



Figure 1: (Top) Deni Ute Muster gates north of Deniliquin; (Bottom) Deniliquin Civic Precinct & Town Hall (October 2023).

Please note that this is a Briefing Note with some suggestions about planning outcomes. It is yet to be tested through community and council engagement and is subject to change.

# DENILIQVIN

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**IMPORTANT NOTE:**

This Growth Strategy has been prepared with the aim of encouraging discussion around the requirements to support long-term sustainable growth for key settlements and the Shire as a whole.

This Land Use Strategy provides a planning framework to address higher or aspirational growth targets set out in the Strategy and identifies the future use of land to achieve this vision. However, it can also be adapted for lower growth rates.

This is a DRAFT Strategy until adopted so it is subject to change. To achieve this growth will require funding for infrastructure and services that is yet to be confirmed.

## 1. INTRODUCTION

Please see the Introduction in *Chapter 1 – Shire & Overview* for more details. This Chapter focusses primarily on land uses and growth potential in and around Deniliquin.

## 2. SUMMARY OF KEY FINDINGS

### 2.1. Core Principle(s)

The Regional Plan and LSPS set out the main objectives for each land use. If interim or aspirational growth is to be achieved then the first principle of this Strategy is to maximise the efficient use of land and infrastructure on less constrained land to achieve the lowest development cost and environmental impact. For example, higher densities and important economic generators should have priority on less flood constrained land. Servicing should be logically extended to minimise cost and share costs. In addition, there needs to be clear separation of residential and heavy industrial land and allowance for future expansion of each land use within the constrained local government boundary and less flood prone land. This will minimise land use conflicts, permit higher intensities of industrial operation with less constraints, improve economic sustainability, attract a broader range of investors, facilitate appropriate servicing, and reduce the cost of development.

The map opposite provides a CONCEPT for LONG-TERM future growth of Deniliquin based on the aspirational growth scenario and these principles. This should guide all strategic land use decisions.

**Note:** Lower impact/intensity industrial/business uses may be appropriate in mixed-use/residential areas where these issues can be addressed.

### 2.2. Land Supply/Demand

#### 2.2.1. Industrial Land

The amount of existing zoned industrial land is likely to be sufficient to meet the medium to longer-term growth demands in **Growth Strategy 2050**. However, should interim or aspirational growth result in several larger industrial operators coming to Deniliquin, or there is low release of existing zoned industrial land, then additional land may be necessary. The logical growth pattern for industrial land is primarily to the LGA boundaries to the south and west subject to detailed investigation.

#### 2.2.2. Commercial & Community Land

The amount of existing zoned business/commercial land is likely to be sufficient to meet the short-to-medium growth demands in **Growth Strategy 2050**.

The aim of this Strategy is to reinforce the existing town centre as much as possible through infill development of vacant shops and use of existing Zone B2/E1 Local Centre land. However, the historic town centre is unlikely to support larger format buildings and large offices/depots without significant demolition so there may need to be minor extensions of the business zone south along the highway and

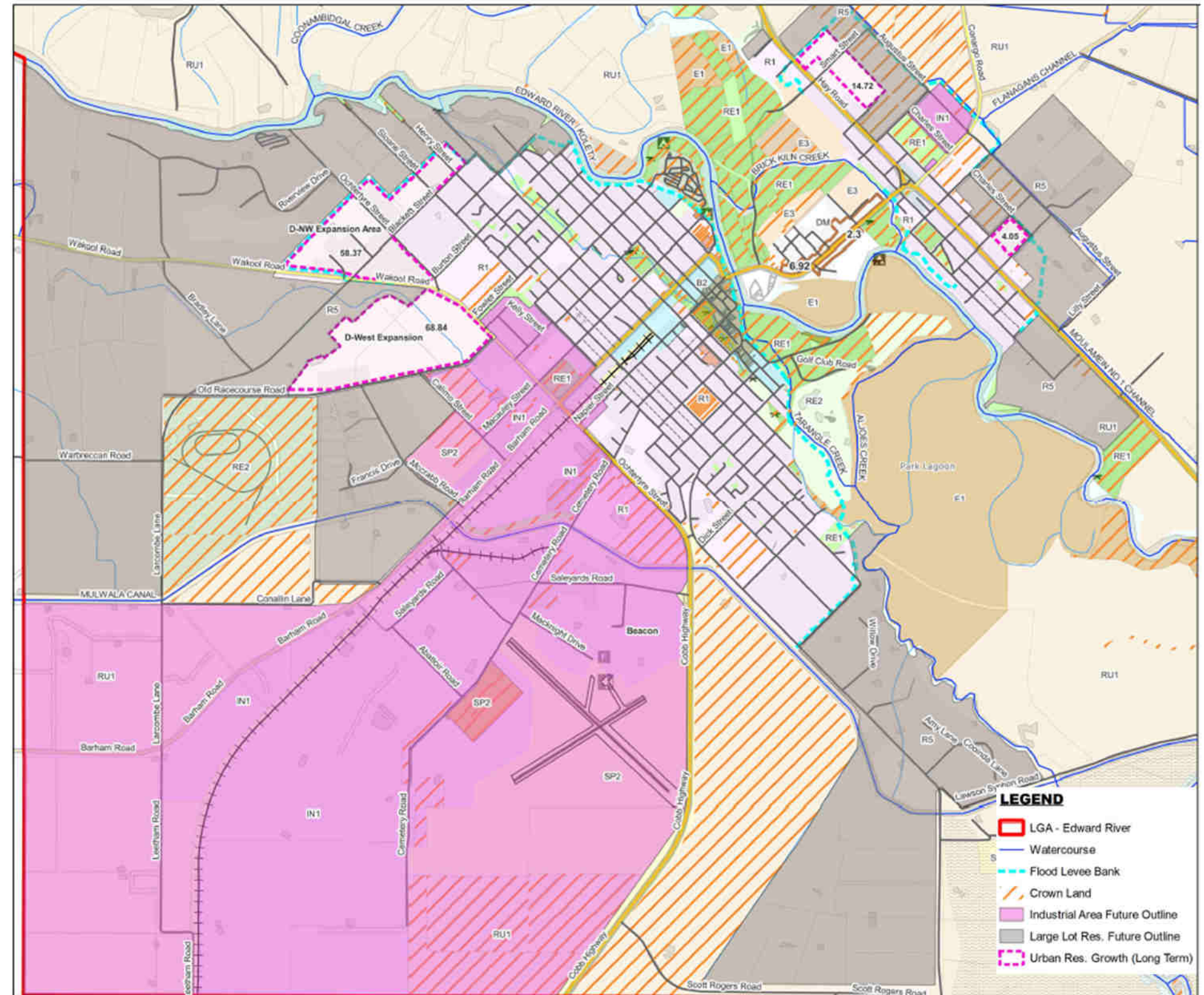
Napier St to facilitate this growth in the short to medium term without undermining the town centre.

#### 2.2.3. Urban Residential Land

Whilst there is a significant amount of Zone R1 General Residential land within the flood levee, if it is used inefficiently then it will be quickly consumed/fragmented. This will significantly impact cost-effective higher density urban residential growth on flood protected lands.

There needs to be clear structure & infrastructure planning of the remaining vacant lands to the north, north-west and south-east. In addition, there should be investigation and planning controls that minimise fragmentation of Zone R5 Large Lot Residential land within the flood levee to allow for future urban residential expansion – particularly to the north-west and north.

Figure 2: Mapped separation of future urban/large lot residential and industrial land uses to facilitate and maximise growth.



#### 2.2.4. Large Lot Residential Land

If the recommendations in this report are followed to rezone some areas of Zone R5 Large Lot Residential (LLR) land for urban residential use, then the remaining supply is not estimated to meet demand beyond 2036 at a lower growth rate of 0.26%/year (GHD LLR Strategy). If the higher growth rates in this **Growth Strategy 2050** are achieved then this will likely be consumed in less time. Therefore, additional growth investigation areas have been identified. However, in the immediate areas around Deniliquin it is suggested LLR is less sustainable at the higher growth rates and urban residential should be the priority as LLR can potentially be relocated further from the town centre north of Deniliquin.

### 2.3. Shorter-Term Priorities

Many of the Sections of this Chapter below have summaries of key actions. This section summarises some of the short-term higher priorities for Council to implement this Strategy and start planning for increased growth (subject to funding/resources):

#### 2.3.1. Hazard Reduction

- a) Implement the North Deniliquin Levee Project to raise the levee to achieve 300mm freeboard flood protection for North Deniliquin.
- b) Work with Rural Fire Services (RFS) to reduce or remove bush fire prone land mapping (Category 3 grassland risk) from all urban zoned land (except river interface) in accordance with Guidelines to reduce the additional cost of bushfire assessment in low risk areas.
- c) Ensure appropriate drainage in both infill and growth areas for high rainfall events (to address 2023 issues).

#### 2.3.2. Infrastructure

- a) Finalise the IWCM for water & sewerage in Deniliquin.
- b) Seek to reprioritise the construction of a new Sewage Treatment Plant (STP) south of Deniliquin and upgrade the existing STP to meet short term need.
- c) Prepare Development Servicing Plans (DSPs) for identified short-term growth areas to identify indicative servicing needs and preliminary costs.
- d) Prepare Development Contributions Plans that cover all new development in the Shire and link contributions to infrastructure requirements.
- e) Update the Airport master plan with any potential or future runway configurations and suitable exclusion zones and buffers.
- f) Continue to identify suitable locations for solar and wind farms across the Shire that minimise impact on agriculture and can supply sustainable electricity to meet future demand.

#### 2.3.3. Residential

- a) Structure & Infrastructure Plans for the South-West and South-East Growth areas within Zone R1 General Residential to maximise the efficiency of subdivision and infrastructure expansion and determine an appropriate yield and housing typology.
- b) Review planning tools to protect future growth of urban residential into Zone R5 Large Lot Residential areas within the current flood levee in South Deniliquin and avoid inefficient subdivision.
- c) Review potential for additional medium density and infill sites close to the town centre.
- d) Work with key infill site landowners to identify challenges to housing provision and provide suitable incentives (limit use of ratepayer funds).
- e) Identify suitable projects where Council can sustainably act as a facilitator or proponent to meet housing needs not been met by the market (e.g., aged care and medium density housing).
- f) Identify suitable sites for multi-use temporary or permanent workers' camp(s) that can also be used for tourist accommodation overflow, key government agency accommodation, and emergency planning.
- g) Work with the Local Aboriginal Land Council (LALC) and key indigenous stakeholders to review opportunities for development of LALC and other sites and protect Aboriginal culture and heritage.

#### 2.3.4. Industrial

- a) Protect existing and proposed industrial & infrastructure lands from incompatible land uses and identify suitable buffers to higher impact facilities/growth areas.
- b) Conduct a preliminary study of what is required to create, protect, maintain, and maximise use of a potential rail interchange at Deniliquin working with key stakeholders and build the business case.
- c) Identify infrastructure & utility 'bottle-necks' and plan for logical extensions of existing networks in a staged manner with suitable funding.
- d) Identify the market for more small lot industrial and a natural extension along Macauley St or Saleyards Rd for smaller lots.

#### 2.3.5. Commercial & Community Uses

- a) Continue to implement the public domain upgrade plans with particular focus on the key gateways to the town centre.
- b) Prepare a retail and commercial study to clearly identify vacancy rates, floor space availability, and key opportunities/constraints to business growth in the town centre with key stakeholder engagement.
- c) Prepare a master plan to reactivate End St with an innovative mix of land uses and medium density housing.

- d) Leverage existing cultural facilities in the eastern part of the town centre for an arts and culture precinct.
- e) Work with key land owners in the Zone B2 areas along Charlotte St and Riverside Road to identify opportunities for staged reactivation and adaptive re-use.
- f) Continue to reinforce an emergency services precinct with regional emergency infrastructure in and around the Airport on lower flood risk land.
- g) Identify the core active street frontages in the town centre and protect the ground floor areas from insensitive redevelopment.
- h) Identify key redevelopment sites for larger format buildings and set clear controls to guide future development.
- i) Identify some limited expansion of the business zone to encourage and attract new businesses not needed in the town centre.
- j) Prepare a scoping study and structure plan for the Southern Gateway Precinct on the Cobb Highway to investigate use for medical, highway services, education & research, medium density residential and higher-level recreation facilities.

### 3. NATURAL ENVIRONMENT & HAZARDS

This Section supplements *Chapter 1 Shire & Overview* with additional detail for Deniliquin (see Figure opposite). We note that the *Riverina Murray Regional Plan 2041* includes Objectives 1-3 that cover biodiversity, riverine environments, and natural hazard resilience and we suggest this report is consistent with those objectives as it does not seek to increase the impact or conflict with these sensitive areas (except for larger lot residential growth investigation areas – subject to further study).

#### 3.1. Watercourses & Riparian Lands

The Edward (Koety) River and its tributaries divide Deniliquin into the south (town centre and primary industrial/business areas), the north, and some historic settlement along Davidson St between the two sides. Mapped sensitive riparian lands & watercourse occur along the major rivers and tributaries. The Waring Gardens stormwater system is also partly mapped as a sensitive area. At a desktop level, this is not a major constraint to the development potential of the urban areas of Deniliquin with appropriate river setback controls.

#### 3.2. Vegetation/Biodiversity

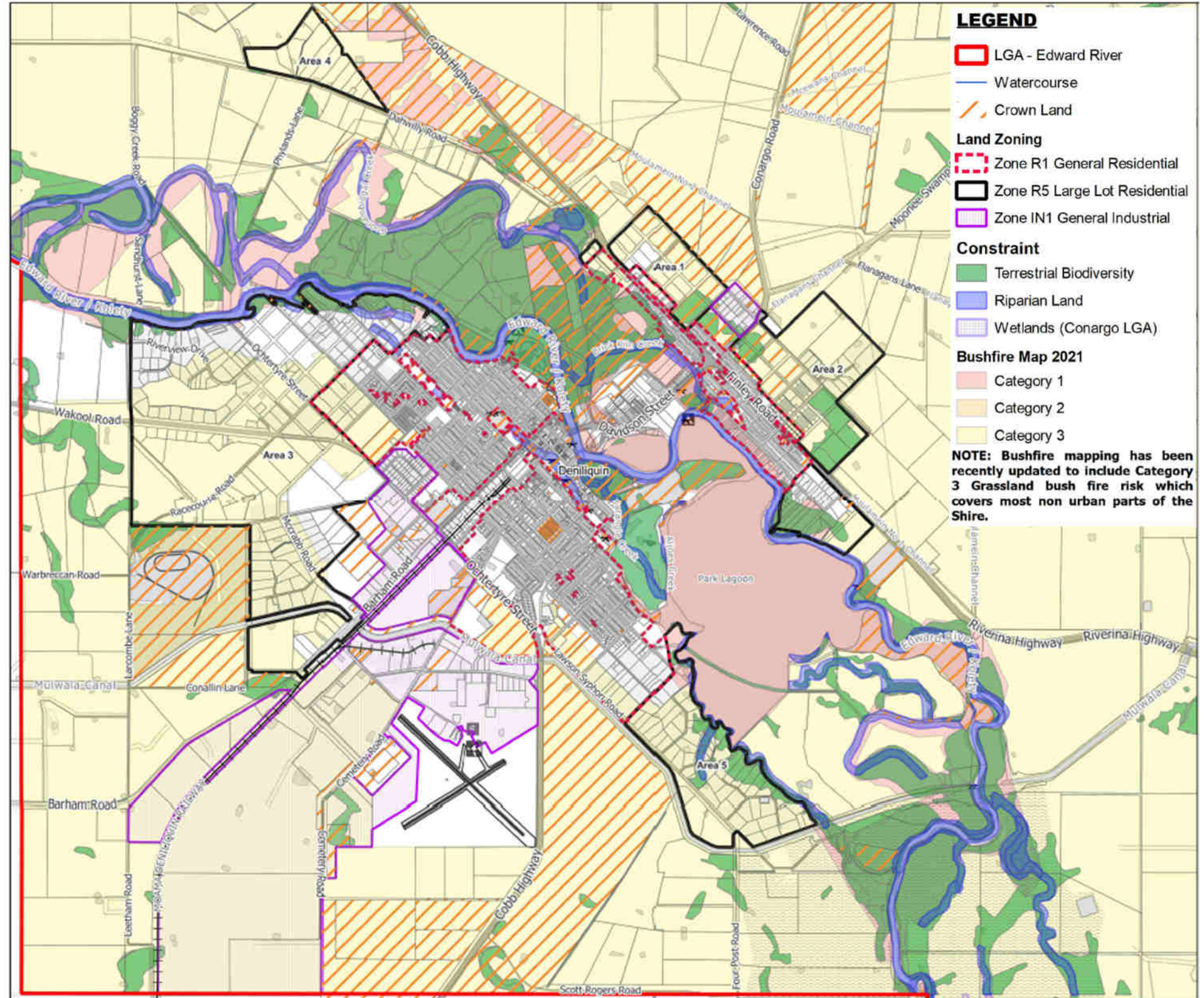
Mapped sensitive terrestrial biodiversity is largely confined to proximity to Edward River and other major watercourses. There is no mapped terrestrial biodiversity within the existing Zone R1 General Residential urban area and very little within the larger Zone IN1 General Industrial area and Zone R5 Large Lot Residential areas. However, there may still be significant trees, biodiversity, and potential for threatened or endangered flora/fauna in these areas so development of some Sites may still require additional ecological studies. At a desktop level, this is not a major constraint to the development potential of the urban areas of Deniliquin, particularly away from the river interface.

#### 3.3. Bushfire

As stated in *Chapter 1 Shire & Overview*, the bush fire prone land maps for the Shire have been recently updated to include grassland fire risk and this now cover most of the Shire except the core urban areas. Category 1 bushfire risk areas are located primarily in the heavily vegetated areas along the river but also cover some patches of native vegetation on Crown lands. Category 3 grassland risk areas cover all of Deniliquin except most of Zone R1 General Residential and the business zones, and the Airport Zone SP2 Infrastructure. Therefore, bushfire risk potentially affects most of Zone IN1 General Industrial and Zone R5 Large Lot Residential.

Further subdivision or sensitive uses on bush fire prone lands can trigger the requirement for a bush fire assessment and referral to the Rural Fire Service (RFS) which can affect development timing and cost. Council should work with RFS to streamline assessment processes and ideally remove all suitably protected urban land from the bushfire maps.

Figure 3: Environmentally sensitive areas (LEP) & bush fire prone lands in and around Deniliquin (GIS).



**3.4. Flooding**

As the Figure opposite shows, flooding is a key hazard for Deniliquin, particularly the areas outside the levee bank system. The current flood map for Deniliquin is based upon the 1:100 Annual Recurrence Interval (ARI) flood level with a 300mm freeboard (Flood Planning Level – FPL). Deniliquin has the following main levee banks:

- a) The **south levee** protects most of the core business and urban residential areas up to the FPL (this may require temporary levee heightening along the river frontage). Most of the industrial area is also protected except for along Saleyards Rd which experiences some low level flooding. Most of the Zone R5 Large Lot Residential areas are flood prone except closer to the urban area.
- b) The **north levee** does not currently consistently provide 300mm freeboard protection so on the map opposite the north Deniliquin area is mostly shown as flood prone. However, if the North Deniliquin Flood Levee Project (see *Urban Residential* Section on North Deniliquin below for more details) raises the levee to achieve the 300mm freeboard in the future all land within the levee should be above the FPL.
- c) The **Davidson St levee** does not meet prescribed standards and is unlikely to be able to be augmented/raised to achieve a reasonable flood protection for this area. This area is in the process of being rezoned to reflect its flood status and limited growth opportunity.

Development outside the flood levee has additional flood controls that include floor levels raised above certain levels depending on the use – but above the FPL for residential. This can add significant cost to this development and if ground levels are changed it may affect flood conveyance and impact downstream properties.

As flood levees only protect limited urban land up to the FPL, we strongly suggest that this land is used efficiently, particularly if Council wants to encourage significant growth at the lowest development cost. Extending the levee system would likely require comprehensive flood modelling to avoid downstream impacts and may come at a significant economic & environmental cost so it is not the preferred solution in the short-to-medium term but may be required if higher growth rates are achieved.

**4. OTHER OPPORTUNITIES/CONSTRAINTS**

**4.1. Crown Lands / LALC / Native Title**

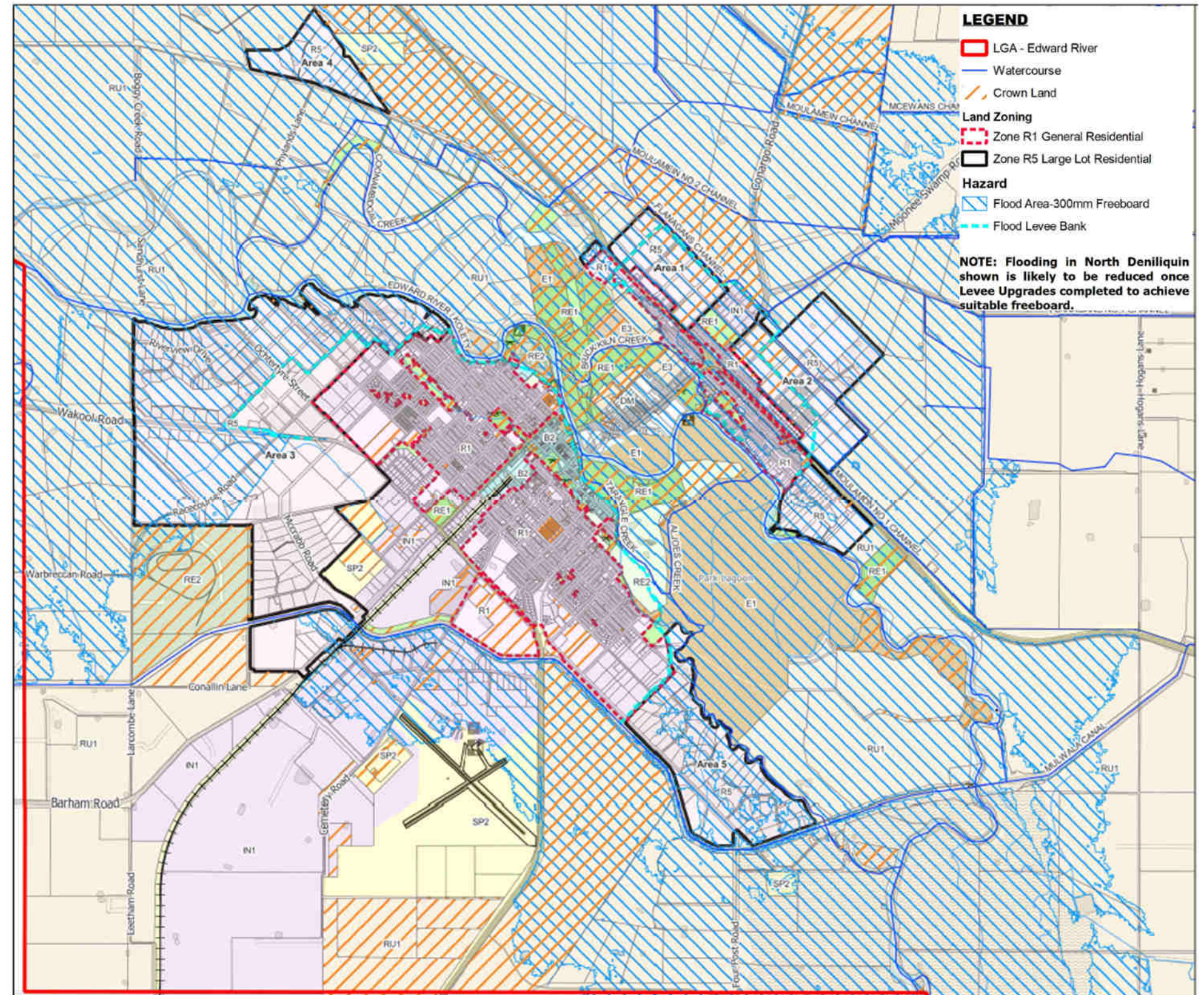
It is important to note that there are considerable lands that are Crown Lands (NSW government) many of which are reserves run by Council. Some Crown lands are ideally located for redevelopment. However, Crown lands are often constrained by sensitive environmental areas, native title applications, and there are likely to be significant delays in releasing this land for private development. They may, however, be suitable for public infrastructure and long-term leases.

There are also significant holdings by the Local Aboriginal Land Council (LALC), particularly in North Deniliquin and along Ochtertyre St. Further

consultation is required with this important land owner to see if they would be willing to develop or sell their land – but it is assumed in the short-term redevelopment is a lower probability.

**Note:** Once the North Deniliquin Levee Project is complete it is expected most of the North Deniliquin urban land will be suitably flood protected.

Figure 4: Current Flood Planning Area (300mm freeboard) and impact on existing zoned land use areas.



#### 4.2. Deniliquin Airport & Emergency Infrastructure

Deniliquin has the only airport in the Shire and surrounding area (though there is a grass aerodrome at Echuca).

It is owned and maintained by Council. It is an active airport and appears to be currently used for charter flights, some limited freight (e.g. Wettenhall Air Services), agricultural support (e.g., crop spraying); aircraft enthusiasts, and possibly emergency services with a small terminal and range of hangars.

It has a sealed 30m\*1219m runway (currently undergoing minor extension & reseal) and a natural 1487m runway. Current plans are to further extend the existing sealed runway to 1500-1600m subject to land acquisition.

There is a master plan in the DCP (see Industrial Section – Area A7 below for more details) for sealed runway duplication and extension to 2000m in the long-term to be able to support up to 737 aircraft for freight delivery. Recent business case studies suggest this is not viable at this time but this does not mean that the future potential should not be protected – particularly if there is significant growth in use of the airport for passenger, freight & emergency services.

