Future Actions and Strategic Investigations

In order to achieve the land use and development outcomes recommended by this Plan, a number of additional strategic investigations and works will need to be undertaken as outlined below.

The timeframe for these actions are as follows:

- Short (0-2 years);
- Medium (2-5 years); and
- Long (5-20 years)

Action No.	Description of Future Action/Strategic Investigations	Timeframe
4.1.2, 4.1.4, 4.2.1, 4.3.4, 4.4.2	<p>Prepare an amendment to the Murrumbidgee Local Environmental Plan 2013 that seeks to:</p> <ul style="list-style-type: none"> <li>• Rezone land west of King Street from RU1 Primary Production to RU5 Village and amend the minimum lot size from 100ha to 600m2 applicable to this land*;</li> <li>• Rezone land south of Narrand Street and West of Kooba Street from RU1 Primary Production to RU5 Village and amend the minimum lot size from 100ha to 2,000m2 applicable to this land*;</li> <li>• Rezone Tiddalik Wetlands and Bird Sanctuary between Campbell Street and Britts Road from RU5 Village to RE1 Public Recreation and remove the minimum lot size applicable to this land;</li> <li>• Rezone land at the southern end of town adjoining the Sturt Highway from RU1 Primary Production and RU5 Village to B6 Enterprise Corridor, B7 Business Park or IN1 General Industrial (subject to further investigation) and remove the minimum lot size;</li> <li>• Amend the LEP by incorporating a 'Flood Planning Map' for Darlington Point.</li> </ul> <p><i>*Note: the above amendments to Council's Local Environmental Plan should only occur once this land is protected by a flood levee bank.</i></p>	Medium-long

## 05 Implementation

Action No.	Description of Future Action/Strategic Investigations	Timeframe
4.1.5	Investigate rezoning of land south of Britts Road for large lot residential development. This should only be considered after Environmental and Cultural Heritage assessments have been undertaken.	Medium-Long
4.1.9	Investigate opportunities for infill development on the football/sports ground should this facility be relocated.	Medium
4.1.10	Further investigate opportunities to encourage existing commercial and light industrial businesses located within the residential areas to relocate to designated commercial or industrial areas on the fringe of town.	Medium-Long
4.2.3	Amend the Darlington Point & Coleambally Development Control Plan to incorporate additional building controls with regards to industrial development adjoining the Sturt Highway, which specifically addresses: <ul style="list-style-type: none"> <li>• Vehicular access;</li> <li>• Building design and setbacks;</li> <li>• Landscaping; and</li> <li>• Signage.</li> </ul>	Medium
4.2.4, 4.6.2	Investigate, including a thorough cost benefit analysis, opportunities to relocate the Council depot site and sewerage treatment works to industrial zoned areas to allow for the redevelopment of centrally located land within the main town.	Long
4.2.7	Investigate potential options/uses for the former saw mill site. In particular, these investigations need to address the issue of flooding.	Medium
4.2.8	Investigate opportunities to create an intermodal hub, transport depot or truck parking and change over area near the Sturt Highway and Kidman Way intersection.	Medium
4.3.2	Investigate options to relocate the football and sports ground to the Darlington Point Club to create a 'sports precinct'. Such an option should only be considered once a cost benefit analysis has been undertaken.	Medium
4.3.3	Council further investigate and commission more detailed designs for the construction of a new boat ramp on the western side of the Murrumbidgee River.	Short

Action No.	Description of Future Action/Strategic Investigations	Timeframe
4.3.5	Investigate opportunities to extend and connect a number of existing footpaths and trails, particularly from the residential areas of town to the River. These could adjoin the swimming pool, the new boat ramp and Fig Tree Park.	Short
4.3.7	Investigate options to extend the 'Goanna Walking Track' along the river in consultation with local Aboriginal groups and landowners. This should include: <ul style="list-style-type: none"> <li>• Extension of walking and shared path;</li> <li>• Environmental restoration/regeneration works;</li> <li>• Construction of benches, tables and seating;</li> <li>• Installation of public art, information and directional signage;</li> <li>• Improvement of river access points.</li> </ul>	Medium
4.3.8	Investigate and encourage the establishment of a child care and aged care facility.	Short
4.4.1, 4.6.1	Continue constructing the flood levee bank around Darlington Point following the preparation of relevant flood studies.	Short
4.4.4	Further investigate the preparation of an Aboriginal Cultural Heritage Study for Darlington Point and its surrounds in consultation with local Aboriginal Groups. This report should include a further assessment of the State-listed Warangesda Aboriginal Mission and the identification of Scarred Trees.	Long
4.4.5, 4.4.6	Further investigate the preparation of a Heritage Strategy to further investigate and identify any additional buildings or places that could be appropriate for inclusion within Schedule 5 – Environmental Heritage of the Council's Local Environmental Plan. Any Heritage Strategy should also investigate opportunities for a 'heritage walk' within the town.	Long
4.5.1	Investigate a potential heavy vehicle bypass route of the township in association with the NSW Roads & Maritime Service.	Long