Planning controls may include both Obstacle Limitation Surface (OLS – building heights around airport) protections and noise contours for surrounding sensitive (e.g., residential) uses. These should be added to the DCP master plan and possibly the LEP.

There is currently no public passenger service – but Council is currently negotiating a trial service with Canberra and Wagga Wagga airports for a future connection (at feasibility stage).

A possible ‘sky-park’ with dwellings with private hangars (like Temora / Cowra) is being marketed to leverage the airport for aircraft enthusiasts but does not yet have development approval. There needs to be care to avoid ‘residential uses’ creating potential land use conflicts with both the airport and surrounding industrial development as the airport/ industrial operations need to be able to operate with limited restrictions in terms of hours/ noise etc that may not be compatible with residential amenity (though ‘sky-park’ owners may be more accepting of impacts).

Deniliquin is becoming a regionally significant centre for emergency services, including but not limited to:

- Emergency /Hospital (Town Centre - Multipurpose Health Centre – limited medical services);
- Police / Training Centre (Town Centre);
- NSW Fire & Rescue / Training Centre (Town Centre);
- Volunteer Rescue Association (VRA) – Deniliquin (Town Centre);
- NSW Ambulance Service (near Deniliquin Airport);
- Mid-Murray Rural Fire Service – Regional Fire Control Centre (Deniliquin Airport);
- NSW State Emergency Service (SES) (Deniliquin Airport);

- During the 2022 Flood – the Ute Muster Site was a major staging area for the Australian Army and Emergency Services response to floods across the Riverina/Murray area.

Several emergency services departments (offices and depots) are located at the Airport along Macknight Drive. The airport could potentially be leveraged as a regional emergency management service point with the airport as a staging ground.

Please see the *Commercial/Community* Section below for preliminary discussion about long-term relocation of the Deniliquin Hospital outside of the town centre and ideally outside the Probable Maximum Flood (PMF) to reactivate the riverfront.

There is an opportunity to not only host emergency services – but also to provide sites for scalable temporary & permanent accommodation for emergency services personnel and equipment storage during events.

Figure 5: Photos of Deniliquin Airport & associated emergency services & development proposals (Oct 2023).



#### TRANSPORT INFRASTRUCTURE (AIRPORT & EMERGENCY SERVICES):

Key ongoing goals for ERC & the community regarding Deniliquin Airport & Emergency Services may include:

- Update the master plan for the airport in the DCP to ensure appropriate long-term protections and facilitate development;
- Protect the existing airport infrastructure from potentially conflicting development including clear controls & mapping of the Obstacle Limitation Surface (OLS) & residential noise contours (ANEF) based on a projected growth in air traffic;
- Continue to expand & upgrade the existing sealed runway for slightly larger aircraft;
- Continue to encourage the area along Macknight Drive as an Emergency Services Precinct for regional servicing & disaster response;
- Provide a road connection between Macknight Drive and Saleyards Road via Wright Bros Drive or nearby for alternative access and to open-up industrial land north of the airport;
- Review the business case & seek development approval for a Skypark (residential with aircraft hangars) along Macknight Drive and ensure it does not conflict with the airport masterplan, emergency services precinct, and industrial precinct.



4.3. Reticulated Sewer

4.3.1. IWCM

Council has prepared a DRAFT *Integrated Water Cycle Management (IWCM) Issues Paper & Strategy* that reviews the capacity of the existing sewerage system including the STP. Some key points from this are summarised below.

4.3.2. Existing Infrastructure

Deniliquin is the only settlement in the Shire that has a reticulated sewage system and treatment plant.

Council’s website states that the town of Deniliquin has over 108 kilometres of sewer mains and reticulation and more than 1300 other forms of sewer assets (including treatment plant, pump stations, valves, and manholes) – see Figure opposite for layout.

Wastewater from a household goes into the gravity sewer system and flows to the nearest pumping station. The pumping stations then pump the wastewater to the Sewage Treatment Plant (STP) in Calimo Street. This is a conventional treatment facility using: grit settling; clarification; filtration; and oxidation. Currently, effluent water is distributed to holding ponds (shown as ‘sewerage asset areas’ in the Figure above) and then to a limited number of farms for irrigation.

4.3.3. Existing STP (Constraints)

The current Sewage Treatment Plant (STP) was built in 1939 and had its last major upgrade in the early 1970s. There are concerns about the effluent quality and potential future exceedances of EPA licence limits. The STP has a theoretical capacity of 12,000 people but load issues may suggest it is already at or near capacity so it would require significant upgrades for ongoing use and to support additional growth. Council understands the current Site is not ideal in terms of potential land use conflict and other environmental risks in event of a failure. Council understands they will need to invest to extend the life of the existing STP by at least 10 years and seek funding to build a new STP.

4.3.4. Projected Growth (Constraint)

The IWCM has projected growth in sewerage demand to 2051 (see Figure opposite) based on a residential growth rate of only 0.24% and non-residential rate of only 0.59% roughly in line with the **Conservative Growth Rate** in this Strategy and higher than the NSW Government projections. However, there would need to be a significant re-prioritisation of sewer infrastructure to address the **Interim & Aspirational Growth Rates**. Therefore, it is suggested the existing STP does not have capacity for the projected growth rates without significant reinvestment and may have too many limitations for the required upgrades to be sustainable (based on the conclusions of the IWCM).

Figure 6: Deniliquin sewer network (IWCM Issues Paper Draft Figure.11) with existing & possible future new STP Site.

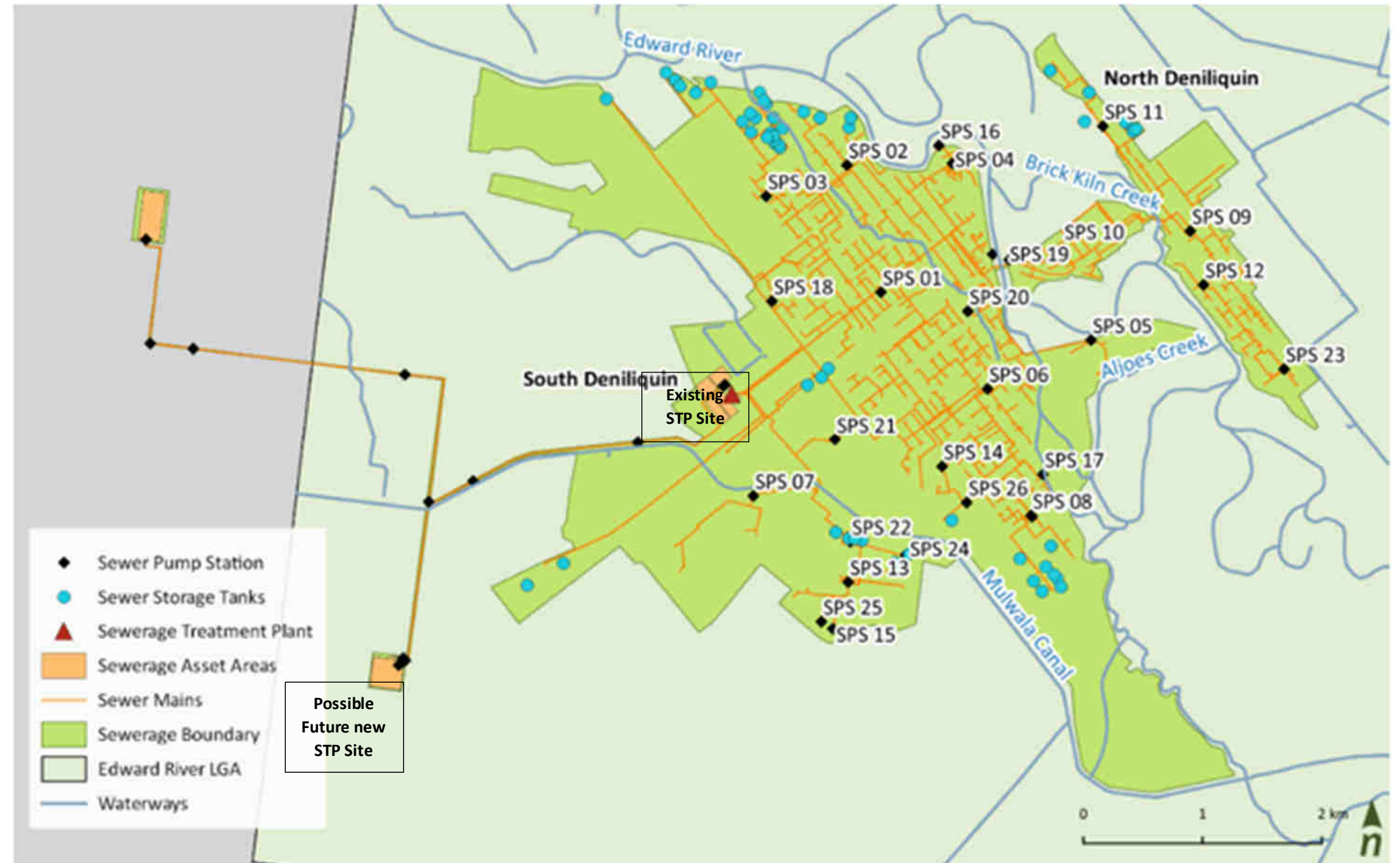


Figure 7: Deniliquin sewerage demand projection to 2051 (IWCM Issues Paper Draft Table.30).

Sewerage scheme	Forecast serviced population					Assumed growth rate (%/annum)
	2020/2021	2026	2031	2041	2051	
Residential connected properties	2,552	2,582	2,613	2,675	2,739	0.24%
Non-residential connected properties	454	468	482	511	542	0.59%

#### 4.3.5. New STP (Opportunity)

The IWCM considers the construction of a new STP in the south-western corner of the Shire (corner Barham and Leetham Roads shown in Figure above in Orange as Sewerage Asset Area).

Council have already constructed a storage dam in the new location connected to the existing STP. The IWCM states that relocation of the STP was central to all their key scenarios/options and a high-priority. The new modern STP would have a capacity of 12,000 but ability for capacity to increase as it is not pond dependent and is modular.

This would eventually allow the removal of the existing STP from the urban area and free up that land for other development (possibly industrial growth). It would also result in more sustainable new infrastructure with ability to meet growth requirements, possibly at a lower maintenance cost.

#### 4.3.6. New STP Funding (Constraint)

However, recently the NSW Government has changed their methodology for funding new STPs and funding is only available for Level 1 Risk STPs – whereas the existing STP is currently deemed risk-level 5 (low).

Therefore, there is no identified funding for the new STP and this is a major constraint. Council would need to either lobby the NSW Government for a change in the risk-level or change in methodology to determine risk OR seek alternate methods of funding for the new STP.

#### 4.3.7. Pump Stations (Constraint)

Another issue is that due to the very flat ground levels in Deniliquin, it is difficult to get sewer to gravity feed to existing pump stations and there are very few pump stations within reach of potential growth areas to the north-west and south-east in the existing urban residential area or future industrial areas. Sewer pump stations may only have a catchment of 600-800m without increasing depth of sewer mains below 4-5m.

Therefore, it is critical that a network of sewer pump stations are planned, costed, and funded in key growth areas to facilitate development in a logical manner.

#### 4.3.8. Contributions (Constraint)

As there is no existing Contributions Scheme for Council to capture a portion of costs of infrastructure upgrades from each development, it is the responsibility of each developer to provide the necessary infrastructure for each development. As highlighted in *Chapter 1 - Planning Control Amendments* there appears to be a strong need for a contributions scheme to enable appropriate infrastructure. For example:

- a) Due to the high up-front cost for a developer to provide a new pumping station and most subdivisions being only small-scale (2-3 lots) there is pressure on Council to approve low-pressure sewer systems with macerators/pumps on individual sites pumping back to existing pump stations. These have significant ongoing costs and lower reliability and pipe lines have limited capacity for growth.
- b) Due to a lack of infrastructure and cost-sensitive development even larger developments (e.g. Big4 Caravan Park / 57 Lot Subdivision Sloane St / Northern industrial area) have been approved with low-pressure systems (this is not a criticism but a recognition of the competing cost issues for development).

If this pattern continues it means that the 'back-bone' infrastructure to support growth is not present and it either pushes the cost 'down-the-road' to the next developer (with an increasingly smaller pool of funding) or results in less-efficient solutions such as low-pressure pumps that have less capacity to support growth.

This will increasingly:

- a) limit efficient urban residential and serviced industrial growth across Deniliquin,
- b) result in less-efficient development and higher consumption of land,
- c) result in less logical extensions of utilities and potentially higher costs for expanding infrastructure,
- d) impact the feasibility for developers,
- e) increase the overall cost of development so it is less affordable, and
- f) most likely reduce growth and some of the key factors that would attract people/new development to ERC/Deniliquin.

**4.4. Potable - Reticulated Water**

**4.4.1. IWCM**

Council has prepared a DRAFT *Integrated Water Cycle Management (IWCM) Issues Paper & Strategy* that reviews the capacity of the existing sewerage system including the STP. Some key points from this are summarised below.

**4.4.2. Existing Infrastructure**

Council’s websites notes that the town of Deniliquin owns over 115 kilometres of water mains, and more than 5500 other forms of water assets (including Treatment Plant, reservoirs, hydrants, valves, and meters). There are several storage tanks/reservoirs around Deniliquin to provide head pressure.

The Water Treatment Plant (WTP) is situated in Lloyd Lane to the south-east of Deniliquin. Water is pumped from the Edward River approximately 1.8 kilometres to the WTP. The facility uses the conventional treatment processes of:

- Flocculation (make the coagulation process more efficient);
- Coagulation (to bind dirt particles together and make them easier to filter);
- Filtration (removal of dirt particles);
- Chlorination (to kill bacteria);
- Fluoridation (to improve tooth health in Deniliquin); and
- Addition of Powder Activated Carbon (to treat taste and odour issues).

**4.4.3. Water Supply**

There are three catchments for the Edward River water supply including the Edward River (primary), a stand-alone bore site, and the Mulwala Canal (in emergency/drought only when water restrictions are level 3 or higher – though there have been no water saving programs recently applied).

Figure 8: Deniliquin water supply demand projection to 2051 (IWCM Issues Paper Draft Table.29).

Water supply scheme	Forecast serviced population					Assumed growth rate (%/annum)
	2020/2021	2026	2031	2041	2051	
Residential connected properties	3,038	3,047	3,056	3,075	3,093	0.06%
Non-residential connected properties	481	485	489	496	505	0.16%

**4.4.4. WTP Capacity (Constraint)**

The current WTP is an older style sand filtration plant with a capacity of 26ML/day with chlorination. It has recently had the pumps upgraded but they have been reduced to a rough capacity of 12,000 people. There are some potential fail points in system (e.g., the trickling filter). Please see the IWCM for other potential issues.

**4.4.5. Water Security (Constraint)**

There is also a risk that water security may become an increasing constraint in the future. This may not have previously arisen because calculations did not appropriately factor in higher growth figures (particularly at the **Interim or Aspirational Growth Rates** in this Strategy), climate change, environmental flow requirements in the Edward River, and reducing groundwater.

**4.4.6. Projected Growth (Constraint)**

The IWCM has projected growth in sewerage demand to 2051 (see Figure below) based on a residential growth rate of only 0.06% and non-residential rate of only 0.16%. Whilst this is still positive-growth compared to the NSW Government projections, both IWCM growth rates are well below even the **Conservative (Population) Growth Rate** in this Strategy. The current WTP capacity of 12,000 is still under the **Interim Growth Rate** and there would need to be a significant upgrade in infrastructure and water security to address the **Aspirational Growth Rate**. Therefore, whilst the existing WTP may be sufficient in the short-to-medium term to 12,000 people, it does not have capacity for higher projected growth rates.

**4.4.7. Raw Water (Opportunity)**

Ideally, only raw water should be used for non-potable uses such as irrigation etc. but currently treated water is used for irrigation for most recreation areas and private gardens. Anecdotally, there may have been an attempt by Council to provide dual-pipe raw water supply for this purpose but since then it has been converted to potable supply.

**4.4.8. Headworks Charges**

There was mention of the potential need for more guidelines on application of headwork charges for connection to the reticulated water system so that it is consistently applied to all development.

**SEWER & WATER INFRASTRUCTURE:** Key ongoing goals for ERC & the community regarding sewer & water infrastructure may include:

- a) Council should update and finalise the IWCM accounting for any agreed potential growth rates and other opportunities/constraints in this Strategy.
- b) Council should continue to work with the NSW Government using this Strategy and the IWCM to demonstrate the need for the new STP and some supporting infrastructure. This should aim for a reclassification of the risk-level of the existing infrastructure and demonstrate the business-case and improved efficiency/sustainability of the new STP. The design for the new STP should be prepared and costed.
- c) Water security should be recalculated based on higher growth rates to determine the risks of this being a limiting factor. Funding may need to be sought in the medium to longer term to increase the capacity of the WTP and storage infrastructure beyond 12,000 people.
- d) Council should prepare a Development Servicing Plan (DSP) for the necessary sewerage and water infrastructure and costings needed to supports the key growth areas identified in this Strategy out to 2051 – creating a transparent link to development costs. It may include nominal 600-800m radius areas for sewer pump stations.
- e) Council should prepare a supporting Contributions Plan to capture developer funding for new sewer, water & electricity infrastructure, clearly document justifications required for exemption or concessions (only in exceptional circumstances), and aim to facilitate logical and cost-effective extension of infrastructure at lowest cost to ratepayers.
- f) Council should review planning controls to look at incentives to partly offset the additional costs of connecting to reticulated sewer. This may include smaller lot sizes (Existing LEP already applies a Minimum Lot Size for Torrens Title Subdivision of 5,000m<sup>2</sup> / 0.5ha in most Zone R5 areas but this can be reduced if connected to reticulated sewer), increased yields, or concessions on other planning controls that do not significantly impact desired planning outcomes.
- g) Council should continue to look at ways to reduce consumption of potable (treated) water supplies and raw water to improve sustainability. This may include increased use of raw water for irrigation to reduce WTP demand and increased use of water saving programs beyond BASIX requirements. Ideally, this is not at the cost of well-maintained and watered recreation and public spaces and private gardens using less water intensive species.
- h) When upgrading infrastructure, Council should continue to look for opportunities for recycling of waste water and re-use in suitable/safe applications – especially where in the longer-term it reduces the cost to ratepayers e.g., irrigating recreation areas etc.

## 5. INDUSTRIAL LAND USE

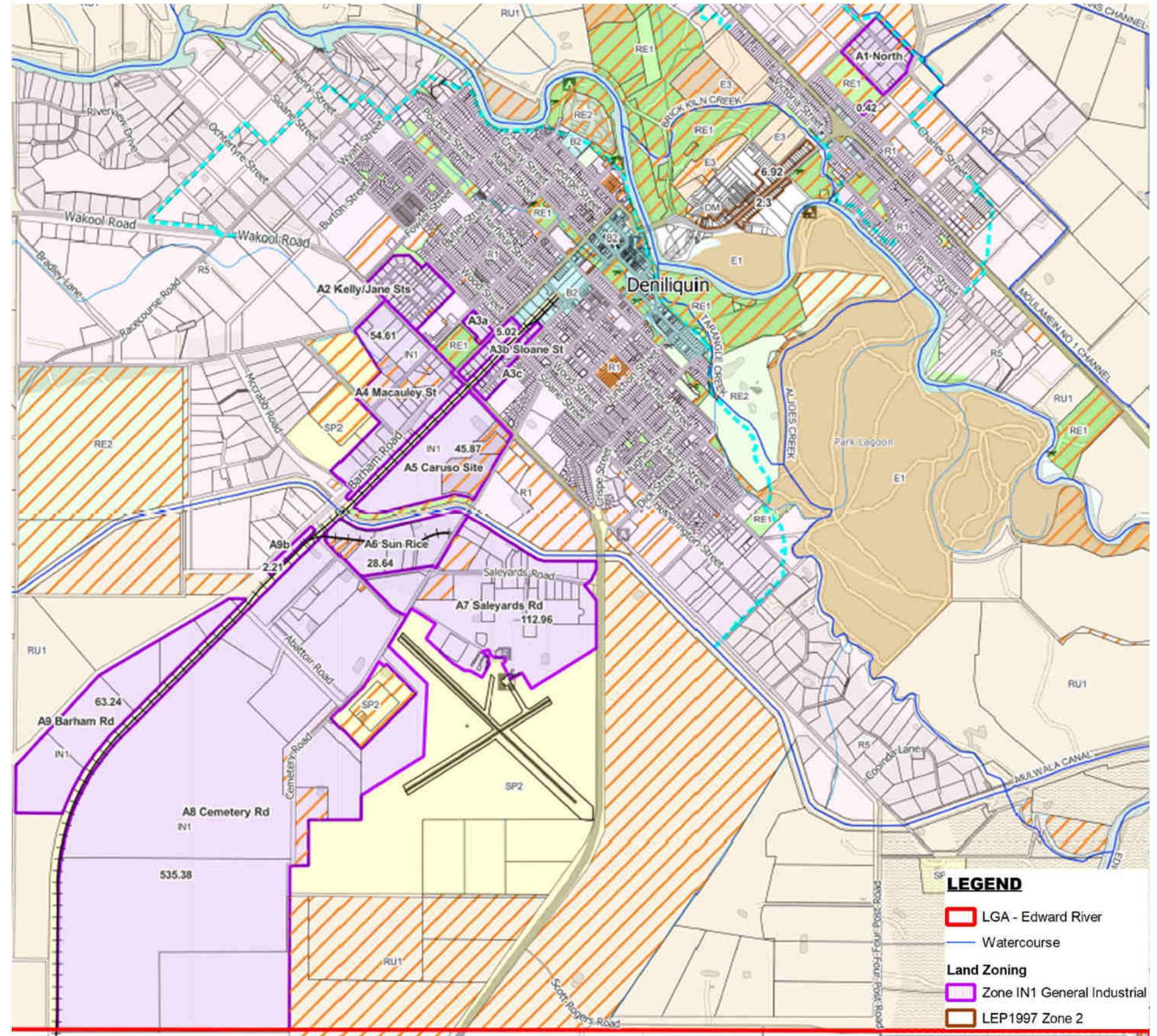
### 5.1. Zone IN1 Industrial Areas - Existing Supply

Excluding permissible industries in the rural, business, village and residential zones, most industrial activity is supported by Zone IN1 General Industrial that is only located in Deniliquin. Please note that there is a historic industrial area along Davidson St of up to ~9.2ha with some limited growth with existing use rights as it is in the process of changing zoning due to being flood prone land. The key sub-areas are shown on the Figure above with a calculation of Zone R1 General Industrial areas in the table below (note the sub-area boundaries may be different to HillPDA study below).

Figure 9: Table summarising key industrial sub-areas (hectares) in Deniliquin within Zone IN1 General Industrial.

Area	Location (around)	Area (ha)	Lot Size Range (ha)	Broad Comment on Level of Development/Vacancy
A1	North Deniliquin / Augustus St	15.40	Small 0.08-1.0 (average 0.6ha)	~29 Lots – Limited lots vacant or under-utilised.
A2	Kelly & Jane Sts	17.97	Small 0.18 to 0.7 (average 0.2ha)	~59 Lots – Limited lots vacant or under-utilised
A3	Sloane St / Hardinge St / Napier St	13.17	Small 0.09 to 1.47 (average 0.2ha)	~38 Lots – Some limited lots vacant or under-utilised (particularly along Napier St & Wood St)
A4	Macauley St	54.61	Medium 0.12-3.2 (average 1.0ha)	~40 Lots – Some vacant or under-utilised
A5	Caruso Site / Ochtertyre St	*32.42	Large 32.4ha	1 Lot (*excluding Sports Centre/Rugby land) – currently Energy Connect storage but significant potential
A6	Sun Rice Site	28.64	Medium 0.44-5.35 (average 2.3ha)	~11 Lots - Site is occupied by Sun Rice with limited capacity for expansion
A7	Saleyards Rd (east)	112.96	Mix med. to large	Vacancy primarily towards airport with some recent subdivision.
A8	Cemetery Rd (south of Ricemill Rd)	535.38	Large lots/holdings	High degree of vacancy or under-utilised land though GrainCorp & current agricultural uses.
A9	Barham Rd (south)	65.45	Medium to large lots	Some housing & small scale industrial but under-utilised.
	<b>Total</b>	<b>875.58</b>		Includes roads but excludes Sports Centre/Rotary Park

Figure 10: Deniliquin Zone IN1 General Industrial Sub-Areas (ha).



**5.2. Strategic Planning Policy**

There are several strategic planning policies that are most relevant to industrial land use in and around Deniliquin as set out below. This report agrees with and demonstrates consistency with those strategic directions except for minor modifications to local studies set out in this report.

The aim of our Report is not to duplicate this work and background but briefly summarise the key points and build on it (possible amendments) to cater for the broader growth scenarios. Key points are reiterated throughout this chapter.

**5.2.1. DPE (Jan 2023) Riverina Murray Regional Plan 2041**

The DPE (Jan 2023) **Riverina Murray Regional Plan 2041** (Regional Plan) is a regional-level plan that provides high-level objectives for the region and its local government areas and a link to NSW State Policy.

Relevant objectives include, but are not limited to: *Part 3 Economy Objective 14: Protecting and promoting industrial and manufacturing land* including the following Strategies:

- |  |
|--|
| <p><b>Strategy 14.1:</b> Local strategic planning statements will:</p> <ul style="list-style-type: none"> <li>include an overview of the LGA’s key industrial land areas, industries (including major employers) and location and significance of strategic assets (such as supply and distribution chain infrastructure, key freight routes, supporting services and natural attributes)</li> <li>recognise trends and opportunities for industrial and/or employment land uses</li> <li>commit to preparing or updating local strategies for industrial and/or employment land.</li> </ul>   |
| <p><b>Strategy 14.2:</b> Strategic planning for existing employment lands and new opportunities will:</p> <ul style="list-style-type: none"> <li>locate new industrial land in areas accessible to inter-regional networks or in areas that could allow rail transport, unencumbered by natural hazards or environmental constraints while accessible to businesses and communities</li> <li>provide flexible and simplified planning controls that support the changing needs of industry, emerging industries and diversification, adaptation and innovation</li> <li>provide for the supply of diverse industrial land to meet the changing demands of industry</li> <li>encourage co-location and clustering of compatible industries to improve efficiencies and productivity, reduce land use conflict, maximise infrastructure investment and capitalise on supply networks</li> <li>drive competitive advantage by leveraging strengths, assets and attributes while maintaining integrity of existing industrial precincts</li> <li>investigate bespoke industrial precinct planning using targeted responses.</li> </ul> |
| <p><b>Strategy 14.3:</b> Strategic and statutory planning will protect industrial land from potential land use conflicts arising from inappropriate and incompatible surrounding land uses.</p>  |

**5.2.2. ERC (Feb 2020) Local Strategic Planning Statement (LSPS)**

This includes, but is not limited to: **Planning Priority 2: Industry:**

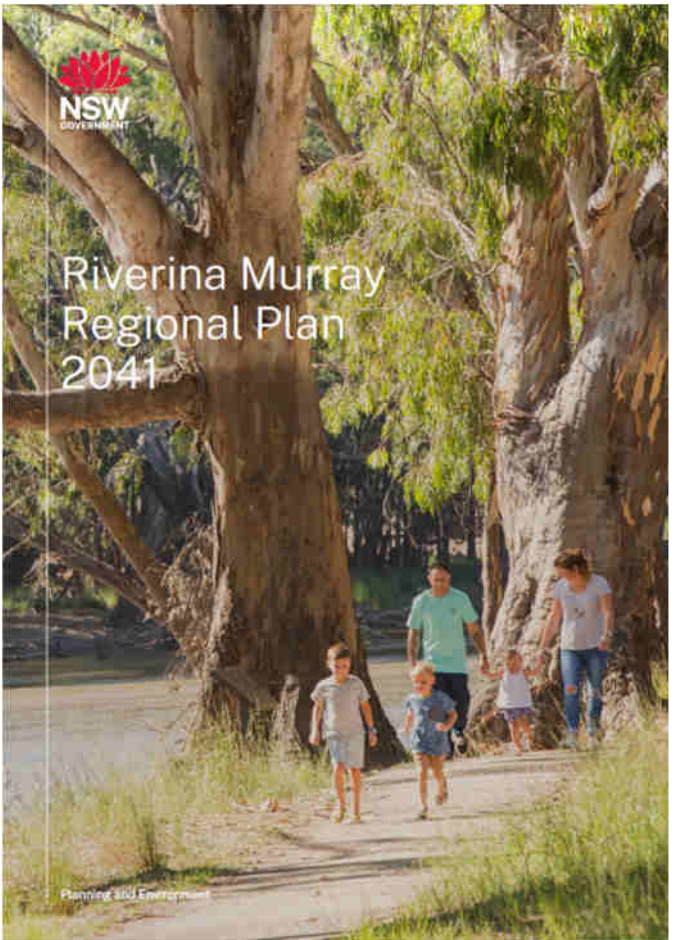
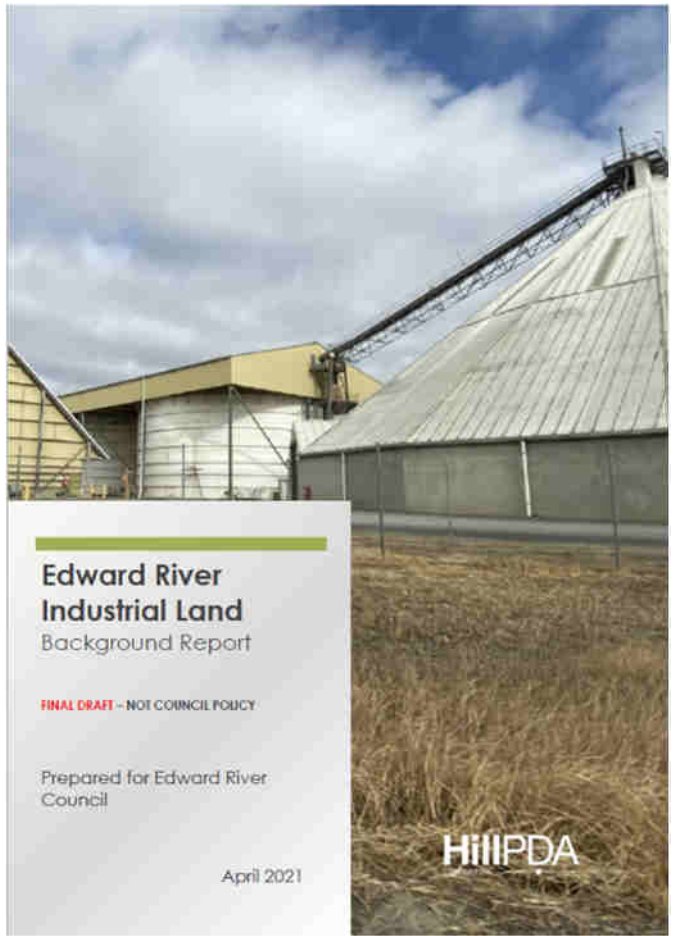
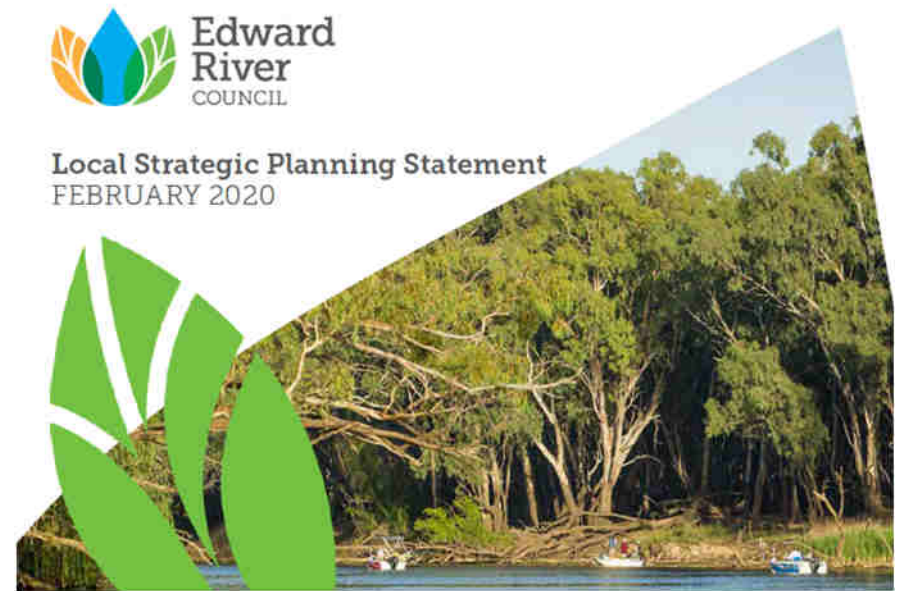
- Support existing industrial land uses and precincts for freight and logistics, industry, warehousing and similar activities in locations that minimise amenity impacts.
- Investigate opportunities for the expansion of existing and new industrial precincts in our townships that do not impact on residents.
- Encourage the co-location of complementary industry alongside agricultural enterprises that enhance the efficiency of the agricultural land use.

**5.2.3. HillPDA (April 2021) Edward River – Industrial Land – Background Report**

The most detailed industrial analysis for Deniliquin is the HillPDA (April 2021) **Edward River – Industrial Land – Background Report** (HillPDA Report) that reviews the key existing industrial precincts, their opportunities and constraints, and some supply and demand.

This Strategy/ **Growth Strategy 2050** seeks to update the HillPDA Report with some additional suggestions and growth areas, particularly for longer-term aspirational growth.

Figure 11: Key strategic planning policies relevant to industrial land uses in Deniliquin.



**5.3. HillPDA Report - Key Principles**

This report supports the principles and strategic directions set out in the Hill PDA Report and summarised/copied below.

Figure 12: Principles contributing to the suitability of land for employment uses/growth (HillPDA (2021) p.57).

The HillPDA recommendations below that this report **modifies** includes:

- Rezoning of land along Davidson St that will not be included in Zone B6 Enterprise Corridor.
- Release of industrial land along Ochertyre St (as this is set aside for urban residential development in this Strategy).

Figure 13: Strategic directions to guide development of employment lands (HillPDA (2021) p.10).

<p><b>People – diverse opportunities for employment and learning</b></p>	<p><b>Land – adequate, appropriate and long term supply of land</b></p>	<p><b>Built form – suitable space that meets current and future needs</b></p>
 <ul style="list-style-type: none"> <li>• The proximity of a skilled and available local workforce</li> <li>• Provides for a diversity of employment opportunity including part-time, full time or casual work</li> <li>• Opportunities for further education and up-skilling including the availability and accessibility of suitable educational institutions, training courses and apprenticeship programs in the LGA.</li> </ul>	 <ul style="list-style-type: none"> <li>• The quantum of land or space available for rent/purchase on the market at any given time</li> <li>• A suitable pipeline of appropriately zoned land to meet current and future requirements</li> <li>• Land constraints can be feasibly addressed</li> <li>• Affordability of land from a sale and rent perspective</li> <li>• The scale of sites is suitable for the needs of a given industry.</li> </ul>	 <ul style="list-style-type: none"> <li>• Flexibility and adaptability in planning controls</li> <li>• Incentives for new industrial development to meet current and future needs</li> <li>• Appropriateness of zoning and planning controls to facilitate the business requirements.</li> </ul>
<p><b>Infrastructure –is aligned with current need and future growth</b></p>	<p><b>Economic – a sustainable and productive long-term economy</b></p>	<p><b>Place – an attractive place of employment</b></p>
 <ul style="list-style-type: none"> <li>• Appropriate and available water and wastewater services, sewerage and electricity</li> <li>• Appropriate road classification for vehicle movement</li> </ul>	 <ul style="list-style-type: none"> <li>• Opportunity to cluster and agglomerate</li> <li>• Opportunity to leverage available infrastructure and industries</li> <li>• Number and types of competing businesses and centres either to support clustering opportunity or influence demand.</li> </ul>	 <ul style="list-style-type: none"> <li>• The appeal of social infrastructure and networking services to attract and retain employees to the LGA</li> <li>• An attractive and safe urban environment</li> <li>• Affordability and suitability of residential accommodation within reasonable proximity of employment</li> <li>• The proximity and access to support services such as local shops, entertainment, childcare, schools, doctors etc.</li> </ul>

**Delivering employment lands for a sustainable future will require some decisive actions by Council. Five strategic directions have been identified to guide the supply, development and utilisation of employment lands in Edward River LGA.**

<p><b>1</b></p>	<p><b>Promote that Edward River is ‘open for business.’</b></p> <ol style="list-style-type: none"> <li>1. Consider the development of an industrial investment prospectus</li> <li>2. Fast-track industrial development applications and processes</li> <li>3. Work with proponents to resolve development issues early</li> <li>4. Develop and maintain a local industry capability database</li> <li>5. Host and support local industry capability building workshops</li> <li>6. Develop a standalone ‘business and industry’ tab on the Council’s website.</li> </ol>
<p><b>2</b></p>	<p><b>Target key industries for attraction and expansion</b></p> <ol style="list-style-type: none"> <li>1. Target industries including manufacturing, renewables, heavy and ‘dirty’ industry, aviation, agri-business and transport, logistics and warehousing</li> <li>2. Undertake key industry engagement</li> <li>3. Identify external industry forums and trade shows to represent and promote Edward River</li> <li>4. Facilitate connections and partnerships with TAFE NSW, high schools and local businesses</li> <li>5. Actively promote business support services</li> <li>6. Advocate for improvements in the allocation of water for farmers and industry</li> <li>7. Develop a fact sheet to inform businesses and potential investors on water allocation options in Edward River</li> <li>8. Encourage local makers and creators in the LGA to enhance productivity and become small-scale start-up businesses.</li> </ol>
<p><b>3</b></p>	<p><b>Secure a pipeline of employment land</b></p> <ol style="list-style-type: none"> <li>1. Consider rezoning the land in the River precinct to B6 Enterprise Corridor</li> <li>2. Consider releasing more land to the north of the existing South Precinct along Ochertyre Street</li> <li>3. Consider releasing more land to the east of the current North Precinct</li> <li>4. Consider developing a land register of existing property owners interested in selling land for industrial purposes</li> <li>5. Consider reviewing and updating LEP planning permissibility tables</li> <li>6. Consider amending the development control plan to streamline controls and reduce complexity</li> <li>7. Consider developing a detailed infrastructure program that establishes timeframes and feasibility for trunk infrastructure delivery</li> <li>8. Consider developing an early infrastructure delivery policy.</li> </ol>
<p><b>4</b></p>	<p><b>Provide development support and partnership opportunities</b></p> <ol style="list-style-type: none"> <li>1. Prepare a development application template</li> <li>2. Utilise an independent development assessment officer</li> <li>3. Prepare a register of local consultants</li> <li>4. Consider opportunities to enter into joint ventures with potential industrial developers</li> <li>5. Establish a business assistance program that actively supports businesses to navigate the legislative, business and planning framework.</li> </ol>

### 5.4. Precinct Overview – Usage, Servicing, Lot Size, Ownership & Suitability

Whilst the HillPDA report defines slightly different precinct areas - their analysis of servicing, lot size, and precinct suitability below is still relevant as an overarching review of the key existing industrial areas and is unlikely to have significantly changed since 2021.

It is important to note that in DLEP2013 there is no minimum lot size for Torrens Title subdivision in Zone IN1 General Industrial. This means that lot size is largely market driven and subject to merit assessment based on site constraints.

The market seems to have responded with a reasonable mix of lot sizes across Deniliquin with smaller lots naturally occurring closer to the town centre/existing utilities and larger lots limited to larger holdings to the south. As a result, there appears to be no current need to control the minimum lot size.

However, it may be necessary to structure plan some of the key sites to ensure that land is developed efficiently, there is appropriate road connectivity and ease-of-servicing, and it incorporates suitable buffers to manage any potential land use conflicts.

Figure 15: Usage breakdown for key industrial precincts (HillPDA (2021) Figure.14).

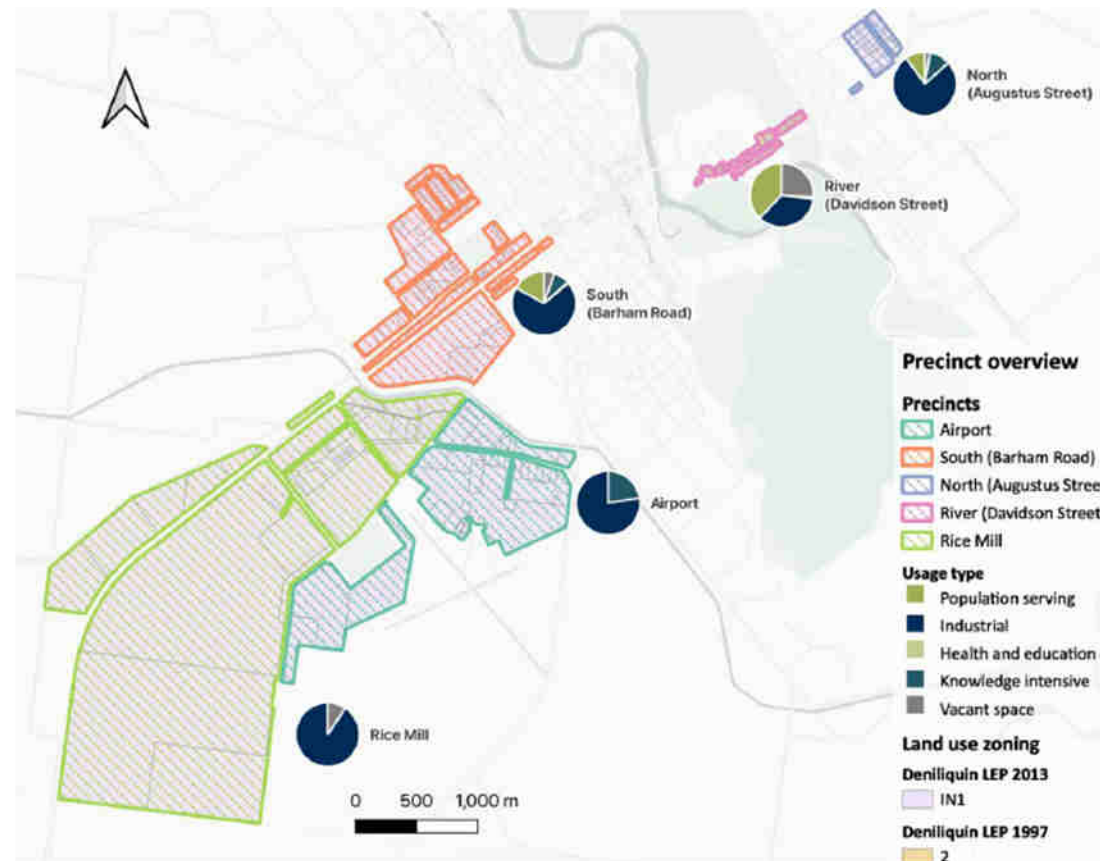


Figure 145: Serviced & 'unserviced' industrial land in each Precinct (HillPDA (2021) Figure.15).

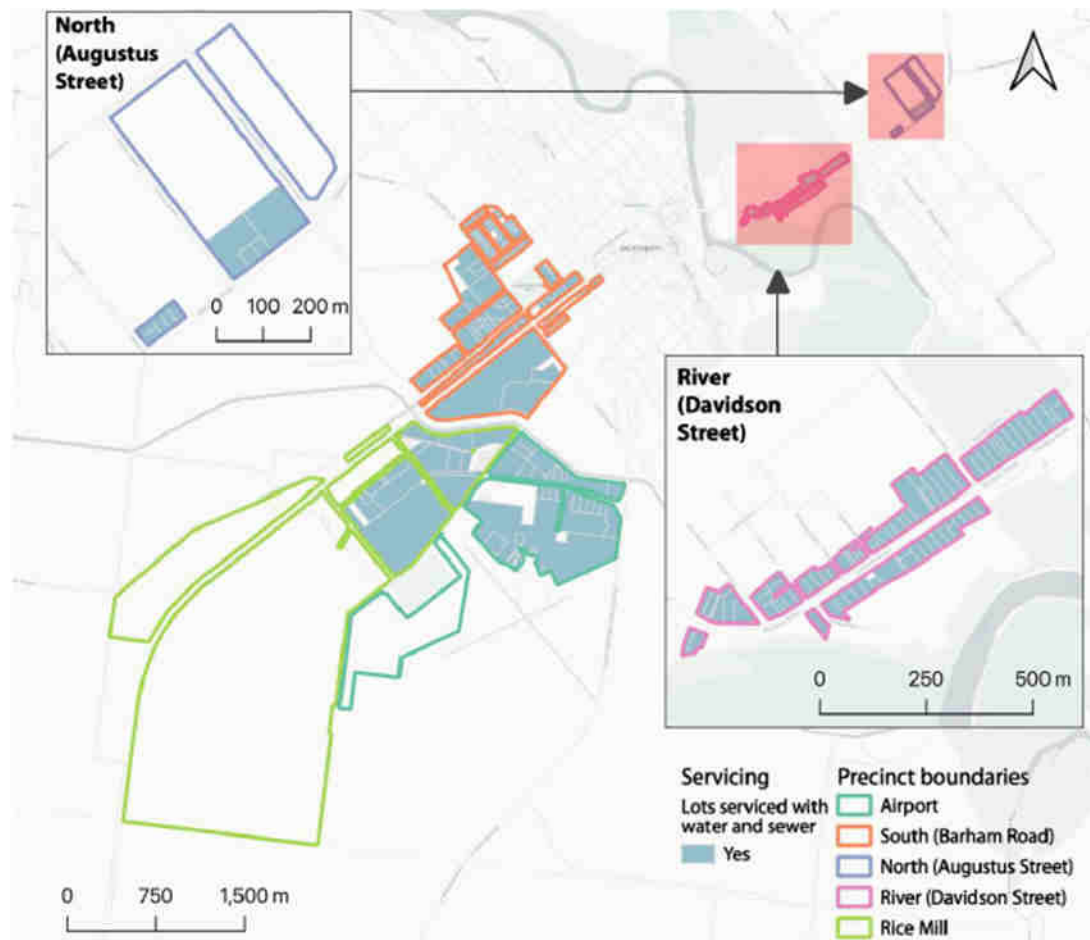


Figure 176: Lot size of industrial zoned land in each Precinct (HillPDA (2021) Figure.16).

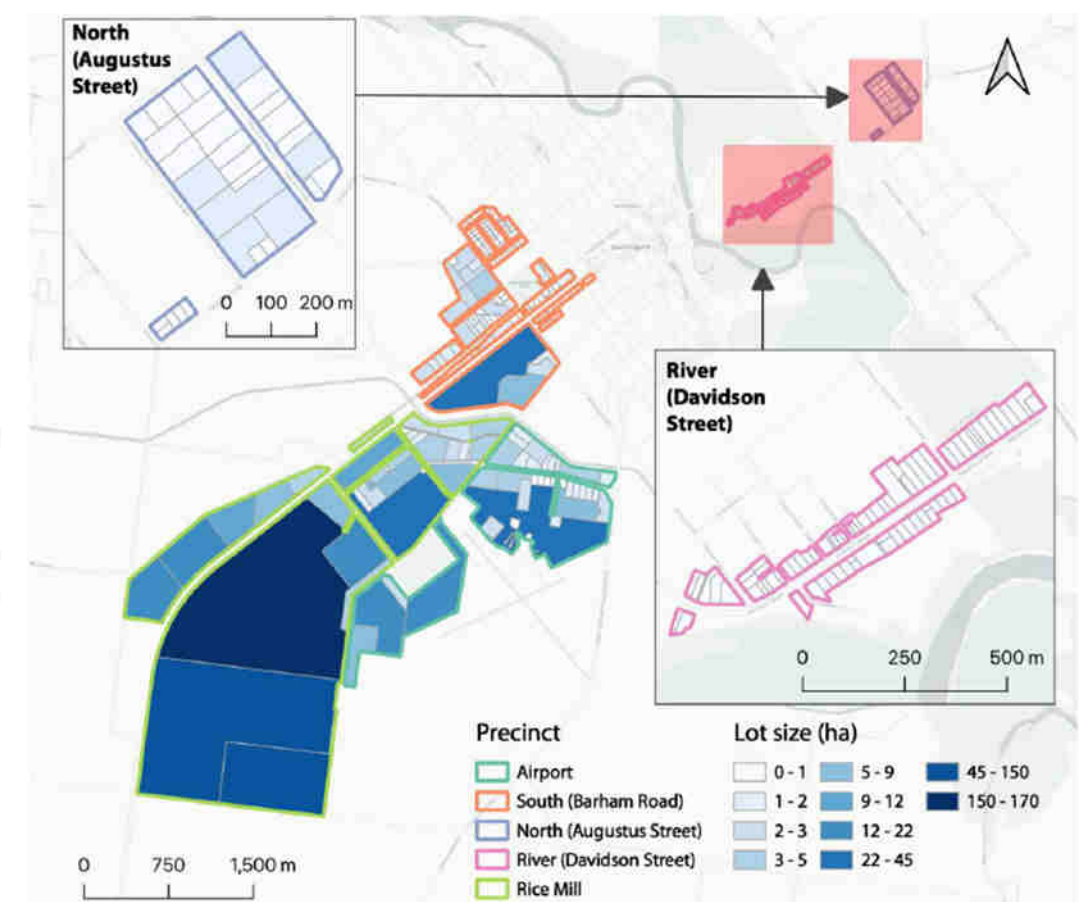
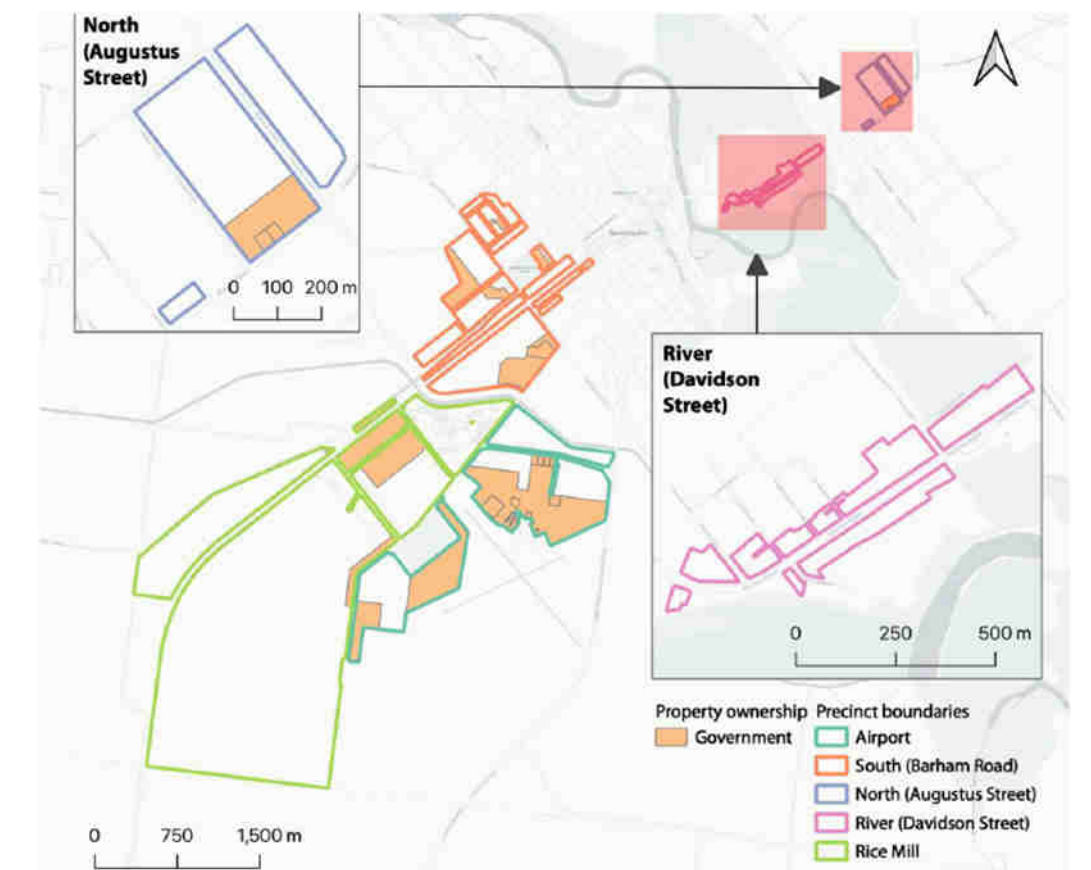


Figure 167: Government & Local Aboriginal Land Council (LALC) land ownership (HillPDA (2021) Figure.17).