Action No.	Description of Future Action/Strategic Investigations	Timeframe
4.5.2	Upgrade the southern 'Gateways' into town at the intersection of Hay Road and Kidman Way with the Sturt Highway. Such improvements could include installation of: <ul style="list-style-type: none"> <li>• Signage,</li> <li>• Landscaping;</li> <li>• Public Art,</li> <li>• Lighting.</li> </ul>	Medium
4.5.3	Investigate a new gateway intersection at the intersection of Narrand Road and Uri Street	Long
4.5.4	Install formal tree/landscape plantings (median or roadside) along the main northern and southern entries into town to provide defined Gateways to the town and improve the visual appearance.	Medium
4.5.5	Create a continuous boulevard along Bridge Street and Carrington Street south of the Bridge and north of Demamiel Street to improve the visual appearance of the town centre.	Medium
4.5.6	Investigate options to reconfigure the town centre to slow heavy vehicle traffic, provide more formalised parking and improve intersection safety and access concerns currently present.	Medium
4.5.7	Investigate options to extend and link a number of existing roads such as Young Street to Britts Road and Ross Street through to King Street so as to improve permeability and overall traffic flow.	Short-Medium
4.5.8	Investigate opportunities to create a designated tourist and visitor parking area within the centre of town.	Medium
4.5.9	Investigate opportunities to provide turning lanes along Carrington Street and Bridge Street to allow vehicles to safely enter lower order side streets.	Medium-Long
4.5.10	Investigate opportunities to create a loop road at the northern extent of the town centre, comprising Bridge Street, Macleay Street and Carrington Street.	Medium
4.6.4	Utilise the Section 94A Developer Contributions Plan to help identify and fund key infrastructure works.	Short

Action No.	Description of Future Action/Strategic Investigations	Timeframe
4.7.1	Undertake streetscape improvement and beautification works to improve the overall appearance of the main commercial centre of Darlington Point. This could include: <ul style="list-style-type: none"> <li>• Replace artificial grass with median landscape plantings;</li> <li>• Installation of street trees;</li> <li>• Public art installations;</li> <li>• Repainting of buildings;</li> <li>• Consistent pavement material;</li> <li>• Designated pedestrian crossings.</li> </ul>	Short
4.7.2	Investigate granting funding opportunities and public private partnerships between individual business owners and council to encourage local businesses to improve the appearance of their buildings. This could be via a one off grant or via a dollar for dollar scenario.	Short
4.7.5	Investigate intersection improvement upgrades to the intersection of Bridge Road and Carrington Street to improve the vehicular safety of this intersection and improve the visual appearance of this area.	Medium
4.7.6	Investigate opportunities to improve signage within the town centre including entrance, directional, information and business identification signage.	Medium
4.7.7	Further investigate opportunities to improve car parking and access within the main town centre for use by residents and tourists/visitors, including designated areas for Recreational Vehicles.	

## 06 Conclusion

The Darlington Point Township Structure Plan will provide direction and guidance for the future use and development of land in Darlington Point for the next 20 years and beyond.

The preparation of this Township Structure Plan is an opportunity to improve conditions in the community, ensure the sustainability of the town and enhance the quality of life for both current and future generations.

The Township Structure Plan will provide a vision for future land use and development within Darlington Point and will provide a framework to guide land use planning decisions, as well as the provision of infrastructure and community facilities. The Plan also identifies further investigations and works that need to be undertaken including indicative timeframes, in order to achieve the visions and land use planning recommendations contained within this Plan.