## 5.5. Key Opportunities & Constraints

### 5.5.1. Opportunities & Strengths

Some potential opportunities/strengths for industrial land use retention and growth may include:

- a) **Connectivity & Logistics** (HillPDA) – Deniliquin’s location at key road highway junctions & alternate route to the Newell Highway to Bendigo; Road train logistics near Victoria; Opportunity for a regionally significant intermodal terminal that utilises the Deniliquin railhead (subject to freight volume). These all create opportunities for Deniliquin to become a larger transport and logistics hub for south-western NSW and into northern Victoria.
- b) **Regional Centre** (HillPDA) – Deniliquin is not only a service centre for all the ERC but it also has the highest concentration of jobs throughout much of south-western NSW so it acts as a significant centre for the region (noting that most of the region seeks higher level services in Victoria).
- c) **Zoned Industrial Land** – Perhaps one of ERC/Deniliquin’s greatest opportunities is that it already has over 870 hectares of relatively unconstrained Zone IN1 General Industrial land situated mostly to the south of Deniliquin on relatively unconstrained land with benefits that include, but are not limited to:
  - a. Existing Zone IN1 General Industrial avoids the significant cost & delay of rezoning land and is a broad zone with wide range of land use permissibility – from light to heavy industry;
  - b. Largely OUTSIDE THE FLOOD PLANNING AREA;
  - c. Very flat land suited to large format buildings;
  - d. On or near the Cobb Highway and an operation rail line and existing rail sidings for freight movement;
  - e. On or near a fully operation airport with emergency services precinct;
  - f. Includes some large anchor businesses such as Sun Rice & GrainCorp;
  - g. Includes a strong local manufacturing sector;
  - h. A variety of lot sizes and a significant area of vacant or under-utilised land;
  - i. It is relatively well serviced, at least in the north of the industrial area;
  - j. Limited land owners;
  - k. Very little native vegetation constraints;
  - l. Limited encroachment by sensitive (residential) land uses;
  - m. Potential to expand to the south for future growth to the LGA boundary.
- d) **Land Use Conflict:** A key principle in this report is to continue to maintain a clear separation between industrial and residential existing and future growth areas to ensure a wider range of industrial

uses can be supported with the least constraints to their operations (with normal environmental protections). Whilst some modern industries may have low impacts and may be permissible closer to dwellings – a key advantage for Deniliquin is that it can potentially attract higher impact or more intensive industries not suited to other LGAs.

- e) **High Containment** (HillPDA/AEC) – There is a high proportion of the local workforce that is employed locally suggesting a strong connection between employment and supporting liveability factors.
- f) **Socio-Economic Factors** (HillPDA) – Whilst there has been population decline in ERC, compared to the rest of the region it has a strong Gross Regional Product (GRP), good workforce /low dependency ratio, good incomes, low unemployment rate, and affordable housing (though it is facing cost increases the same as everywhere and regional costs can be higher than larger centres).
- g) **Agribusiness** (HillPDA) – Agriculture will continue to be one of the key drivers for ERC though it may decline in percentage over time. Deniliquin is already a centre for agribusiness and value-add production including Sun Rice. If agriculture adapts then new agribusiness industries may evolve such as cotton gins factories.

Figure 18: Photo of Sun Rice facility (October 2023).



- h) **Manufacturing & Construction** (HillPDA) – Deniliquin already has a reasonably large manufacturing and construction industry for its population that services agriculture, agribusiness, and the transport industry etc. With increasing cost of land in larger centres it may be well placed to grow this sector if there are suitably qualified employees, infrastructure & housing.
- i) **Service Sector** (HillPDA) – While the population servicing sector has declined – this can be largely attributed to the retail sector and some falls in manufacturing/wholesale trade – with most other industries experiencing growth including mining, technical services, and utility/waste services.

- j) **Education & Training** – The potential to grow regional training & education – particularly in the industrial sector – with increases in technology and mechanisation – may partner with and feed into local industry and agribusiness and improve access to suitably qualified employees and their retention in the community.
- k) **Emergency Services** – Deniliquin is already a regional hub for emergency services including a hospital and regional RFS facility. It has potential to leverage this with a special precinct near the airport.
- l) **Airport/Aviation** (HillPDA) – Advantages in air space and lower maintenance costs to grow aviation including pilot training facilities, agricultural support, freight movement, charter flights, hopefully a trial for passenger services, and a potential ‘Skypark’ residential/hanger facility.
- m) **Renewable Energy Support Zone** (HillPDA) – With growth in the SW REZ and renewable energy projects around the Shire there is a demand for storage and logistic areas (like the Caruso Site used for Energy Connect), support industries during construction & fabrication phases, and temporary workers camps where there are services/facilities. In addition, renewable energy generation could be used to offset energy-intensive industries and improve global access with sustainable branding of products. There are large shed roof areas available to local/medium scale generation (particularly if used on-site) subject to sufficient electricity infrastructure. Changing demand in electricity is also requiring significant electricity infrastructure upgrades with employment opportunities.
- n) **Waste Management** (HillPDA) – There is continuing growth in the need to process and reclaim/recycle valuable byproducts from waste streams. This would combine well with the connectivity & logistics strengths. This could include biomass generators and a new Sewage Treatment Plant (STP) and potential waste recycling facilities.

### 5.5.2. Constraints & Challenges

Some potential constraints/challenges to industrial land use retention and growth may include:

- a) **Water Security** (HillPDA) – reduced water allocations for agriculture and large industrial water consumers combined with climate change, is likely to impact on rural industries and have flow-on effects for support industries in the region.
- b) **Declining Industries** (HillPDA) – There is decline in employment across key sectors including agriculture, retail, wholesale, and education that will have flow-on effects for industry.
- c) **Infrastructure/Utilities** (HillPDA) – There is no gas supply to ERC/Deniliquin to meet current demand for energy intensive industries (though these may soon transition to electricity). There are limited sewer, water & electricity infrastructure in the southern areas of zoned industrial land and expansion will require additional



sewer & water pumping stations which add to development cost.

There is limited low-voltage capacity that will require expensive transformers.

- d) **Development-Ready** (HillPDA) - There are limited vacant, serviced, and available lots for immediate development. The large volumes of under-utilised land mask this lack of development-ready sites. Of the ~856ha of industrial land, HillPDA measured only 46ha that is serviced, vacant and ready for development, with ~278ha of land that is serviced compared to ~580ha of land that is not serviced appropriately.
- e) **Serviced Larger Lots** (HillPDA) – The majority of serviced lots are less than 2ha in size which is suitable for small-scale industrial and urban services (though there is a lot of small lots that are unserviced). However, there are limited serviced large lots available to attract larger businesses that would be game-changers for employment and population growth.
- f) **Land Use Conflicts:** There is a need to carefully manage interfaces with sensitive residential lands to the north, west and east and address requirements for the operations and growth of Deniliquin Airport that include an obstacle limitation surface for the runways. Some sites may have had potentially contaminating land uses that may add expense to redevelopment (though employment land uses are likely to be less sensitive).
- g) **North Deniliquin:** There has been good take-up of the North Deniliquin industrial land and it has recently had road upgrades for larger heavy vehicles and future low-pressure sewer servicing. There is anecdotal discussion that more industrial land is needed in the north – possibly due to reduced travel times to the northern agricultural part of the Shire or because it is less likely to be cut-off in floods from the northern area. However, the North Deniliquin Industrial area is heavily constrained by Crown land, residential areas, and flood potential – making it difficult to expand the existing area without increasing land use conflicts.
- h) **Land Ownership:** There may be difficulties growing some existing industrial areas because of land ownership (including Crown land with potential native title claims), Local Aboriginal Land Council (LALC) ownership, land banking, or difficulty accessing land in larger holdings being used for agricultural uses (particularly larger lots to the south). A wide variety of sites in separate land ownership with differing opportunities/constraints is necessary to provide options to counter these challenges.

**5.5.3. HillPDA Precinct Suitability**

The HillPDA Report summarised the suitability of the key precincts in the table opposite. The area marked as South (Barham Road) (which includes Areas A2 / A3 / A4 / A5 in this report) are the most suitable for short-term development and this report agrees. However, to meet future growth scenarios there will be a need to improve the suitability and access to infrastructure for the Airport Precinct (Area A7/Saleyards Rd) and the Rice Mill Precinct (Areas A8 & A9).

Figure 19: Industrial sub-areas/precinct suitability analysis (HillPDA 2021 p.58).

		Rice Mill	South (Barham Road)	Airport	River (Davidson Street)	North (Augustus Street)
PEOPLE	Skilled workforce	Average				
	Diverse employment opportunities	Poor	Average	Poor	Average	Average
	Upskilling opportunities	Average				
LAND	Quantum of land availability	Good	Good	Good	Poor	Poor
	Pipeline of land	Good	Average	Good	Poor	Poor
	Flooding	Good	Good	Average	Poor	Poor
	Bushfire	Average	Good	Average	Average	Average
	Contamination	Average	Average	Poor	Average	Average
	Land affordability	Good				
	Suitable and diverse site sizes	Average	Average	Good	Poor	Poor
BUILT FORM	Planning controls	Average	Average	Average	Poor	Average
	Incentives	Average				
	Zoning	Good	Good	Good	Average	Good
INFRASTRUCTURE	Accessibility (road)	Average	Good	Good	Good	Average
	Reticulated water	Average	Good	Average	Good	Good
	Reticulated sewer	Average	Good	Average	Good	Poor
	Internet	Average	Good	Average	Good	Average
ECONOMIC	Electricity	Average	Good	Average	Good	Good
	Cluster and agglomeration potential	Average	Average	Good	Average	Average
	Leverage existing industries	Poor	Good	Good	Average	Good
PLACE	Diversity of businesses	Poor	Good	Average	Average	Average
	Access to services	Poor	Good	Poor	Average	Poor
	Attractive urban environment	Poor	Average	Average	Average	Average
	Residential affordability	Good				

**5.6. Projected Industrial Demand & Supply**

The AEC Briefing Notes have projected the growth in key employment under the proposed growth scenarios as shown in the Figures below based on other comparable LGA/models. This has resulted in a rough estimate of new Gross Floor Area (GFA) requirements for key land uses including industrial.

As a result, the ADDITIONAL industrial gross floor area (GFA) requirements from the AEC scenarios above are calculated below with industrial land uses ranging from 5,269m<sup>2</sup> (conservative) to 61,622m<sup>2</sup> (aspirational).

The estimated additional industrial GFA can then be converted to the Site Area required to support that GFA at the proposed FSR for different growth scenarios, as set out below.

The HillPDA report states that the average built Floor Space Ratio (FSR = GFA/site area) of industrial land in Deniliquin/ERC is approximately 0.18:1 which is reflecting of the regional setting and availability of land.

Figure 20: Estimated Change in Employment by Industry and Growth Scenario (AEC Briefing Note BN2 – Figure 4.5).

**Anticipated Change in Employment by Industry, Edward River, Current to Interim and Aspirational**

Source: ABS (2022; 2023), NSW Government (2022a, b; 2023), AEC (unpublished a, b), AEC.

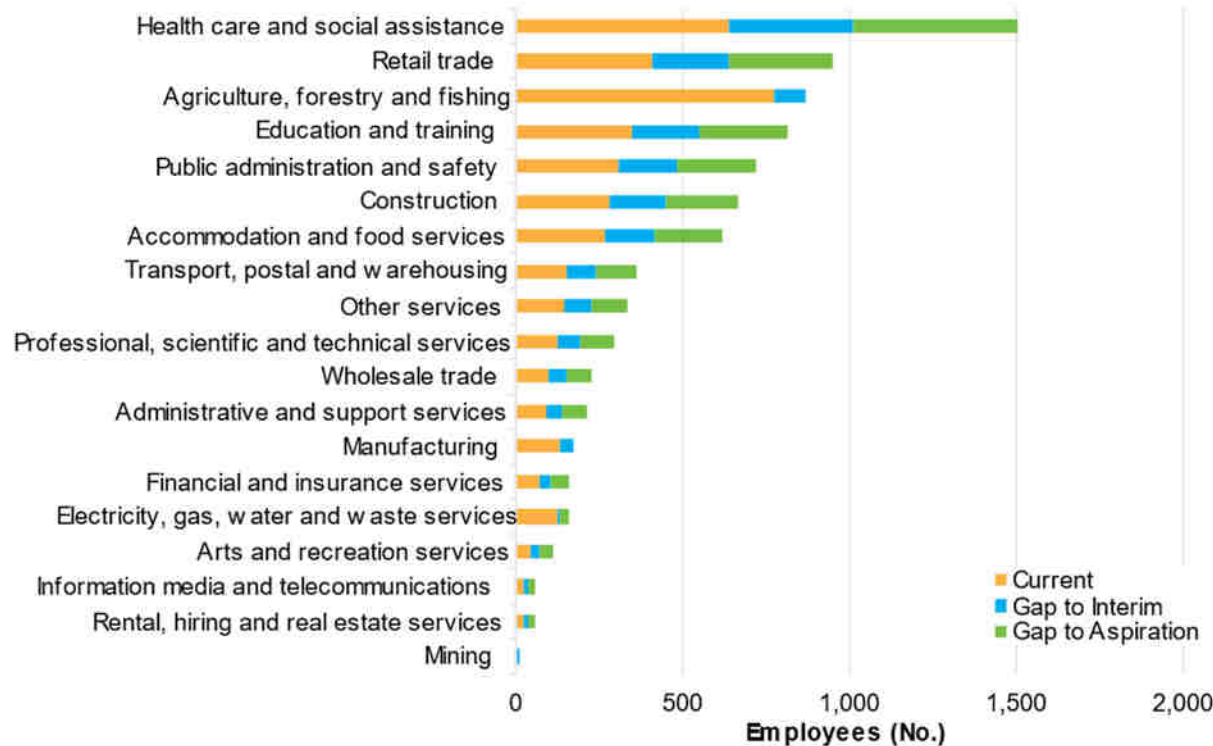


Figure 21: Net new Gross Floor Area requirements by Industry and Growth Scenario (AEC Briefing Note BN2 Table 4.4).

Scenario	Current Estimate	Industrial	Retail	Accommodation	Commercial	Net New GFA
Base	-	-	-	-	28	28
Conservative	94,846	5,269	2,841	275	2,330	10,715
Interim	94,846	28,877	13,163	1,273	10,690	54,002
Aspirational	94,846	61,622	30,818	2,981	24,990	120,410

Source: ABS (2022b; 2023a), NSW Government (2022a, b; 2023), AEC (unpublished b, c), AEC.

However, for Deniliquin to grow at a higher rate it will need to attract larger format industries with larger storage areas. This is likely to result in a lower average FSR so for this report we assume the average FSR decreases to 0.12:1 to account for increased land demand and cost.

If we then compare the FUTURE Demand in the Figure opposite to the EXISTING SUPPLY in the Figure below, the existing zoned vacant or under-utilised areas in Zone IN1 General Industrial would be significantly greater than even the aspirational requirements for industrial land.

However, we suggest this is not necessarily a valid correlation. It is important to note that the conversion of existing industrial GFA to Site Area only results in an existing use of ~53ha. However, there is closer to 150-200ha currently used as industrial land (a factor of 3 to 4 times larger) so the FSR set out in the HillPDA Report may not truly reflect the land demand calculations for the future growth scenarios.

For this reason, the Figure opposite shows a factor or 3-4 times larger for each scenario resulting in a demand up to ~205ha of industrial land.

Again, this could be comfortably accommodated within the existing ~600ha of zoned vacant or under-utilised land. However, in any market, a significant proportion of land would not be available or able to be approved so we suggest the existing zoned area should be maintained.

In addition, we suggest that additional industrial land should be identified and protected in this report for future industrial rezoning (subject to detailed site investigations) should the existing zoned industrial land achieve a nominal 60% take-up or subdivision potential. This additional land also provides a BUFFER to the existing zoned industrial land to minimise future land use conflicts.

Figure 22: Conversion of additional industrial GFA FUTURE DEMAND to Site Area.

GROWTH SCENARIOS	Additional Demand	Est. FSR	Area (m <sup>2</sup> )	Area (ha)	Factor of 3-4 times larger
Existing	94,846	0.18	52,692	52.7ha	Currently uses 150-200ha
Base	-	-	-	-	-
Conservative	5,269	0.12	43,908	4.39ha	13-17.6ha
Interim	28,877	0.12	240,641	24.06ha	72-96.2ha
Aspirational	61,622	0.12	513,516	51.35ha	154-205.4ha

Figure 23: Table showing zoned vacant or under-utilised industrial land EXISTING SUPPLY (and future growth investigations areas if needed).

INDUSTRIAL	Existing Zoned Area (ha)	Ex. Zoned (excl. roads ha)	Utilised Ex. Zoned Area	Existing Zoned -Vacant or Under-utilised	Future Growth Area (if needed)
A1 North Deniliquin	15.4	12.8	12.8	Limited	4.41
A2 Kelly/Jane Sts	17.97	14.95	12.95	~1ha = 10 small lots	2.07
A3 Sloane St	13.17	12.15	10.15	Limited (if becomes business)	Negative 4.02
A4 Macauley St	54.61	43.95	23.95	~20ha = 10-15 small lots	26.59
A5 Rail Siding	45.87	32.42	0	~21ha after EnergyConnect – 2-5 (4ha) medium lots	9.22
A6 Sun Rice	28.64	27.28	27.28	Limited	None
A7 Saleyards Rd	112.96	105.40	63.12	~42ha = ~20 small (1ha) lots & 4-5 medium (4-5ha) lots	None
A8 Cemetery Rd	535.38	510.86	45.47	>450ha = 40-45 large (10ha) lots	417.1
A9 Barham Rd	65.45	65.45	4.87	>60ha = 10-15 medium (4-5ha) lots	364.9
<b>TOTAL</b>	<b>~890ha</b>	<b>~825ha</b>	<b>~200ha</b>	<b>~600ha</b>	<b>~820ha</b>

**5.7. Growth Investigation Areas**

**5.7.1. Area A1 - North Deniliquin Industrial Area – Augustus St**

**a) Characteristics**

The North Deniliquin Precinct is located north of the Edward River - north of Fitzroy St & west of Wanderer St / Conargo Rd. Primary access is from Conargo Rd. It consists of one larger area north of Charles St serviced largely by Augustus St and a small pocket next to Fitzroy St.

The HillPDA (2021) report (with minor additions) is summarised as follows and is expected to be largely unchanged:

North Deniliquin Area A1 – Augustus St / Conargo Rd			
Area (incl. roads)	~15.4ha	Occupied GFA (m <sup>2</sup> ) est.	13,518
Area (ex. roads)	~12.8ha	Vacant GFA est.	384
Lots	~29	Total GFA est.	13,901
Lot size (ha)	Small to medium 0.08-1.0/av. 0.6	Floor Space Ratio (FSR)	0.16:1
Uses	Mix of transport (47%), manufacturing (18%), agriculture (11%) and public administration (Council depot/ engineering office – 11%), construction (8%), other (2%) by GFA.		

**b) Key Opportunities & Constraints**

Key opportunities & constraints include, but are not limited to:

- a) The area is just north of the intersection of the Cobb & Riverina Highways with good road connections north and east;
- b) The low vacancy suggest good demand for this lot size in this location;
- c) There is anecdotal evidence and from HillPDA report that there is demand for industrial land north of the river that minimises travel time to most of the Shire/services local agriculture and is less likely to get cut off from the northern part of the Shire in floods;
- d) The area is WITHIN the flood levee which limits growth to the north. It is outside the 1:20 ARI flood level BUT is currently mapped as affected by the 1:100 ARI flood with 300mm extent. However, if the North Deniliquin Levee Project proceeds, the land is expected to be outside the flood planning area and suitable for industrial land uses;
- e) There is reticulated water;
- f) There is currently no reticulated sewer (except to Council depot) – but there is a proposal to retro-fit low-pressure sewer systems for this area connecting back to the main. These will likely only be suitable for non-industrial liquid waste;
- g) Until recently Augustus St was not suitable for some heavy vehicles – but it has just been upgraded with kerb and gutter and can now support B-doubles. Charles St is not fully formed and is a constraint to development of lots on this frontage;

- h) It is surrounded by Zone R5 Large Lot Residential and Zone RE1 Public Recreation lands. However, most of this land is Crown land which may have a native title claim and/or items of Aboriginal significance which is likely to constrain any significant development (both protects it from encroachment but prevents it from expanding);
- i) In addition, most of the Crown lands have significant native vegetation which is likely to restrict redevelopment;
- j) It has limited interface/potential conflict with residential uses and buffers of greater than 200m to the primary urban area (except for the small pocket near Fitzroy St);
- k) All the land is identified as bush fire prone – vegetation category 3 – that may affect some development applications.

**c) Infill Potential**

For Area A1 within the existing Zone IN1 area there is very limited infill potential as shown by the low vacant GFA and limited vacant/under-utilised land. There could be further development of some land fronting Charles St but if road upgrades are required this may not happen in the short term.

**d) Growth Investigation Areas**

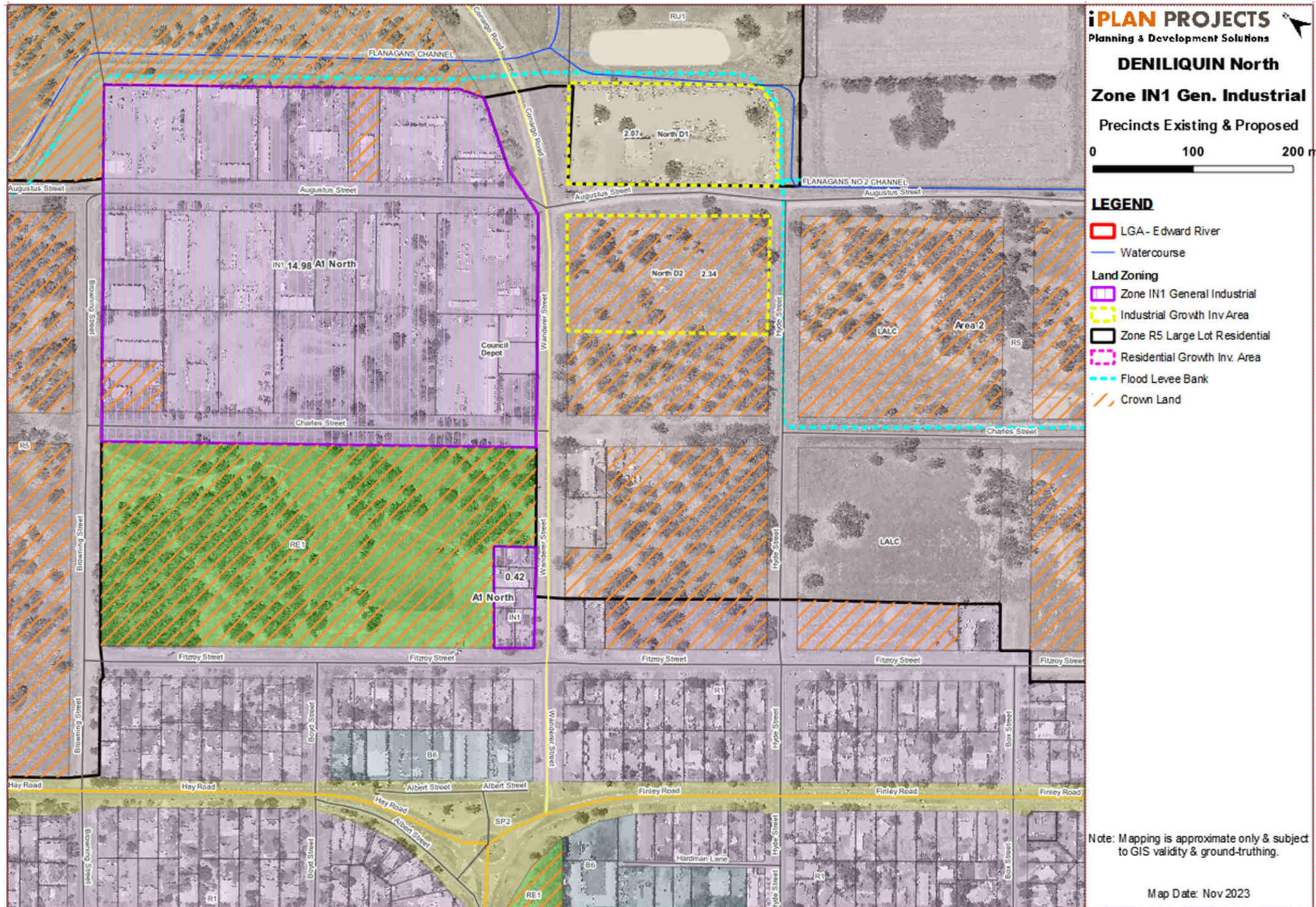
We support the areas for growth investigation identified in the HillPDA report with some minor amendments, as follows (shown on Figure below) (**HillPDA Minor Modification**).

The growth area includes private and Crown Land to the east of the Conargo Rd. This Strategy reduces the Crown land growth area due to some significant vegetation, particularly on the southern portion. However, we caution that the likelihood of release of Crown land is low in the short-to-medium term.

These is a total of ~4.66ha but there are several constraints and a low probability of proceeding in the short-term with limited yield generation potential.

Name	Area D1 – Augustus St East	Area (ha)	~2.07ha MEDIUM TERM
Address/ Title	Part 227 Augustus St (east of Conargo Rd) Lot 114 DP756310	Existing use	Existing business but does not appear to take-up all this land.
Key opp.	Largely cleared, existing business, good Conargo Rd presentation, no adjacent dwellings	Key constraints	Limited size or vacant land, Augustus St unsealed, existing business.
Name	Area D2 – Augustus St East (Crown)	Area (ha)	~2.34ha LONG TERM
Address/ Title	Part Augustus St (east of Conargo Rd) Lot 7318 DP1165239	Existing use	Crown land, vacant
Key opp.	Leverage any upgrades to Augustus Rd (east) if Area D1 proceeds; scattered native vegetation in northern half may be able to be developed.	Key constraints	Crown land may have native title claim; some significant vegetation, particularly in southern portion.
		<b>TOTAL</b>	~4.4ha Total

Figure 24: Area A1 North Deniliquin existing & potential growth areas.



**5.7.2. Davidson St – River Precinct - HillPDA**

The existing urban area along Davidson St between Brick Kiln Creek and the Edward River is flood prone land without sufficient levee protection. This report recognises that there are several businesses that continue to utilise this area and contribute some industrial land. However, as the land is proposed for environmental rezoning – it is expected that most growth here will be limited so it is unlikely to contribute significantly to industrial growth and is not considered in further detail here.

This varies the HillPDA Report that recommended this for Zone B6 Enterprise Corridor (**HillPDA Minor Modification**).

**5.7.3. South (Barham Road) Precinct – HillPDA**

The HillPDA report reviewed the South (Barham Road) Precinct as a single precinct whilst this report breaks this into the following sub-precincts: Area 2 Kelly/Jane Street; Area 3 Sloane St; Area 4 Macauley Street; and A5 Caruso Site which are reviewed in more detailed below. The HillPDA (2021) report (with minor additions) is summarised as follows and is expected to be largely unchanged:

South (Barham Rd) Precinct Hill PDA – Ochtertyre St / Barham Rd			
Area (incl. roads)	~117ha	Occupied GFA (m <sup>2</sup> ) est.	81,619
Vacant GFA est.	4,570	Total GFA est.	86,189
		Floor Space Ratio (FSR)	0.17:1
Uses	Mix by GFA of transport (28%), manufacturing/ sawmill/ steel fabrication (21%), other – auto repair & servicing (10%), utilities (9%); & agriculture/construction (6% each).		

**5.7.4. Area A2 Kelly/Jane Street**

**1. Characteristics**

Area A2 Kelly/Jane St Precinct is located north of Ochtertyre St, south of Sloane St, and west of Macauley Street – with Kelly, Jane & Stewart Streets as the key internal roads. Primary access is from Ochtertyre St off the Cobb Hwy.

There seems to be some good take up of smaller industrial lots that meet the need for local businesses in storage, construction, and fabrication. Whilst there is some limited vacancy and under-utilised land- these seem to be tightly held and there is limited potential for growth within the existing area.

South Deniliquin Area A2 – Kelly/Jane Streets			
Area (incl. roads)	~17.97ha	Lot size (ha)	Small to medium 0.15-0.74/av.0.25
Area (excl. roads)	~14.95ha	Lots	(incl. 2 Crown) ~59
Vacant or under-utilised 2020	~10-12	Infill Potential	Low

**2. Key Opportunities & Constraints**

Key opportunities & constraints include, but are not limited to:

- a) The area is just west of the Cobb Highway with good road connections north and south and proximity to the town centre;
- b) Ochtertyre St, Sloane St, & Jane St are gazetted for B-Double and some road train access but not Kelly Street;
- c) The low vacancy suggest good demand for this lot size in this location;
- d) The area is WITHIN the flood levee and protected from the 1:100 ARI flood with 300mm extent;
- e) There is reticulated water and sewer to most lots;
- f) We assume that there is access for suitable heavy vehicles though B-double/road-train routes may need to be extended;
- g) It is buffered/constrained to the west by Zone RE1 Public Recreation land and Crown land along Fowler St;
- h) To the east is Local Aboriginal Land Council (LALC) land which buffers a few houses at the corner of Macauley & Ochtertyre Streets but separates it from other industrial land along Sloane St.

**3. Infill Potential**

For Area A2 within the existing Zone IN1 area there is very limited infill potential as shown by the limited vacant/under-utilised land and strong take-up by smaller to medium businesses.

Based on aerial photo only, there are 10-12 vacant lots or under-utilised small to medium lots that are mostly held in adjacent ownerships with limited short-term development potential.

**4. Growth Investigation Areas**

We note that the HillPDA report supported industrial expansion of Area A2 to the north-west – further along Ochtertyre St. We suggest this is no longer suitable as there has been a large residential subdivision approved between Sloan St and Ochtertyre St which could be a significant land use conflict. Instead the Crown land around the water reservoir should be retained in the urban residential zone and used for this in the future (**HillPDA Modification**).

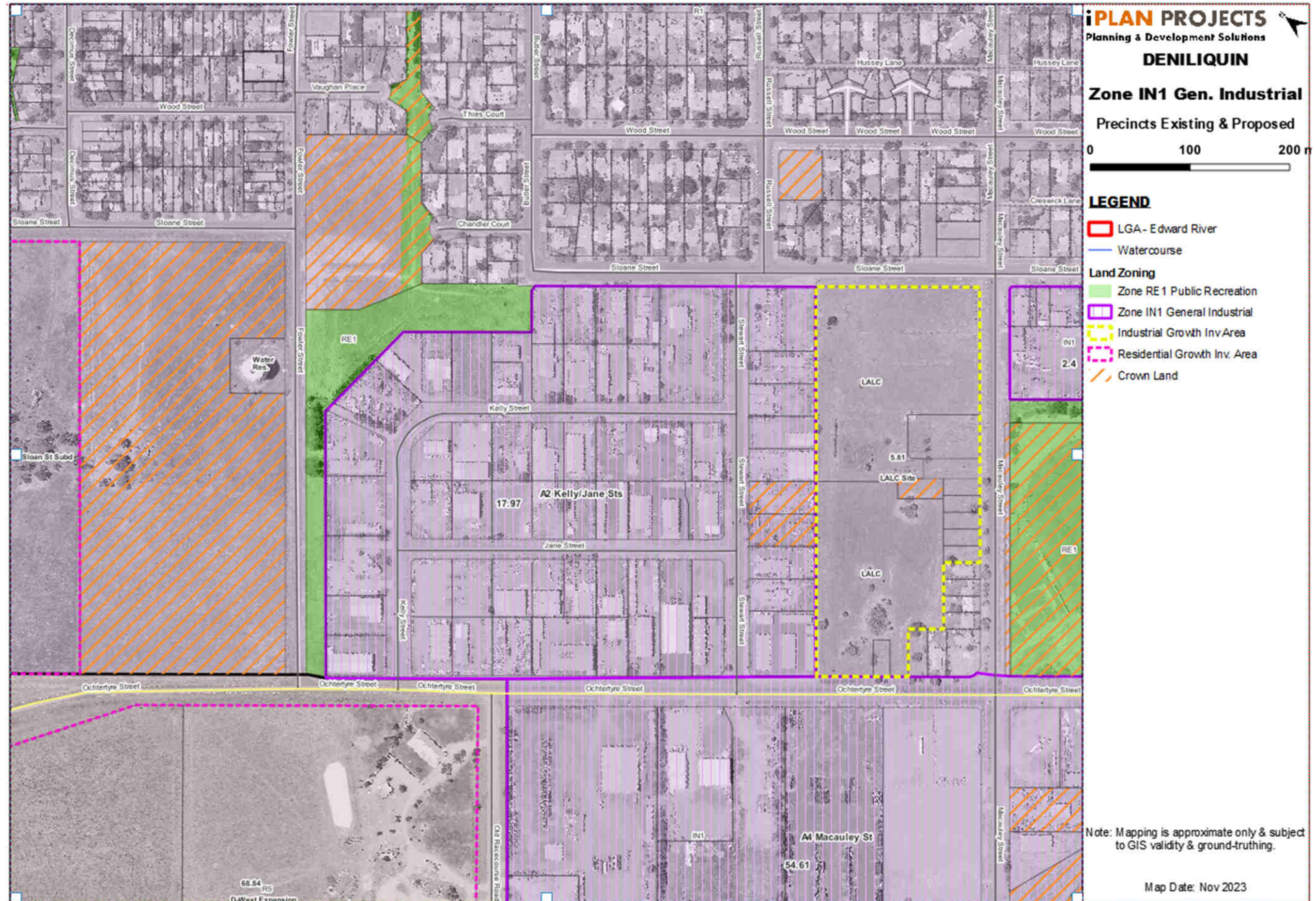
We suggest the following alternative area between Stewart St and Macauley St (shown on Figure below) acknowledging that due to LALC ownership it may be difficult to develop in the short to medium term unless the LALC are supportive.

The LALC Site makes more sense as industrial land because it connects the Area A2 / A3 / A4 industrial lands; there is already heavy vehicle & industrial traffic along Sloane St and this section of Ochtertyre St; and it impacts the least number of dwellings along Macauley St.

We strongly suggest that this land is rezoned to industrial in the short-term or prevented from any further residential development as this would possibly conflict with/compromise the existing industrial uses in Areas A2 / A3 / A4.

Name	LALC Site	Area (ha)	~2.07ha SHORT TERM REZONING
Address/ Title	Lot 422 DP257030 ~2.75ha Lot 332 DP756325 ~2.17ha Lot 56 DP756325 ~0.32ha Lots 29-31 DP756325 ~0.31ha	Existing use	Existing businesses but still some under-utilised land.
Key opportunities	Largely cleared, existing business, good Conargo Rd presentation, no adjacent dwellings	Key constraints	Limited size or vacant land, Augustus St unsealed, existing business.

Figure 25: Area 2 Kelly/Jane St Precinct – existing/proposed growth investigation areas.



5.7.5. Area A3 Sloane Street

1. **Characteristics**

Area A3 Sloane St Precinct is located north of Ochertyre St with primary access from Hardinge St (Cobb Hwy), Napier St & Sloane St and the rail line running north-south. These include highway frontage lots on what was historic railway frontage land. There are generally larger lots on Hardinge St and smaller lots on Napier St. The highway frontage is gradually transitioning from traditional industrial uses to light-industrial/retail business and highway service uses.

South Deniliquin Area A3 – Sloane Street			
Area (incl. roads)	~13.17ha	Lot size (ha)	Small to medium 0.15-0.74/av.0.25
Area (excl. roads)	~12.15ha	Lots	(incl. 2 Crown) ~59
Vacant or under-utilised 2020	~7-8	Infill Potential	Low

2. **Key Opportunities & Constraints**

Key opportunities & constraints include, but are not limited to:

- a) The area has good access to Cobb Highway and proximity to the town centre though new access points directly to the highway may be constrained;
- b) Ochertyre St, Barham Rd & Sloane St are gazetted for B-Double and road train access but not Napier Street;
- c) The narrow lot depth between the highway and rail land and its fragmentation suggests that any utilisation of the rail line as a siding is limited;
- d) Whilst this section of rail line is not used – unless it is formally closed – development adjacent to the rail line may require additional consideration by VicTrack;
- e) The area is WITHIN the flood levee and protected from the 1:100 ARI flood with 300mm extent;
- f) There is reticulated water and sewer to most lots;
- g) It is buffered/constrained to the west by Zone RE1 Public Recreation land; to the east by Zone R1 General Residential land (with an approved subdivision on the Kurrajong land); and to the north by Zone B2 Local Centre land;
- h) It directly interfaces with residential land uses to the east and west, north of Sloane St and with generally a smaller lot size this potentially limits the intensity of industrial activity in this area.

3. **Infill Potential**

For Area A3 within the existing Zone IN1 area there are some limited infill opportunities with ~7-8 vacant or under-utilised lots, particularly on Napier St at the northern end.

4. **Growth Investigation Areas**

We suggest that the better role for the northern part of Area A3 may be to provide an area for future expansion for business & highway-service uses (not purely industrial uses) along both Hardinge and Napier Streets (as shown on the diagram below), depending on demand (**HiIPDA Modification**).

The Commercial section of this report notes that there is some demand for larger commercial sites for:

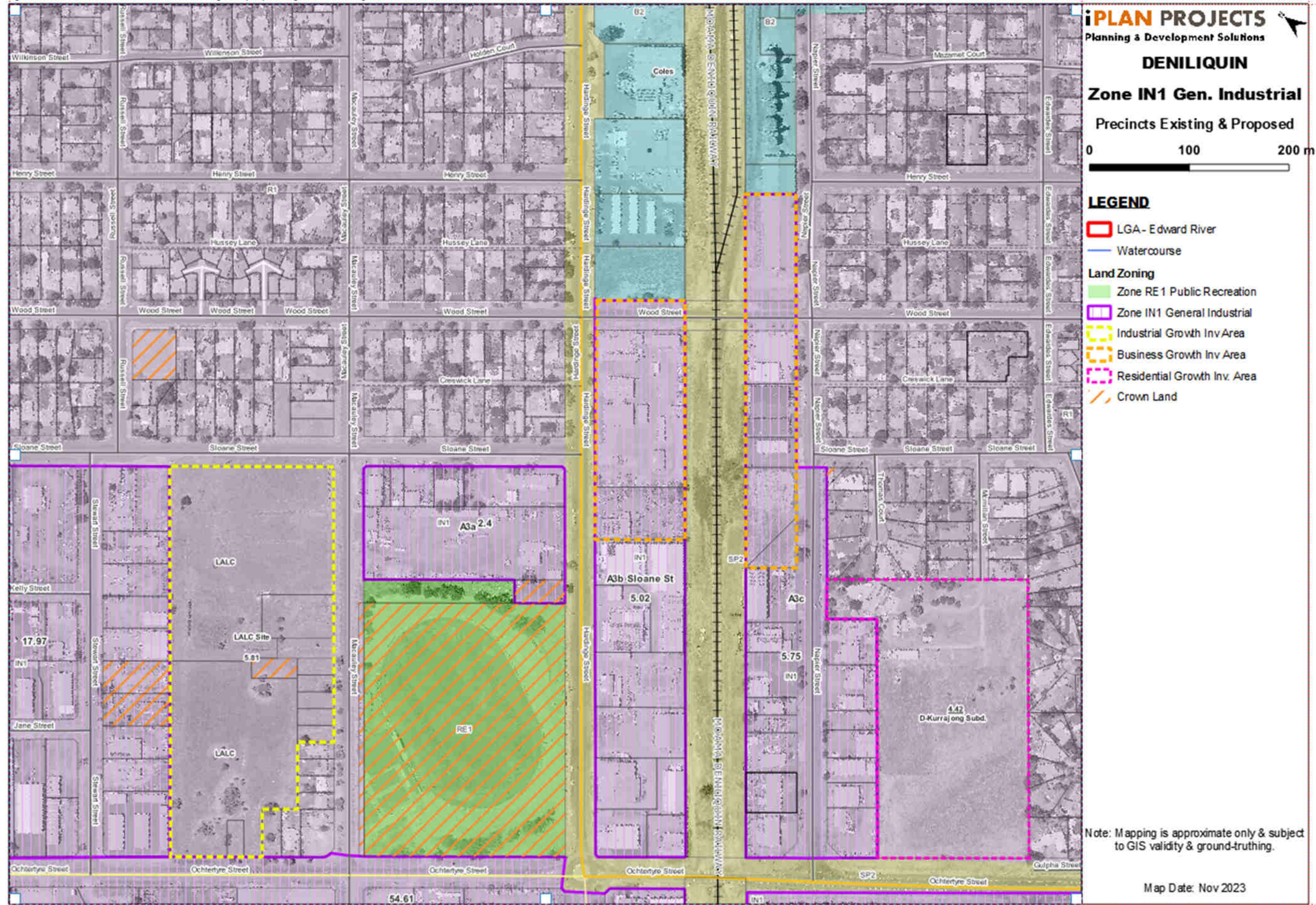
- a) Office buildings (possibly with ancillary depots/parking/maintenance areas) that may be currently located in Zone B2 and/or taking up riverfront sites. It is not recommended to permit office or administration buildings in the broader industrial area (unless ancillary to an industrial use) so the offices are close to services and support local retail; and
- b) Larger format retail and industrial retail stores that often have simpler construction methods, may be less sympathetic to heritage streetscapes, may be unable to find sufficiently large sites in the CBD, and may not be suitable in the town centre due to other impacts.

There is some under-utilised land along Hardinge St including depots that could be redeveloped with offices and an improved depot that would improve the highway frontage appearance. Council have also investigated adding offices as an Additional Permitted Use (APU) on a Site in Napier St for this purpose.

Therefore, we suggest there is investigation to include the northern Zone IN1 lands on both Hardinge and Napier Streets in the business zone as shown in the Business Growth Investigation Area on the Figure below, as follows:

- a) It has an area of ~4ha.
- b) This is a logical extension of the existing business zone further south along both Hardinge St & Napier St.
- c) The highway frontage is well suited to businesses with a more retail/public function.
- d) The area is not so large that it would be expected to undermine the retail functions of the town centre.
- e) It seeks to capture the remaining vacant sites in Area A3 so no demolition or loss of economic value is required.
- f) It may avoid the need for Additional Permitted Uses on specific sites.
- g) Whilst this would reduce the amount of zoned industrial land the amount of loss is minimal and mostly affects small sites.
- h) Existing industrial operations would retain ‘existing use rights.’

Figure 26: Area 3 Sloane St Precinct – existing and proposed growth investigation areas.





5.7.6. Area A4 Macauley Street

1. **Characteristics**

Area A4 Macauley St Precinct is located south of Ochertyre St with the main north-south connection as Barham Rd, local streets of Macauley and Calimo Streets, Old Racecourse Rd to the west, the rail line to the east, and the Sewerage Treatment Plant (STP) as the boundary to the south-west (see Figure). There are generally medium (1-4ha) lots between Macauley St and Old Racecourse Road and generally smaller lots (0-1ha) between Macauley St and the railway line.

South Deniliquin Area A4 – Macauley Street			
Area (incl. roads)	~54.61ha	Lot size (ha)	Small to medium 0.15-0.74/av.0.25
Area (excl. roads)	~43.95ha	Lots	(incl. 2 Crown) ~59
Vacant or under-utilised 2020	~17-20	Infill Potential	Medium - Short to Medium Term

2. **Key Opportunities & Constraints**

Key opportunities & constraints include, but are not limited to:

- a) The area has good access to Cobb Highway along Ochertyre St and Barham Rd;
- b) Ochertyre St and Barham Rd are gazetted for B-Double and road train access;
- c) The narrow lot depth between Barham Rd and rail land and its fragmentation suggests that any utilisation of the rail line as a siding is limited and some lots have limited area for truck movements;
- d) Development adjacent to the rail line may require additional consideration by VicTrack for rail line conflicts;
- e) The area is WITHIN the flood levee and protected from the 1:100 ARI flood with 300mm extent;
- f) There is reticulated water and sewer to most lots (except some large lots near the STP);
- g) Future development needs to manage the interface with Zone R5 Large Lot Residential land (and potential urban residential expansion) to the west and south (beyond the STP) so it is suggested that light and general industry (rather than heavy industry) is likely to be more compatible.

3. **Infill Potential**

Area A3 (Zone IN1) is one of the few existing zoned areas with a significant number of vacant and larger lots with the potential for short-term development/ subdivision – particularly along Ochertyre St and Barham Rd though there may be other factors preventing their release. Whilst there is currently a mix of sites from a small (<1ha) to medium (1-4ha) size – the number of smaller lots could increase if alternative serviced lands can be identified/serviced for medium and larger sites

(see other Areas below). Barham Road has a good road frontage and may yield an additional 10-15 smaller (0.5-1ha) sites to support smaller business growth.

If further subdivision of the larger lots along Ochertyre St is proposed then we suggest that a Structure Plan is developed to improve access and efficiency of development of this land and the adjacent STP North Site (see below). This may yield 4-5 medium (1-2ha) lots.

4. **Growth Investigation Areas**

The STP North Site ~8.85ha appears to be surplus to the STP requirements but is Crown Land and may be subject to a native title claim.

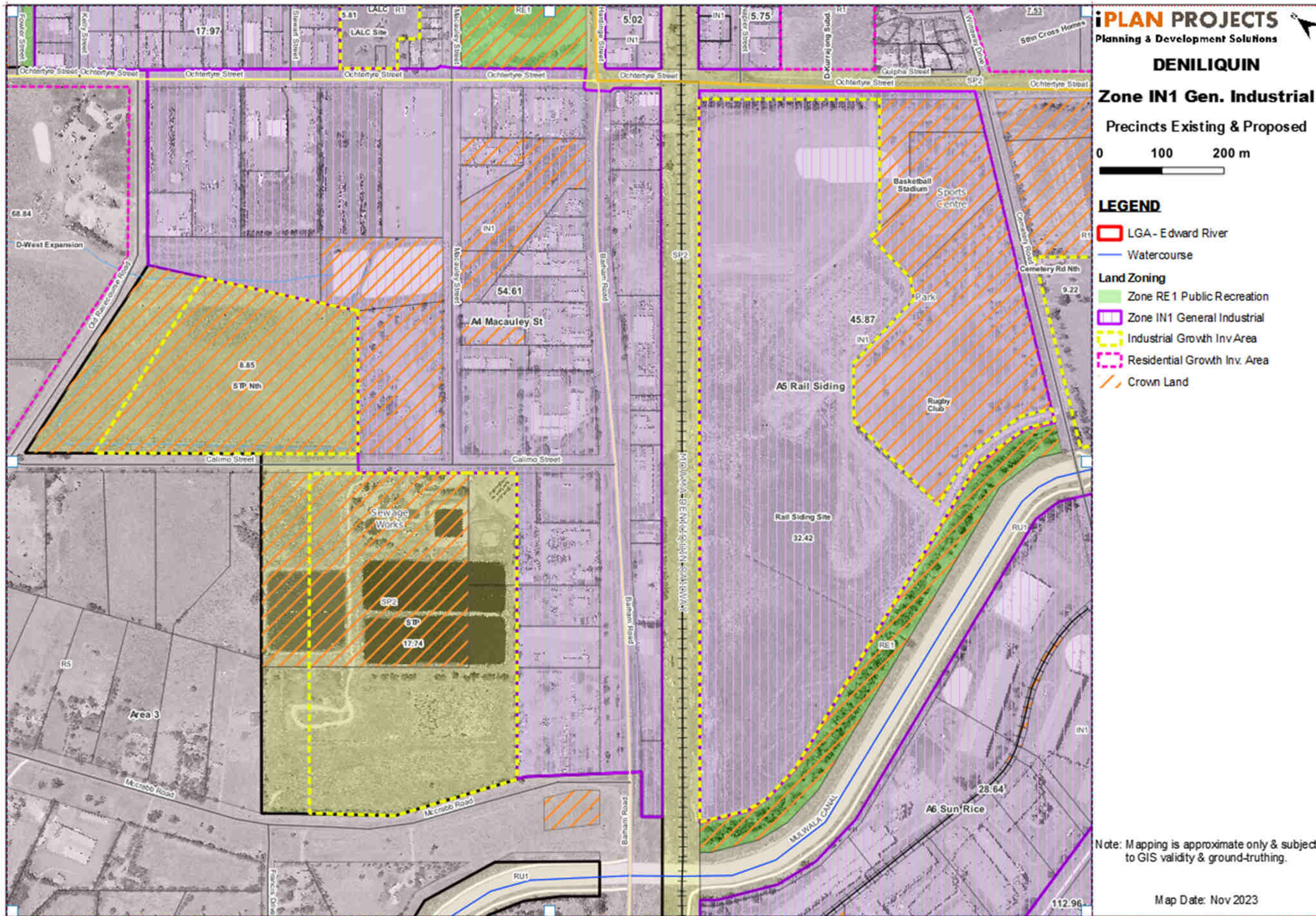
As set out elsewhere in this report, the 10-year strategy should be to construct a new STP in the south-west corner of the Shire. If this occurs, there may be potential to enable industry to expand over part of the STP site. Areas along Calimo St and McCrabb Road are Zone R5 Large Lot Residential so there will need to be a reasonable buffer for residential amenity.

However, contrary to the HillPDA report suggestion – we do NOT recommend any industrial expansion further along Ochertyre Street/Wakool Rd as this report suggests this flood protected land is already partly development for residential use and may be a suitable urban residential expansion area (**HillPDA Modification**).

A key principle in this report is to maintain a clear separation between industrial and residential existing and future growth areas to ensure a wider range of industrial uses can be supported with the least constraints to their operations (with normal environmental protections). Therefore, setbacks/buffers are shown on the Figure below if redevelopment of the STP site(s) occurs.

Name	STP North Site	Area (ha)	~8.85ha MEDIUM TERM
Address/Title	Part Lot 347 DP756325, Calimo St	Existing use	Vacant Crown land
Key opportunities	Natural extension of existing industrial area, largely cleared	Key constraints	Crown land (possibly native title), only if STP relocates, may need to buffer to residential.
Name	STP Site	Area (ha)	~17.74ha LONG TERM
Address/Title	Part Lot 527 DP822986, McCrabb Rd Part Lot 498 DP722049, Calimo St Lot 497 DP722049, Calimo St	Existing use	Sewerage Treatment Plant (STP); Part vacant Crown land; part vacant Council land.
Key opportunities	Natural extension of existing industrial area, largely cleared	Key constraints	Crown land (possibly native title), only if STP relocates in 10 years (long-term), may need to buffer to residential, potential contamination issues.
		TOTAL	~26.59ha

Figure 27: Area 4 Macauley & Area 5 Caruso Precincts – existing and proposed growth investigation areas.



5.7.7. Area A5 Rail Siding Caruso Site – Potential Rail Intermodal

1. **Characteristics**

Area A5 Rail Siding Site is located south of Ochertyre St (Cobb Hwy), east of and adjacent to the railway line, west of (and with alternative access to) Cemetery Road, and north of Mulwala Canal (see Figure above).

Currently the Site is vacant of buildings but it has been levelled and partly gravelled for use as a storage area for the EnergyConnect transmission line project in the north of the Shire. It is a prime site for redevelopment.

The Industrial Zone also includes Rotary Park and the Basketball Stadium. As the HillPDA report states – this would be better included in a Recreation Zone at some stage in the future.

South Deniliquin Area A5 – Rail Siding Site			
Area (incl. roads)	~45.87ha	Lot size (ha)	Small to medium 0.15-0.74/av.0.25
Area (excl. roads & Crown land)	~32.42ha	Lots	(incl. 2 Crown) ~59
Vacant or under-utilised 2020	Whole site	Infill Potential	HIGH in Short to Medium Term

2. **Key Opportunities & Constraints**

Key opportunities & constraints include, but are not limited to:

- a) The area has good access to Ochertyre St (Cobb Hwy) with a dedicated turning lane connection into the Site with larger heavy vehicle access and good proximity to the town centre;
- b) It has a 1.16km frontage to the railway line with no other rail users north of the Sun Rice site. This could be used as a rail siding to support freight movements to/from Deniliquin subject to several studies not limited to VicTrack approval/consent for operations over the rail line, and a business case / freight assessment;
- c) The area is WITHIN the flood levee and protected from the 1:100 ARI flood with 300mm extent;
- d) It interfaces to the east with Rotary Park/ Rugby Club and Basketball Stadium that act as a buffer to Zone R1 Residential to the east (that may change zoning – see Growth Investigation Area). It has no interface with any existing residential uses except north of the Cobb Highway so it can potentially support more intensive / potentially 24 hour industrial activities;
- e) It is a large Site with a single owner who is invested in developing the Site in the short-term;
- f) It has existing development approval for a two lot subdivision into Lot 1 ~24.3ha and Lot 4 ~5.3ha with detention basin and vegetation buffer to the Cobb Highway, depot, office, workshop and 3 storage sheds.

3. **Infill Potential**

The Site’s greatest potential is to maintain a buffer to the rail line so that a business case can be investigated for a private road/rail intermodal to load freight onto the active railway line.

There is written support and interest from Qube logistics and Auscotton with several potential future tenants for the site associated with cotton and rice processing. This could generate (anecdotally) several hundred thousand tonnes of rail freight that could be shared with the Sun Rice trains to make them more viable.

In terms of growth this would be a ‘game-changer’ for Deniliquin and the Shire. Even if the rail siding does not proceed in the short-term, it is recommended a 50-100m strip (~11ha) along the siding should be protected from buildings with an easement or restriction to enable this in the future – leaving 21.41ha of developable land.

Council, on behalf of Deni Industrial Park Pty Ltd (the owner) recently lodged an Expression of Interest (May 2023) for funding for an inter-modal rail freight facility under the Growing Regional Economies Fund but this opportunity was withdrawn by the NSW Government. However, the owner (potentially with Council’s facilitation) should continue to develop the business case for any relevant grant funding applications.

The growth potential for this Site is significant infill (awaiting review of any current structure or master plan for the Site). Regardless whether the rail intermodal proceeds, this Site should be maintained for medium to larger industrial operations (4-10ha) utilising the rail frontage with potential for some medium operations away from the rail line. This may provide sites for 2-5 medium sized lots/ businesses.

4. **Growth Investigation Areas**

There is an area of Zone R1 General Residential land to the east of Cemetery Rd, south of Ochertyre St/Cobb Hwy, and north of the Mulwala Canal. Most of this land is Crown land but there is a parcel of land of ~9.22ha in the south-west corner near the Mulwala Canal that appears to be privately held. Due to the potential conflict with industrial uses and the highway, it is suggested there is investigation to rezone part or all this area for business and light-industrial uses (especially along the highway frontage). The Urban Residential Section also notes that this Site could be used for temporary workers accommodation or tourist accommodation that may not necessarily conflict with the surrounding industrial uses (subject to further review).

5.7.8. Area A6 Sun Rice Facility

1. **Characteristics**

Area A6 Sun Rice Facility is located south of Mulwala Canal, north of Ricemill Road (primary access) and part Saleyards Road, west of the railway line (with a rail spur/siding through the middle of the Site), and east of Cemetery Road (see Figure). The Sun Rice facility takes up nearly all the Site except for a small area of Crown Land and it is not expected there would be significant development opportunity on the Site while the facility remains.

South Deniliquin Area A6 – Sun Rice			
Area (incl. roads)	~28.64ha	Lot size (ha)	Small to medium 0.4-5.35/av.2.3
Area (excl. roads & Crown land)	~27.28ha	Lots	(incl. 3 Crown) ~11
Vacant or under-utilised 2020	None	Infill Potential	LOW

2. **Key Opportunities & Constraints**

Key opportunities & constraints include, but are not limited to:

- a) Area A6 has its own ~800-900m rail siding which is the primary source of freight export from the Site.
- b) Saleyards Road offers direct connection to the Cobb Hwy;
- c) The area is currently affected by the 1:100 ARI flood with 300mm extent but is outside the 1:100 ARI and 1:20 ARI flood and the long-term presence of the mill suggests flooding is not a critical issue (though ideally the limited area of freeboard flooding along Saleyards Rd is removed in the future);
- d) It has no interface with any residential areas except west of the railway line along Barham Road so it can potentially support more intensive / potentially 24 hour industrial activities (current approval not reviewed);
- e) It is a large Site with a single owner (except for the Crown Land);

3. **Infill Potential**

It is assumed the Sun Rice facility will remain on the Site and maintain or grow current operations so there is no additional infill potential. However, the rice mill used to produce/freight a significantly larger amount of product. This may have reduced due to a shift in operations to other mills; reduced rice growing and changes in agriculture; the market or other factors. It is assumed the facility could significantly increase production if required. It is hoped the mill grows or at least retains current production/ staffing.

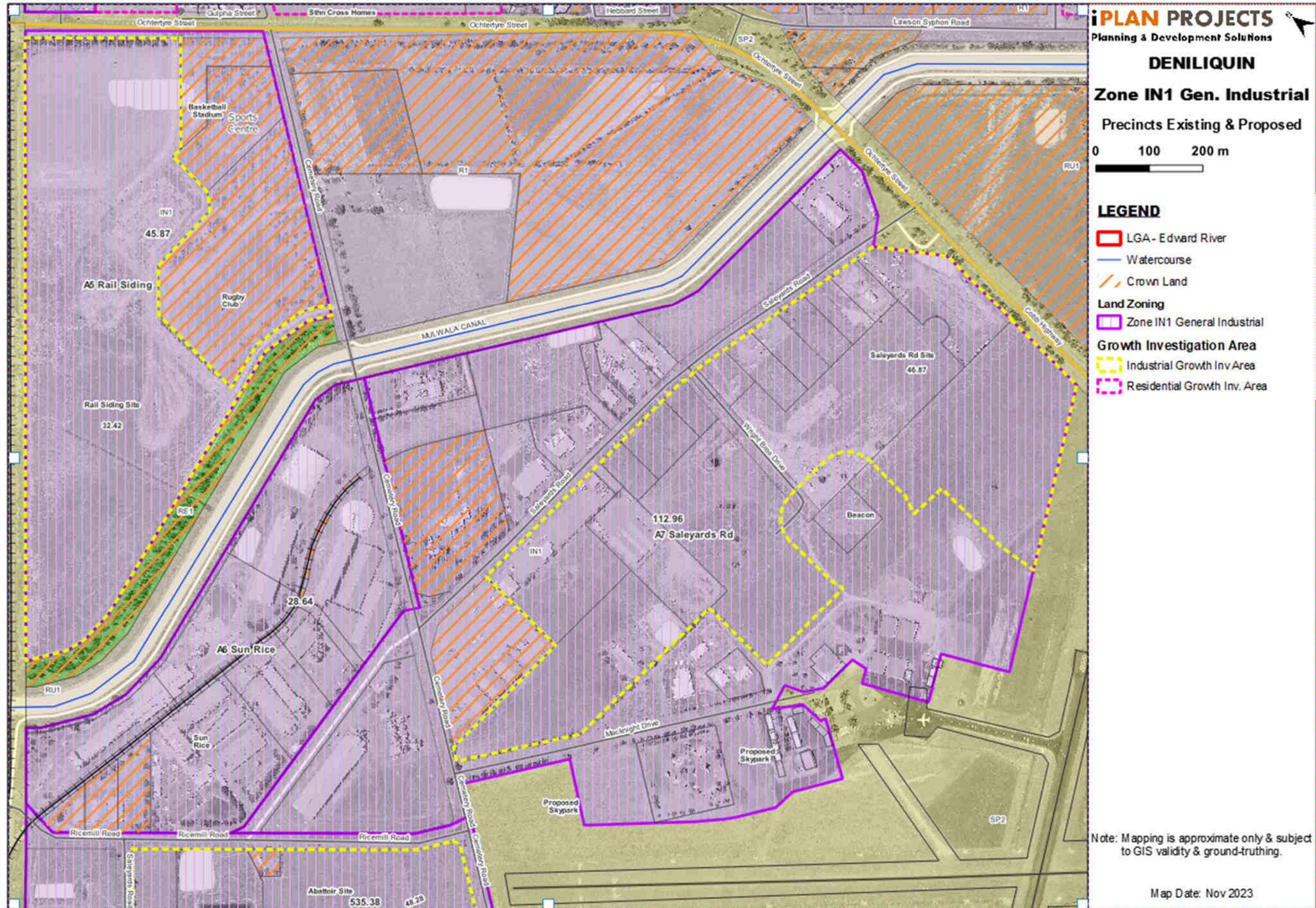
4. **Growth Investigation Areas**

The land has no potential to grow in any direction except into other Precincts (e.g. across Saleyards Rd). Therefore, it is not added to the potential supply in this report.

Figure 28: Photos of the Sun Rice facility in Area A6 Deniliquin (October 2023).



Figure 29: Industrial Areas A5 Rail Siding, A6 Sun Rice & A7 Saleyards Rd (Airport) – existing and proposed growth investigation areas.



5.7.9. Area A7 Saleyards Rd / Airport Precinct

1. Characteristics

Area A7 is located west of Cobb Highway (highway frontage), south of Mulwala Canal, west of Cemetery Rd, and includes the Airport Precinct (excluding the Zone SP2 Infrastructure land). It is primarily accessed from Saleyards Rd but also McKnight Drive, Ricemill Rd and Cemetery Rd.

South Deniliquin Area A7 – Saleyards Rd			
Area (incl. roads)	~158.86ha	Lot size (ha)	Small to medium 0.5-20/av.2-10
Area (excl. roads & Crown land)	~148.89ha	Lots	(excl. SP2 airport/incl. 3 Crown) ~31
Vacant or under-utilised 2020	~80-100ha	Infill Potential	HIGH – Medium to Longer Term

2. Key Opportunities & Constraints

The Airport is addressed under *Infrastructure* Section above as well as Emergency Services Precinct. If the existing runway is extended then there is a slight impact on industrial land south of the Cemetery only. The Proposed Skypark needs to be careful not to introduce residential uses along McKnight Drive that could request standard residential amenity that impairs nearby industrial uses. However, as these are semi-industrial users themselves, if potential industrial impact of 24hr/7 day operations is clearly noted (possibly on the title) (much like 'Right to Farm') then it may not be a major issue.

Other key opportunities & constraints include, but are not limited to:

- a) Area A7 has direct access from Saleyards Road to the Cobb Hwy;
- b) It is located adjacent to the Airport and includes the Emergency Services 'Precinct' and proposed Skypark area (see concept diagrams opposite);
- c) The airport may offer some synergies for aircraft related support services. Generally, industrial uses are compatible with the airport if the Obstacle Limitation Surface (OLS) building heights are followed;
- d) Development is not permitted within 60m of the Airport non-directional beacon (NDB) at the end of Wright Bros Drive (area excluded from priority area) and development within 150m will be referred to the CASA;
- e) The Saleyards Rd area is currently affected by the 1:100 ARI flood with 300mm extent but is mostly outside the 1:100 ARI flood and the 1:20 ARI flood only affects land north of Saleyards Rd. Ideally, the limited area of freeboard flooding along Saleyards Rd is removed in the future. South of the Airport is relatively flood free;
- f) It has no interface with any residential areas so it can potentially support more intensive / potentially 24 hour industrial activities;
- g) It has some pockets of Crown land along Cemetery Road;

- h) There is a large amount of vacant or under-utilised land between Macknight Drive and Saleyards Rd and in the industrial zoned land around the Cemetery;
- i) Close to Cobb Hwy Council needs to be careful to ensure that the presentation to the southern gateway of Deniliquin does not become unattractive, cluttered with signage etc. and may wish to create a master plan with landscape treatments in this area that balances screening with appropriate highway industrial retail frontages;
- j) There is a lower level of servicing around the Cemetery with the need to extend sewer, water, and low-voltage electricity networks to this land (medium to longer term).

3. Infill Potential

The land at the end of Wright Bros Drive has approval (DA2005/13) for an additional ~17 lots that have not yet been registered generally in the range of 3,900m<sup>2</sup> to over 8,000m<sup>2</sup> (smaller lots) with 3 larger lots fronting the highway (see Figure opposite).

There is a significant amount of ~80-100ha that is vacant or under-utilised. The northern area along Saleyards Rd should seek to retain a mix of small to medium sized lots – with larger lots around and to the south of the airport. This may result in 20-40 small (1-2ha) lots and 10-15 medium (4ha) lots.

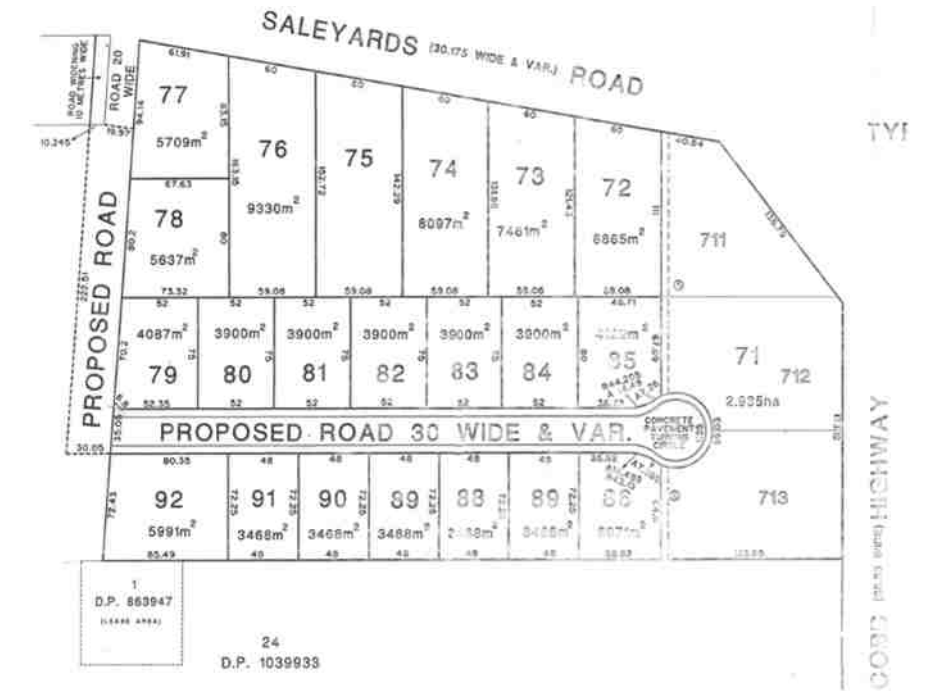
Lots with frontage to the Airport should ideally be identified for uses that support and facilitate the airport – roughly in accordance with the *Airport Master Plan* (2011 – noting some aspects of this are longer term or may be updated). If the Airport master plan proceeds with runway extensions, then some of the land around the Cemetery is likely to be removed from the industrial zone.

There may be an approved subdivision for land on the northern side of Wright Bros Drive. If Wright Bros Drive were extended to Macknight Drive in accordance with the Airport Master Plan it would open-up access to enable further development and provide alternative emergency access to/from the airport – though the non-directional beacon at the end of Wright Bros Drive may decrease development potential.

4. Growth Investigation Areas

The land has no potential to grow in any direction unless it expands into the Airport Precinct – which is not desirable if it affects the future growth of the Airport.

Figure 30: DA2005/13 Subdivision on Wright Bros Drive (17 lots not yet registered).





5.7.10. Area A8 Cemetery Road (South) / Abattoir Road

1. Characteristics

Area A8 is located east of the railway line, south of Ricemill Road, and west of Cemetery Rd including the GrainCorp storage and logistics site. It is a large, relatively undeveloped southern part of the Zone IN1 General Industrial land that is well positioned to meet the industrial growth potential in the medium to longer term (subject to growth rate and servicing).

South Deniliquin Area A8 – Cemetery Rd / Abattoir Rd			
Area (incl. roads)	~535.38ha	Lot size (ha)	Large average 70-150
Area (excl. roads & Crown land)	~510.86ha	Lots	~12
Vacant or under-utilised 2020	>420ha	Infill Potential	HIGH – Long Term

2. Key Opportunities & Constraints

Key opportunities & constraints include, but are not limited to:

- a) Area A8 is accessed from Cemetery Rd and Abattoir Rd. Cemetery Rd is not sealed in the southern section;
- b) It has an ~4.2km adjacency to the railway line with a rail spur to the GrainCorp site which is used for grain freight that should be maintained;
- c) The Airport opposite has an Obstacle Limitation Surface (OLS) building height that may affect buildings on flight paths;
- d) The area is NOT affected by the 1:100 ARI flood with 300mm extent. Interestingly the southern portion is even outside the Probable Maximum Flood (PMF);
- e) There is a lower level of servicing with the need to extend sewer, water, and low-voltage electricity networks to this southern area adding cost to land release. The new STP Site may assist if additional sewer mains runs on or near the Area;
- f) It has no interface with any significant residential areas so it can potentially support more intensive / 24-hour industrial activities;
- g) In the southern area there is a major agricultural holding with cattle-holding station (& temporary feedlot) that takes up a significant part of the area but it is unclear if this could be relocated or this land-owner is interested in industrial development;
- h) The south-west corner of the Shire (just outside Area A8) will be near the proposed new Sewage Treatment Plant (STP). Large scale industrial uses nearby should be compatible.

3. Infill Potential

This area has the largest amount of vacant or under-utilised land (along with Area A9). Ideally, this area should be set aside for large industrial lots (10-20ha or larger) that need large amounts of land and those that have higher impacts or intensity of use as it has the greatest separation/buffers to the urban area.

With limited services it will require a major stakeholder or critical mass of industry to leverage any new utility extensions to this area so this may limit it to the medium to longer term. In the meantime, it could be developed with industrial uses that do not require extensive utilities (e.g., storage, logistics etc.).

There are two (2) main areas as follows:

<b>Name</b>	<b>Abattoir Site</b>	<b>Area (ha)</b>	~48.28ha <b>MEDIUM TERM</b>
<b>Address/Title</b>	Lot 1 DP1215303, Abattoir/Cemetery Roads - Part Lot 4911/4912/ 4913 DP1204202 Lot 490 DP721988	<b>Existing use</b>	Former abattoir – largely vacant –
<b>Key opportunities</b>	Four (4) road frontages; limited trees; adjacent to Saleyards; largely in Council ownership	<b>Key constraints</b>	Contaminated land, limited utilities/ infrastructure
<b>Name</b>	<b>Southern Agricultural Site</b>	<b>Area (ha)</b>	~368.82ha <b>LONG TERM</b>
<b>Address/Title</b>	Lot 238 DP1227396 Lots 3641/3642 DP1065724	<b>Existing use</b>	Agricultural use including cattle yards & temporary feedlot
<b>Key opportunities</b>	Largest land; limited ownership; little residential conflict	<b>Key constraints</b>	Agricultural use; need to significantly extend & upgrade utilities/infrastructure; no highway frontage; Airport impacts

4. Growth Investigation Areas

This area is constrained by the rail line to the west, Shire boundary to the south, and Airport to the north - so it has limited potential for extension unless it is into the Crown land south of the Airport on the Shire boundary. The Crown Land consist of four (4) lots with an area of ~143.2ha with a frontage to the Cobb Highway which may be desirable for some industrial operators.

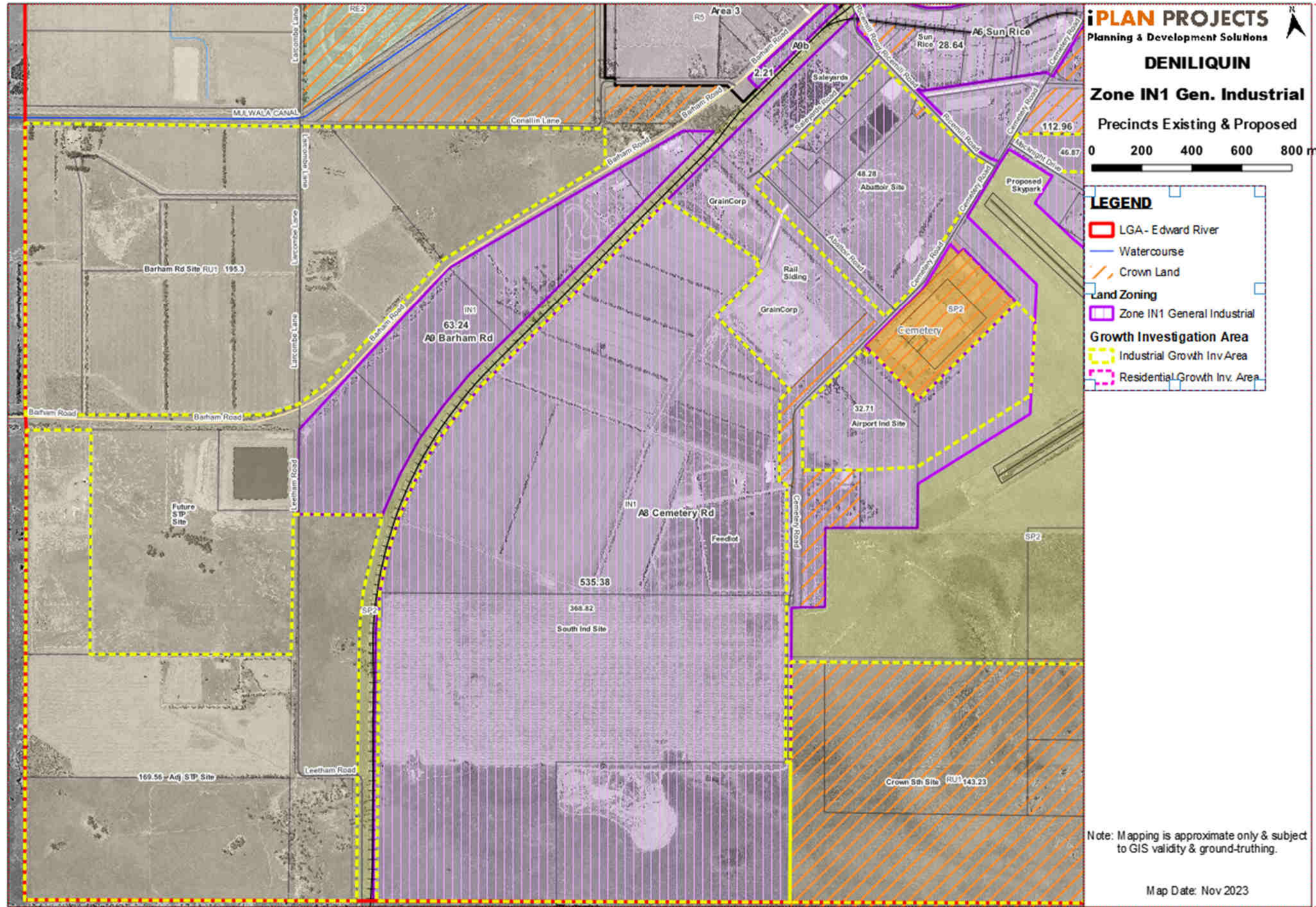
However, there are several constraints to development of Crown land including but not limited to native title claims, new access to the Cobb Hwy may be difficult, and extension of utilities/ infrastructure is a significant cost. Therefore, it is not considered in the supply calculations for now.

As there is a high-voltage electricity line passing just south of the Shire boundary near Scott Rogers Road – there may be potential to consider this Site for a solar farm along with other Crown land east of the Cobb Hwy.

Figure 33: Photos of the GrainCorp Site & rail siding(s) (October 2023).



Figure 34: Area A8 Cemetery Rd & Area A9 Barham Rd – existing and proposed growth investigation areas.





5.7.11. Area A9 Barham Rd

1. **Characteristics**

Area A9 is located west of the railway line and east of Barham Road. It is a relatively undeveloped southern part of the Zone IN1 General Industrial land with a few industrial premises and at least one existing dwelling.

South Deniliquin Area A9 – Barham Rd			
Area (incl. roads)	~65.45ha	Lot size (ha)	Medium 3.8-19.5/av.15
Area (excl. roads & Crown land)	~65.45ha	Lots	~7
Vacant or under-utilised 2020	>50ha	Infill Potential	MEDIUM – Medium Term

2. **Key Opportunities & Constraints**

Key opportunities & constraints include, but are not limited to:

- a) Area A9 is accessed from Barham Rd and Leetham Road at the southern end;
- b) It is adjacent to the railway line but the narrower lots may not lend themselves to utilising the rail line;
- c) Development adjacent to the rail line may require additional consideration/buffers by VicTrack for rail line conflicts;
- d) The area is NOT affected by the 1:100 ARI flood with 300mm extent;
- e) There is a lower level of servicing with the need to extend sewer, water, and low-voltage electricity networks to this southern area. The new STP Site may assist;
- f) It has no interface with any significant residential areas so it can potentially support more intensive / potentially 24 hour industrial activities;
- g) The south-west corner of the Shire is the preferred site for the proposed new Sewerage Treatment Plant (STP). Large scale industrial uses nearby should be compatible.

3. **Infill Potential**

This area has the largest amount of vacant or under-utilised land (along with Area A8). Ideally, this area should be set aside for large industrial lots (10-20ha or larger) that need large amounts of land and those that have higher impacts or intensity of use as it has the greatest separation/buffers to the urban area.

With limited services it will require a major stakeholder or critical mass of industry to leverage any new utility extensions to this area so this may limit it to the medium to longer term. In the meantime, it could be developed with industrial uses that do not require extensive utilities (e.g., storage, logistics etc.). It may support 5-10 additional medium to larger industrial lots.

4. **Growth Investigation Areas**

In the Long Term – once the other industrial areas are achieving more than 60% take-up of land – including the large Southern Industrial Area (or if trying to attract a major industrial operator that needs significant areas of land) – then industrial growth can occur to the southern and western boundaries of the Shire on both sides of Barham Rd – potentially up to the Mulwala Canal. This growth area would encircle the future STP site with access also off Larcombe Lane and Leetham Road.

<b>Name</b>	<b>Barham Rd (Nth) Site – Larcombe Lane</b>	<b>Area (ha)</b>	~195.3ha <b>FUTURE GROWTH IF NEEDED</b>
<b>Address/Title</b>	Lots 31/32 DP802306 Lots 3/4 DP607030 / Lot 2 DP595050	<b>Existing use</b>	Agriculture / limited dwellings
<b>Key opportunities</b>	Limited lots; good road frontage	<b>Key constraints</b>	Close to future STP; within PMF Flood; significant utility/infrastructure extensions; LGA boundary; agricultural interface
<b>Name</b>	<b>Adjacent STP (South) Site – Leetham Rd</b>	<b>Area (ha)</b>	~169.6ha <b>FUTURE GROWTH IF NEEDED</b>
<b>Address/Title</b>	Lot 1 DP1213955 / Lot 2 DP286006 Lots 273/274/305 DP756325	<b>Existing use</b>	Agriculture / limited dwellings
<b>Key opportunities</b>	Potential rail siding; adjacent to future STP	<b>Key constraints</b>	Limited Barham Rd frontage; Close to future STP; significant utility/infrastructure extensions; LGA boundary; agricultural interface

## 6. COMMERCIAL LAND USE

This Section of the Report reviews the need for suitably zoned land for commercial land uses to meet the growth requirements in the **Growth Strategy 2050**.

Whilst this is not a detailed retail/commercial land use strategy and it is not an urban design masterplan – both economics and place-making are key factors in the success of a town centre and supporting businesses. Some key issues are reviewed in terms of how some recommendations may reinvigorate the town centre.

### 6.1. Key Employment Areas

This chapter looks at commercial (business/retail) land uses located in five (5) key areas largely in current ‘B’usiness / future ‘E’mployment zones in Deniliquin including:

- a) **Town Centre:** Historic town centre south of the River/Tarangle Creek; mostly east of Hardinge St/Cobb Hwy, and north of Whitelock / Duncan St and the Waring Gardens recreation areas in Zone B2/future E1 Local Centre;
- b) **Highway Service:** Highway frontage and service industries down Hardinge St & Napier St as far as Wood St in Zone B2/E1;
- c) **Administrative & Emergency:** Administrative functions north of Charlotte St with Murray Irrigation Limited (MIL) and Local Land Services (LLS) offices in Zone B2/E1 and the hospital, police and other emergency services overlooking the river in Zone R1 General Residential;
- d) **Highway Intersection:** Area of Zone B6 Enterprise Corridor/future E3 Productivity Support at intersection of Cobb and Riverina Highways in North Deniliquin; and
- e) **Davidson St:** Proposed Zone E3 Productivity Support area along Davidson St (Planning Proposal).

We have not reviewed commercial uses in other zones (or Davidson St in any detail) as these have limited growth opportunities.

### 6.2. Strategic Planning Policy

To the best of our awareness there is no recent retail or commercial specific land use strategy adopted by Council. However, there is higher-level guidance on commercial and community land uses in the following Strategies:

#### 6.2.1. DPE (Jan 2023) Riverina Murray Regional Plan 2041 (Regional Plan)

This includes, but is not limited to: **Part 3 Economy** and the following objectives/actions that are strongly supported by this Strategy:

#### Objective 15: Support the economic vitality of CBDs and main streets

##### Strategy 15.1

Strategic and statutory planning for centres will:

- maintain and strengthen the economic vitality and function of established commercial centres and focus future commercial and retail activity in these centres, unless:
  - there is a demonstrated need;
  - there is a lack of suitable sites within or adjoining existing centres; and
  - there is positive social and economic benefit to locate activity elsewhere
- facilitate a range of uses through flexible and simplified planning controls to respond to the changing retail environment
- encourage redevelopment and appropriate higher density residential development in the CBDs of regional cities
- encourage infill and appropriate medium density residential development close to main streets and centres of small and medium sized towns
- conserve cultural heritage values and local character (see Objective 9)
- maximise accessibility and amenity, including support of public and active transport, and greening of buildings and open spaces
- consider freight access early in the planning process to balance the movement and delivery of goods with vibrant, healthy, and successful places.

##### Strategy 15.2

Strategic and statutory planning for new retail and commercial centres and development will demonstrate how they:

- respond to retail supply and demand, innovation and digital trends in the retail sector
- maximise existing public transport and community facilities commensurate with the scale of the proposal
- enhance public areas
- do not detract from established commercial centres.

##### Strategy 15.3

In collaboration with local communities, council strategic planning will recognise and celebrate the local character of places and people, the vitality of centres and economic viability. Initiatives may include public domain improvements, public art, community events, markets and festivals, and local housing to promote activation, dining and the night-time economy.

#### Objective 16: Support the visitor economy

##### Strategy 16.1

Strategic and statutory planning will support and promote visitor activities and locations and ensure planning controls support and enable tourism developments and complementary land uses in appropriate locations.

Agritourism is supported as ancillary to agriculture, however other tourism in rural areas will need to be strategically justified and be located in areas appropriate for these types of activities. Potential land use conflict with other rural land uses must be taken into account when determining the suitability of a location for a rural tourism use.

##### Strategy 16.2

Strategic planning by councils adjoining the Murray River should include major tourism projects in Victoria. Tourism activities do not recognise state borders. Strategic planning by councils adjoining the Murray River should take into account the combined NSW and Victorian Murray River tourism market.

#### Objective 17: Strategically plan for health and education precincts

##### Strategy 17.1

Councils and the NSW Government should work with social infrastructure and service providers on strategic planning that will:

- identify future health and education infrastructure and service needs, including appropriate locations for future facilities or impacts and issues for existing facilities
- determine when, where and what services are likely to be required in response to population growth
- include the growth and development identified in council strategies and plans, economic and employment forecasts, major project approval data and NSW population projections.

##### Strategy 17.2

Strategic planning and statutory planning should investigate opportunities to create mixed use precincts around locally significant health and educational facilities through planning controls that encourage co-location of complementary uses. The relevant NSW infrastructure and service providers should be consulted early in the planning process.

##### Strategy 17.3

Statutory planning will ensure that any development on land within a defined health and/or education precinct is consistent with a council-endorsed master plan.

#### 6.2.2. ERC (Feb 2020) Local Strategic Planning Statement (LSPS)

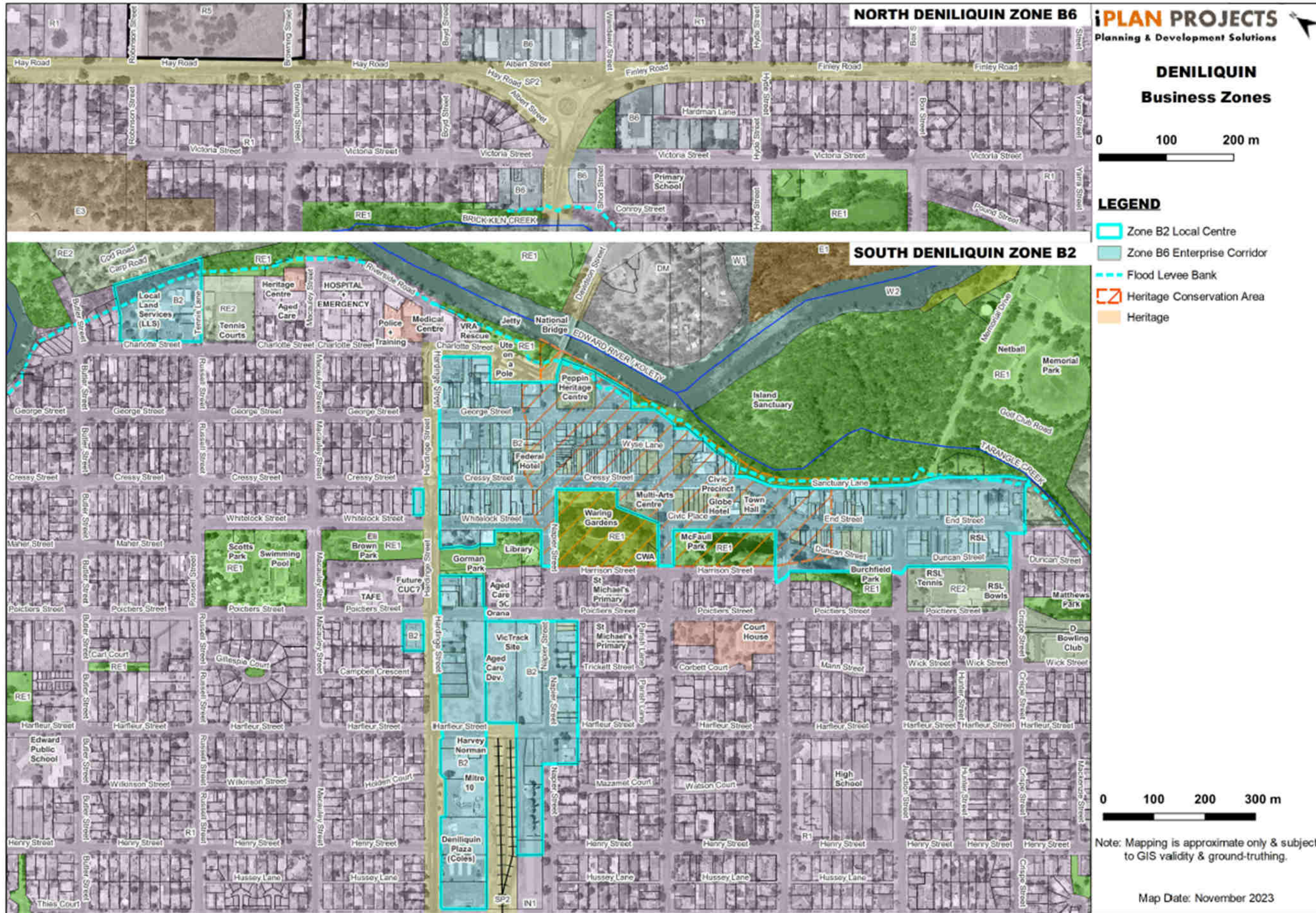
The LSPS does not have a specific Planning Priority for commercial land uses outside of **Priority 2: Industry** that is addressed in Section 5.2.2 above. There is some overlap from **Priority 3: Heritage** (especially for the Heritage Conservation Area); **Priority 4: Liveability** (community uses); and **Priority 6: Infrastructure; Priority 7: Climate Change & Natural Hazards; and Priority 8: The Environment.**

#### 6.2.3. Other Relevant Studies

In addition, there are several recent & relevant studies and master plans for the town centre and some key sites that review the key issues and desired urban design outcomes in more detail than this report can provide – so only key points are summarised here. These include:

- ERC *Economic Development Strategy 2018-2021*;
- LM.LA (2018) *Deniliquin Public Space Strategy*;
- GroupGSA (2018) *Deniliquin Masterplan*;
- MAK Planning & Design (2018) *ERC Open Space Strategy*;
- MAK Planning & Design (2019) *Memorial Park Master Plan*.

Figure 35: Key Zone B2/E1 Local Centre & Zone B6/E3 Productivity Support areas.



### 6.3. AEC Project Commercial Demand

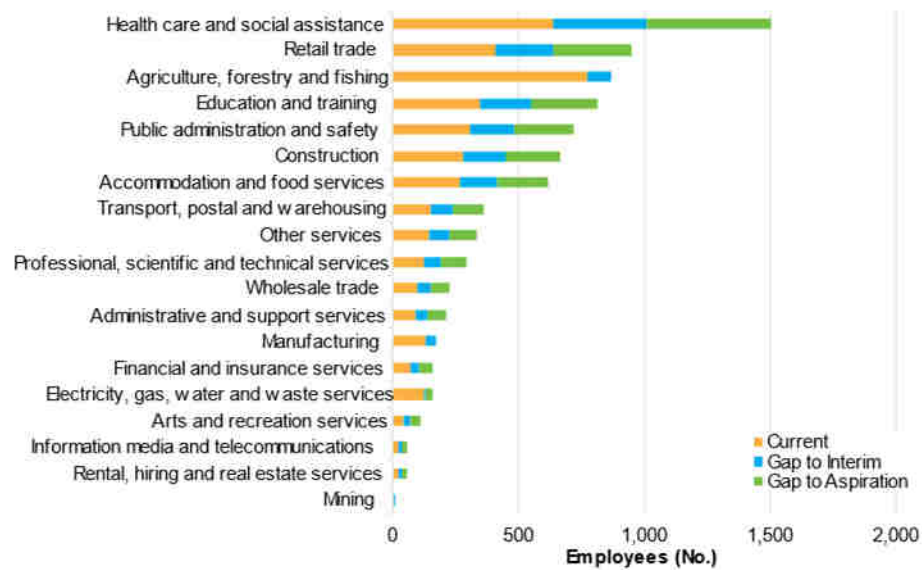
The AEC Briefing Notes have projected the growth in key employment under the proposed growth scenarios as shown in the Figures below. This has resulted in an estimate of new Gross Floor Area (GFA) requirements for key land uses including retail and commercial.

As a result, the ADDITIONAL gross floor area (GFA) requirements from the AEC scenarios above are calculated in the table below with retail uses ranging from 2,481m<sup>2</sup> (conservative) to 30,818m<sup>2</sup> (aspirational) and commercial from 2,330m<sup>2</sup> (conservative) to 24,990m<sup>2</sup> (aspirational). At an average Floor Space Ratio of 0.6:1 this could equate to ~9ha of land (aspirational growth) but is more likely to need 1-2ha in the short term.

Figure 36: Estimated Change in Employment by Industry and Growth Scenario (AEC Briefing Note BN2 Figure 4.5).

#### Anticipated Change in Employment by Industry, Edward River, Current to Interim and Aspirational

Source: ABS (2022; 2023), NSW Government (2022a, b; 2023), AEC (unpublished a, b), AEC.



Scenario	Current Estimate	Industrial	Retail	Accommodation	Commercial	Net New GFA
Base		-	-	-	28	28
Conservative	94,846	5,269	2,841	275	2,330	10,715
Interim		28,877	13,163	1,273	10,690	54,002
Aspirational		61,622	30,818	2,981	24,990	120,410

Source: ABS (2022b; 2023a), NSW Government (2022a, b; 2023), AEC (unpublished b, c), AEC.

Figure 37: Net new Gross Floor Area requirements by Industry and Growth Scenario (AEC Briefing Note BN2 Table 4.4).

### 6.4. Commercial Supply-Demand

The **Growth Strategy 2050** has not conducted a detailed analysis of vacant or under-utilised retail floor space or business zoned land. Should growth rates exceed 1%/annum then it is recommended that a retail/commercial land use study is prepared that identifies potential supply and demand in more detail and looks at ways to stage expansion of the business zone if required. However, in the short-to-medium term this is unlikely to be necessary and some broad estimates can be made based on the following:

- a) **Infill:** Retail vacancy in the town centre main streets may be as high as 25-35% of total shops/floor space and is impacting the activity, viability & amenity of the town centre. In addition, there are many under-utilised shops that could sustain growth within the existing footprints. This is expected to provide sufficient floor space for the short-to-medium term for smaller footprint retail and business growth.
- b) **Infill:** There is significant potential to redevelop and reactivate core precincts such as the WaterNSW Site, End Street & railway corridor.
- c) **Infill:** There is a clear principle in all the land use strategies to enhance and adaptively re-use the existing town centre retail/business area. Therefore, the core aim is to encourage suitable businesses as infill development to activate the main retail streets as a priority over expansion in the short-to-medium term.
- d) **Diversification:** The changing nature of retail may require expansion of market reach & diversification, potentially with increased 'back-of-house' warehousing and logistics for online shopping with smaller more 'experience-based' retail in the shopfronts. Warehousing/logistics can potentially be accommodated in the industrial areas where some industrial retail may also be permitted but may also co-locate with retail where it is low impact and has good rear heavy vehicle access.
- e) **Riverfront:** There is the opportunity to redevelop some larger river-front sites in the Zone B2/E1 area including Local Land Services (LLS) and Murray Irrigation Limited (MIL) and WaterNSW for increased river-front activation – see below for additional details.
- f) **Large Format:** There is some existing additional demand for new large footprint office spaces and larger-format industrial retail buildings. If higher growth levels are achieved this will increase to require new large format retail shops. These building types may not be sympathetic to the heritage conservation area in the town centre so there will need to be careful planning for opportunities at the perimeter of the heritage conservation area or with minor extension along or near the highway as set out in this report.

### 6.5. Commercial Growth Investigation Area(s)

Some limited areas for commercial (business) growth are provided (see Figure on next page) to cater for growth that cannot occur as small-scale infill in the existing town centre or highway service areas.

#### WaterNSW INFILL – Short/Medium Term

The carpark for the WaterNSW (former State Water) building on Edwardes St is a 1,400m<sup>2</sup> vacant site purchased by Council. Subject to providing access to the riverfront, this Site could be activated, possibly with tourist accommodation and/or or culture/arts facility.

#### End St INFILL– Short/Medium Term

The End St business area needs revitalisation and infill development across the entire area. It is outside the Heritage Conservation Area but still has some important historic buildings & heritage items. The block north of Ends St and east of Memorial Drive particularly has several vacant lots (opposite the RSL) with a block area of ~0.91ha that could suit a larger anchor tenant within 800m of the town centre.

#### VicTrack Shed / Rail Silos, Napier St INFILL– Short/Medium Term

The VicTrack sheds on the eastern side of the railway line on Napier St between Poitiers St and Harfleur St (~1ha) are currently vacant and unlikely to be used for industrial purposes. Whilst they are ALSO identified in the Residential Section of this Report for potential medium density residential growth – they could also support ground level retail or (if the sheds are retained for historic reasons) adaptive re-use.

Similarly, if the grain silos south of Harfleur Site (~1.17ha) are relocated this could be redeveloped alongside the Napier St Sheds business zone extension below.

#### MIL Depot & Napier St Sheds REZONING – Short/Medium Term

As set out in the Industrial Section of this Report, a possible extension to Zone B2/E1 Local Centre may be along the Hardinge St (Cobb Hwy) and Napier St frontages from Henry/Wood Streets to just south of Sloane St that would rezone existing under-utilised industrial land.

This area has good access to services to the Coles shopping centre and would significantly improve the southern gateway to the town centre, particularly along the highway frontage.

This includes (see Figure below):

- a) The Murray Irrigation Limited depot site at 122 Hardinge St (Lot 1 DP1010684) and 138-142 Hardinge St (Lot 24 DP756325) with up to ~18,000m<sup>2</sup>/1.8ha and an ageing depot on a highway frontage.
- b) Napier St area including 125-129 Napier St; 131 Napier St; 133 Napier St; and 137-143 Napier St are under-utilised existing quasi-retail premises (~11,800m<sup>2</sup>/1.18ha).

#### Charlotte St Infill & REZONING – Medium/Long Term

Section 6.9 Edward River Interface of this report reviews the potential for staged relocation of depot(s) and administrative/emergency services out of the riverfront locations to free up this land for riverfront business and tourism activation. The total area is ~5.48ha but only parts of this may become available in the short to medium term and it depends on finding suitable alternative locations and funding for relocation for those uses.

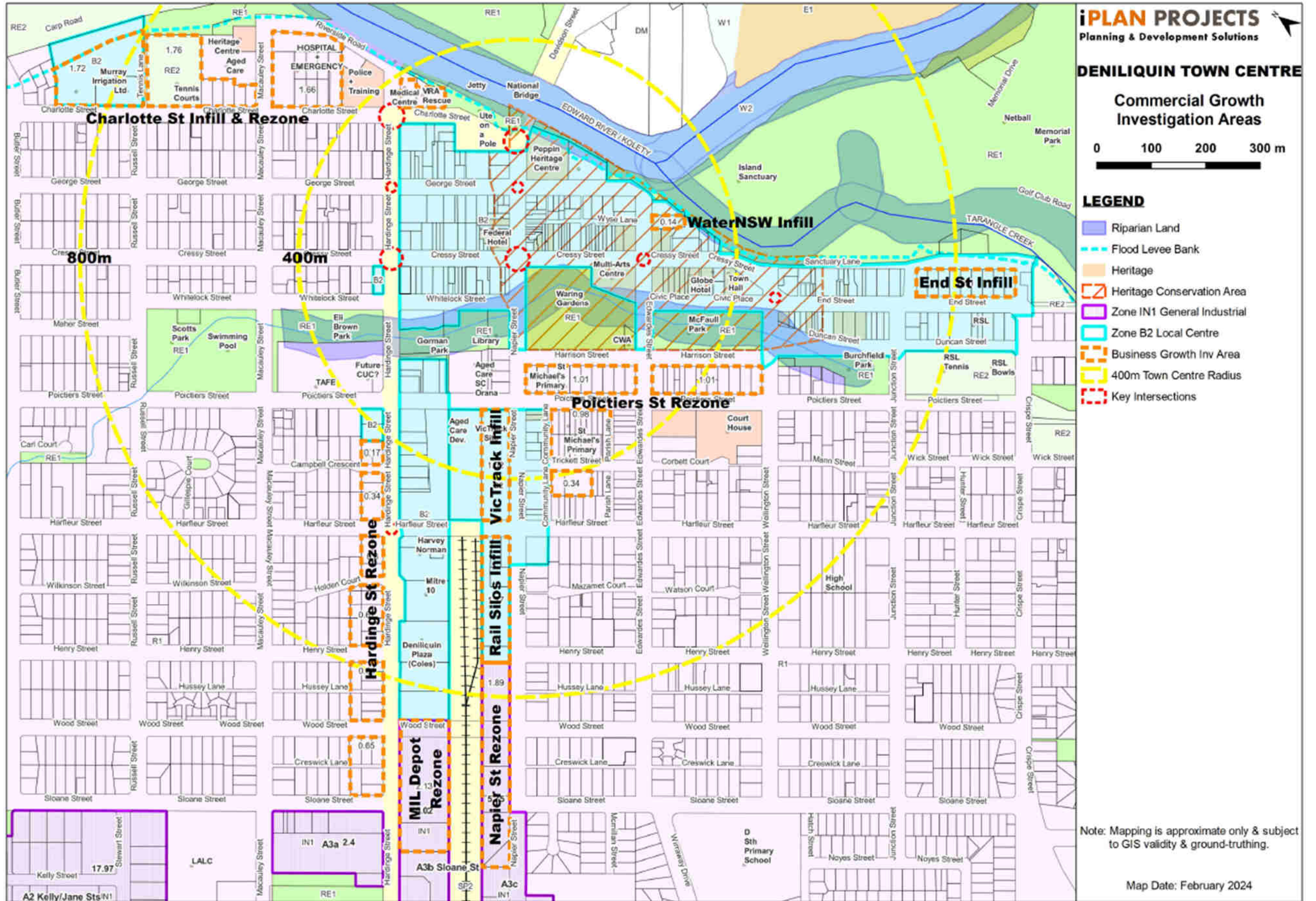
#### Hardinge St Area (west of Highway) REZONING – Medium/Long Term

There are already a couple of pockets of business zoned land west of Hardinge St and several businesses along the highway outside of this zone. It is not ideal to have residential land uses along a busy highway frontage for residential amenity and commercial uses could provide a buffer and take advantage of the highway frontage (subject to highway access issues). There is ~2.77ha or more of land (subject to further investigation) that could be redeveloped (noting that loss of dwellings needs to be replaced).

**Poictiers St Area REZONING – Long Term**

The area south of Harrison St extending down to Trickett St is largely within 400m of the town centre core. It has St Michael's Primary and a mix of residential and business uses with a total area of ~3.34ha. Relocation of the school would only be considered if there were high growth levels, alternate locations could be found for these uses, and if it was not better suited to medium density housing.

Figure 38: Preliminary Commercial Growth Investigation Areas (subject to detailed investigation & retail/commercial supply/demand). Some of these Sites are investigated in further detail below.



**6.6. Southern Gateway – Education / Emergency / Highway Services / Recreation Precinct**

The following (and the Figure opposite) are some PRELIMINARY CONCEPTUAL IDEAS for further community engagement and detailed design – most of which are medium or long term. If the Community wants aspirational growth to 19,800 people by 2050 or even half of this growth then they will need additional community, recreation, and supporting facilities and this area may offer the potential for a visionary response. Rezoning may be required.

There is a large pocket of Zone R1 Residential Land located south of Cobby Highway/Ochertyre St, east of Cemetery Road, and north of the Mulwala Canal that is about 40ha in size. Most of the north and eastern part of this is Crown land. Only the south-western parcel of ~9.2ha is private.

The land is surrounded by higher impact uses with the highway to the north, industrial land to the west and south, and recreation/sporting grounds to the west. This limits its residential amenity.

The land is within the flood levee and Mulwala Canal so it is protected in the 1%AEP + 300mm freeboard event. In a Probable Maximum Flood (PMF) it is slightly affected but significantly less than surrounding land and subject to detailed studies and minor levees could see this land relatively flood free.

It has good access (if new access points to the highway or off Cemetery Rd are permitted). Mulwala Canal buffers it from the industry to the south and the recreation grounds buffer it to industry from the west.

**EMERGENCY SERVICES PRECINCT (~7ha):** There is a relatively new Ambulance station off Lawson Syphon Rd opposite. There is an emergency services precinct (RFS/SES etc.) just south at the airport. This lends it to possibly being a medium to long term medical precinct – possibly with a new regional hospital acting as the southern gateway to Deniliquin.

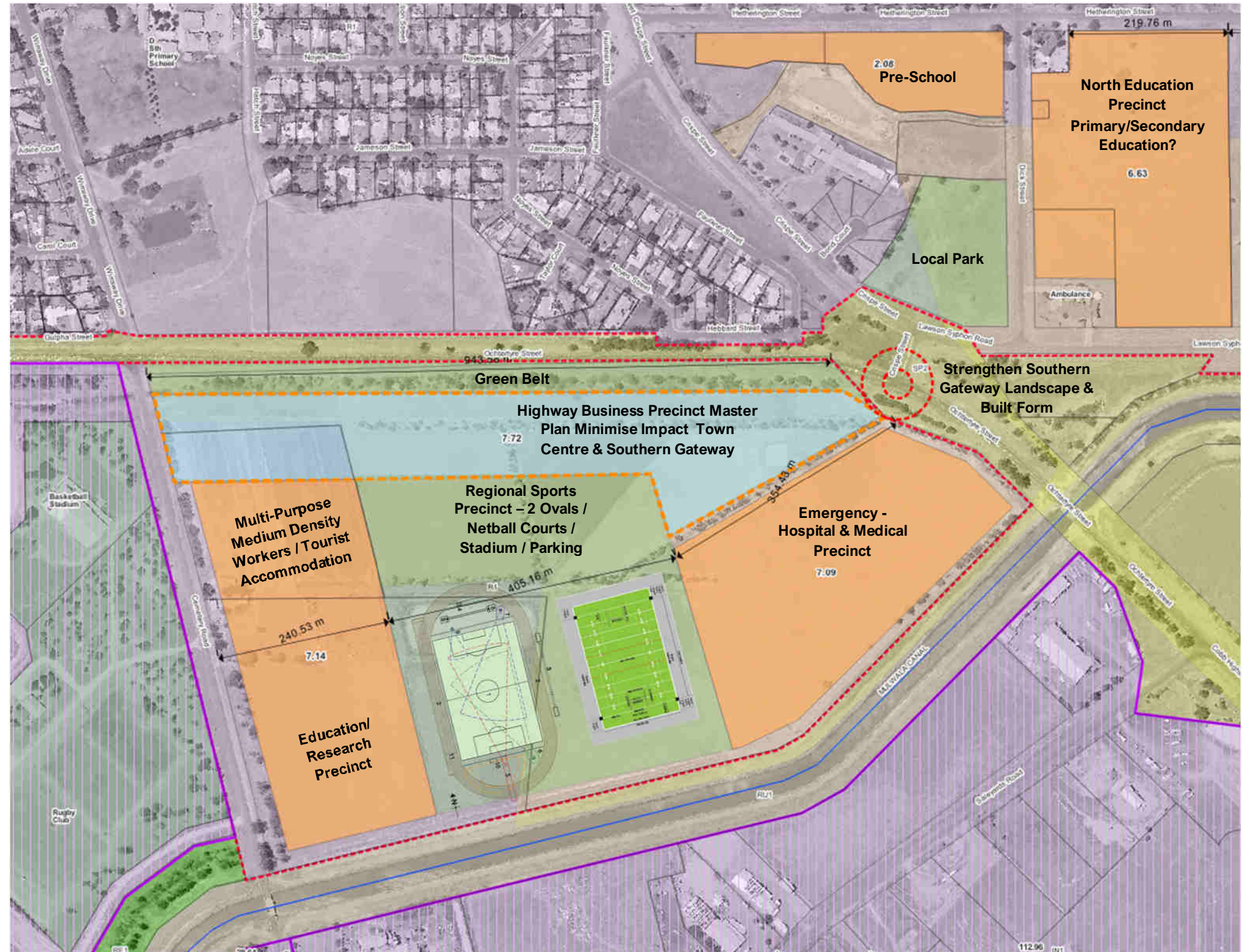
**HIGHWAY SERVICES PRECINCT (~7.7ha):** There is nearly a 1km frontage to the Cobb Highway along the north of the Site that could become a highway services centre approximately 100m deep. The zoning/permissible land uses would have to be narrowed so that it did not undermine the town centre viability and focussed on highway-related uses, food and drink premises, and services. Ideally, a landscape belt along the highway frontage would protect the character and gateway qualities of this Site.

**REGIONAL SPORTING PRECINCT (~11-12ha):** The centre of the large area may be suitable if there were to be either consolidation of local sports away from flood prone areas or to achieve higher grade shared facilities OR a new regional sports facility. This could include two ovals and large parking areas shared with the surrounding precinct activities. Light and noise from larger events is less likely to impact on residential land uses in this location.

**SOUTH EDUCATION/RESEARCH PRECINCT (~7ha):** Land along Cemetery Rd could potentially be a Higher Education/Research Precinct which is close to industry but has excellent amenity surrounded by recreational facilities. The Cemetery Rd bridge over the Mulwala Canal could be expanded to allow direct connection to industry. Part of this land could have multi-purpose accommodation for tourism, temporary workers, conferences, emergency workers, medical, and education employees etc.

Figure 39: Preliminary Conceptual (Untested) Ideas for a new community/education/emergency/recreation/highway services precinct at the southern gateway.

**NORTH EDUCATION PRECINCT (~8ha):** North of Lawson Syphon Rd and east of Crispe St may be a potential expansion area for pre-school, primary, and possibly secondary education. As it is north of the highway – it has good pedestrian and cycle access to the main residential areas of Deniliquin and the town centre (not isolated by highway). It could also leverage the recreation precinct. Some flood mitigation may be required.



**6.7. Retail & Main Streets**

**6.7.1. Overview**

Napier St provides the key highway entrance to the town centre from the north and Cressy St from the west so these are the main retail streets with key historic buildings but it flows over to George St and extends down to End St (see Figure next page).

Waring Gardens has been upgraded from a stormwater system/ watercourse into a major network of parks and community infrastructure that links east-west through the town centre joining the river at both ends. It is a major attraction for the town and provides significant amenity and functional green space interspersed with community facilities with good connectivity.

**6.7.2. Strengths**

There has been significant investment to most main streets with a range of built form, landscape and streetscape improvements including, but not limited to (see photo examples below):

- a) Deniliquin has been fortunate that the Cobb Highway has been relocated so that it does not impact directly on the historic main streets for improved urban design and amenity;
- b) There is a strong grid-based town design with 50/100/200m by 200m blocks that provide good connectivity/navigation, a compact/walkable town centre, interspersed with laneways and some central parking areas to provide good rear servicing for some lots (see more discussion on this opportunity below);
- c) Waring Gardens & associated parks offer a ‘green oasis’ and excellent connectivity across and through the town. It is a unique highlight compared to most regional centres;
- d) Key public and community buildings are well connected in the town centre and through the gardens with several historic/heritage buildings and interpretative signage providing visual interest;
- e) 45 degree parking takes advantage of the wide streets to create opportunities for kerb-side and median planting beds and well-established street trees that creates traffic-calming and good pedestrian environments;
- f) Wide footpaths (in relatively good condition) with unique wide post-held awnings create weather protected retail streets and potential for outdoor dining and retail exposure;
- g) Most buildings are in relatively good condition and appear looked after so the streetscapes appear active even if there are vacant shopfronts;
- h) Recent upgrades to the Town Hall / Civic Precinct and Council offices;
- i) High quality mostly-consistently branded signage for navigation & visitor information;
- j) Variety of public art and sculpture integrated into the footpaths, parks, buildings, and streetscape;

- k) Council provides electric car charging stations in Cressy St. Currently they have a charge system – but they are under-utilised. Council is considering reducing the costs as an attraction;
- l) There are some examples of strong local businesses, upgraded facilities, and new businesses providing new offers.

Figure 40: Photos of the town centre / streetscapes (October 2023).

Waring Gardens



Multi-Arts Centre & Waring Gardens interface



Street landscape & Waring Gardens interface



Wide updated footpaths & awnings



Relatively integrated shopfronts



Town hall & civic precinct recent upgrades



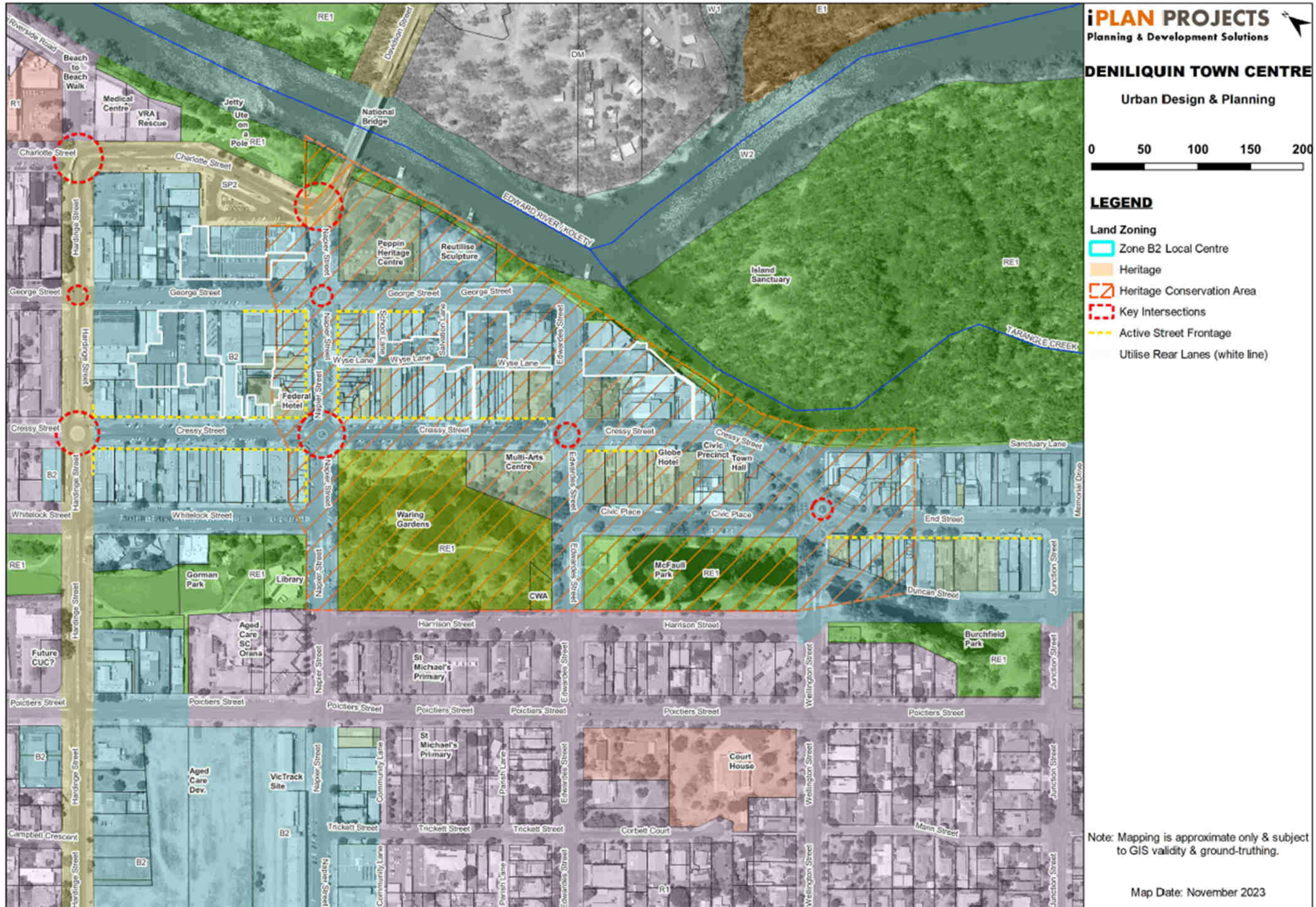
Some vacant in key buildings like the Federal Hotel



Some vacancy in shopfronts



Figure 41: Deniliquin town centre business zoned area – opportunities & constraints.





### 6.7.3. Challenges

However, retail and some businesses are clearly struggling with a relatively high degree of shop-front vacancy (which is partly masked by high quality streetscape) but can often be every 3<sup>rd</sup> or 4<sup>th</sup> store in key streets and higher towards the perimeter of the town centre (particularly End St in the east).

Perhaps most damaging is that some of the key corner buildings that are often hotels/pubs are vacant or under-utilised so the streets are lacking activity, particularly in Napier St. The Federal Hotel is vacant but has current development application for a hotel / tourist use. Globe Hotel sold in 2022 and there may be redevelopment plans but this is unclear.

There are likely multiple reasons for vacancy including, but not limited to:

- Weakening macro-economic and agricultural growth and flow-on to the associated service-related sectors;
- Weakening inland regional tourism and expenditure;
- Increasing cost-of-living affecting disposable income;
- The key Coles/Harvey Norman bulk shopping facility is on Hardinge St outside the town centre core which is car-oriented so these do not act as anchor tenants;
- Expenditure leakage to adjacent Shires and larger centres – particularly Echuca/Moama and Bendigo/Shepparton;
- Online retail availability impacting traditional retail that is reliant on local expenditure;
- Limited entertainment or food offerings in the main streets – particularly on weekends – which may be impacting the attraction for younger people to remain in Deniliquin and affecting visitor numbers/expenditure;
- Increasing centralisation of services in larger centres & consolidation of government offices (including councils) – many old civic buildings are vacant – this has impacted End St where the old Conargo Council offices were located;
- Anecdotally, possibly a portion of commercial shop owners living outside the Shire are less willing to invest in upgrades.

### 6.7.4. Streetscape & Navigation

The *Deniliquin Public Space Strategy (2018)* and *Deniliquin Masterplan (2018)* have already addressed most of the major public domain initiatives so these are not repeated or updated here (see Figure above).

Council should continue to implement these as funding is available with a focus now on the gateways to the town centre from the highway which are vital to drawing people into the town centre, particularly passing traffic.

### 6.7.5. Active Street Frontages / Residential Pressures

With traditional retail, one key issue is activating streets for longer hours and into the weekend. Higher levels of vacancy (particularly of larger/key sites) starts to weaken street activation and have significant economic flow-on effects for those remaining businesses. Reduced business hours result in less night-time and weekend activation.

A resulting outcome of retail weakness is that Council is receiving more applications to convert commercial buildings (particularly former banks, but also others) into dwellings or redevelopment for multi-dwelling housing.

Currently Zone B2 permits dwelling houses and shop-top housing, but all other residential development is prohibited. It appears proposed Zone E1 will be the same for these uses. This permits ground-level commercial buildings to be converted into single dwellings. Whilst residential uses can be complementary to commercial uses, they do not usually have an active street-level frontage for privacy reasons and this can reduce street activation, pedestrian amenity, and safety.

Multi-dwelling or medium density housing may be more positive in terms of street activity as smaller living and communal spaces encourage people to utilise public space and provide regular activity at key entrances. However, this would be better located outside the heritage conservation area but within 400-600m of the town centre.

The objectives for Zone B2 include enabling ‘residential development that contributes to a vibrant and active local centre and is consistent with the Council’s strategic planning for residential development in the area’. It is also interesting to note that the proposed new Zone E1 will include an objective ‘to encourage business, retail, community, and other non-residential uses on the ground floor of buildings’.

Therefore, it is important that Council has some clear guidelines on when dwelling growth in the town centre is appropriate.

Council could consider a Standard Instrument LEP control for **Active Street Frontages** including a map protecting those streets with relatively intact retail frontages and higher amenity (see Indicative *Active Street Frontages Map* on Figure on page above). Ideally this would ensure that the ground-level retail frontage is maintained for a certain setback – even if dwellings are constructed above or behind the shopfront.

However, the difficulty is that if ground-floor retail or commercial uses are not viable then the additional cost of maintaining it and providing separate entrances, services, parking may add to development cost.

### 6.7.6. Other Retail Opportunities

As highlighted above, several of the key retail streets have mid-block laneways, parking, and service areas. This creates an opportunity to utilise those service areas more intensively for servicing and logistics that are ancillary to the retail storefronts and can support online shopping for greater market reach and diversification of products.

Zone B2/E1 already permits ‘light industry’ which permits some low-impact industrial activity for production, packaging, and distribution.

‘Light industry’ also includes ‘artisan food and drink industry’ and ‘creative industry’ that work with front-of-house retail and food and drink premises.

Council needs to make a clear decision whether a wider variety of uses including servicing and logistics are the priority or an alternative intent to ‘activate’ these rear areas with pedestrian friendly connections, shopfronts, etc. We suggest that whilst pedestrian safety and lighting should be a priority that the focus for activation should be on the primary retail street frontages but mixed-uses could be complementary.

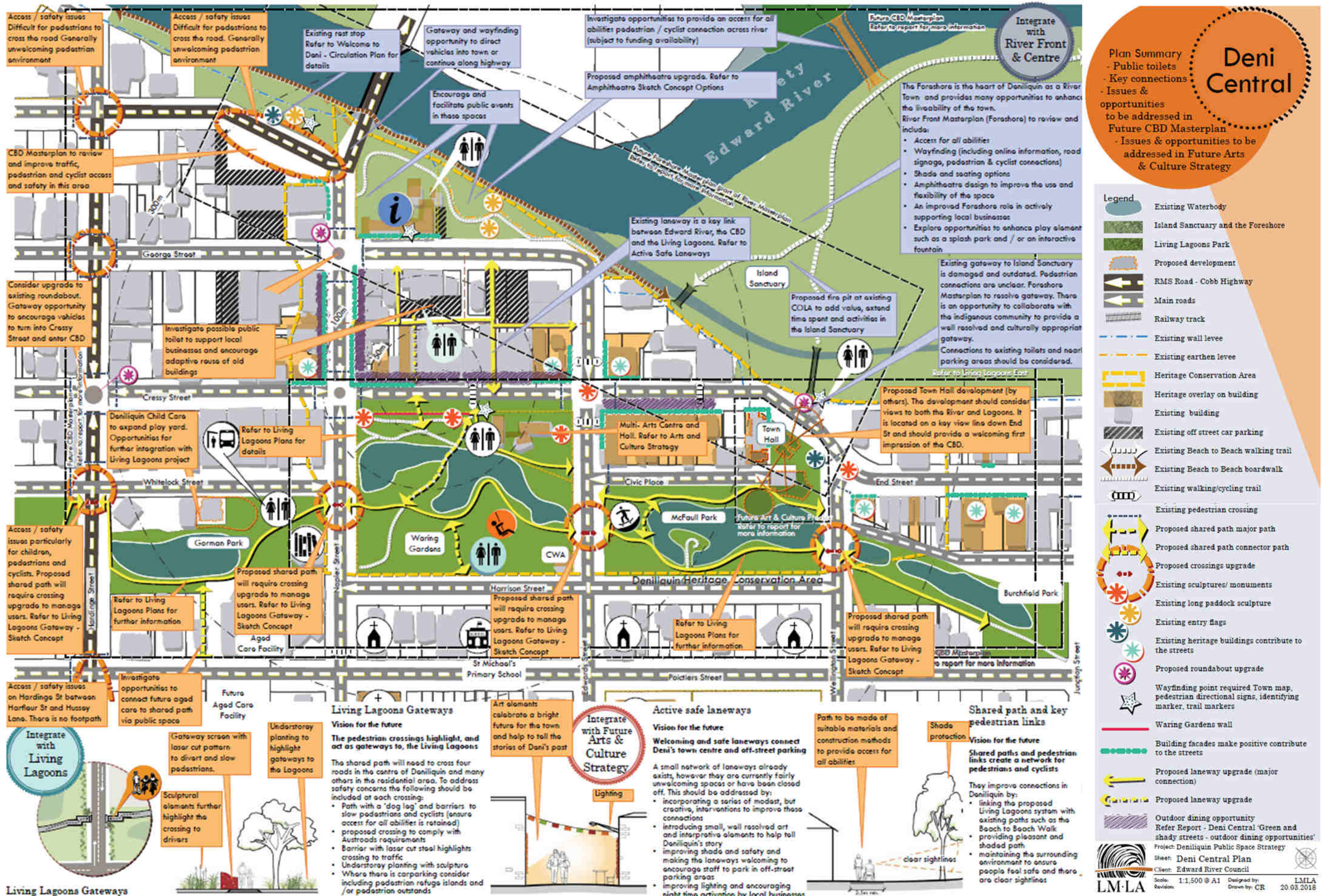
Local retailers will need some assistance to strengthen their online presence, manage inventory, and arrange cost-effective packaging and delivery. Deniliquin Business Chamber may be retail focussed but anecdotally it may need some help to regain some momentum and membership. This group should be engaged to investigate what can be done to reinvigorate retail and supporting functions and educate retail members on opportunities.

Council also has completed some projects for street activation with portable street dining areas. This needs to be carefully managed to balance on-street parking and access.

**RETAIL & MAIN STREETS:** Key ongoing goals for ERC & the community (at the shire-level) regarding retail & main streets may include:

- Continuing to upgrade the public domain in accordance with the *Public Space Strategy & Deniliquin Masterplan (as amended)* with the next focus on the gateways from the highway.
- Prepare a more detailed Retail Investigation in partnership with the Business Chamber on existing supply/demand and ways to reduce or adaptively re-use vacant and under-utilised retail premises and commercial buildings.
- Work with the Business Chamber on education to improve the online retail presence and shopping experience of local businesses across different platforms.
- Review rear lanes and parking areas to identify if these areas should be activated or utilised primarily for servicing and back-of-house logistics (these could still both be complementary).
- Identify some larger infill sites where office spaces and key anchor tenants could be integrated into the town centre to improve foot traffic and activation (e.g. End St).
- Consider planning controls to maintain Active Street Frontages on key retail street at ground level whilst enabling adaptive re-use of buildings for mixed-uses.
- Encourage a wider variety of food and drink premises to open across a range of hours and broaden into improved experiences such as artisan food and drink.

Figure 42: Deni Central Plan - Deniliquin Public Space Strategy (2018).



### 6.8. Education & Training Growth

Council has identified the need to provide a wider range of education options in Deniliquin:

- To retain and attract younger members of the population that often move away for these services;
- To meet the training needs of local employers;
- To upskill local workers so they can adapt to changes in training needs, and
- To strengthen and diversify the local economy.

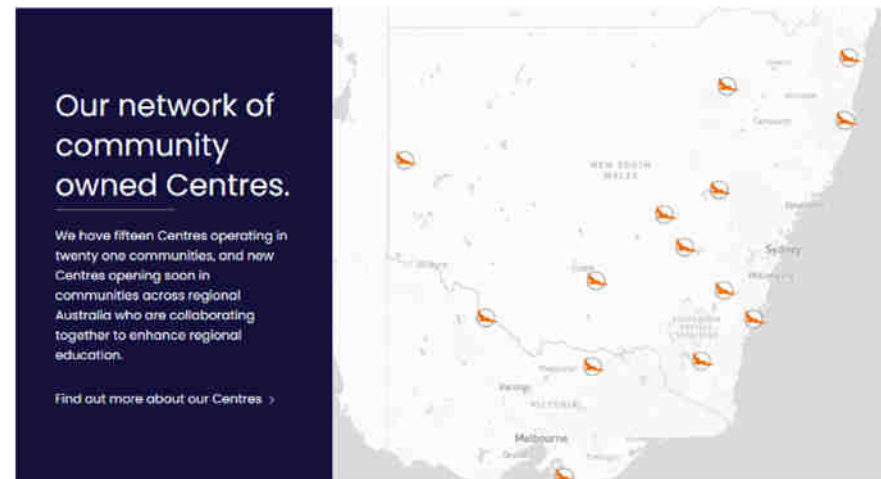
Deniliquin already has a TAFE facility in the centre of town that has a Connected Learning Centre (CLC), though this has limited trade based courses and facilities to support those courses.

A possible synergy is the current proposal to attract the Country Universities Centre (CUC) to Deniliquin with a site identified on under-utilised land at the TAFE site. This would provide facilities for multiple universities to teach remotely in technical and professional areas. This may suit certain courses. A business case has been prepared to apply for funding. The likelihood of success needs to be confirmed as there are already centres at Griffith & Leeton / Wangaratta, Corryong & Mansfield nearby.

There was also some discussion with Council about upgrading the existing secondary school and attracting another secondary school that would provide some choice and different strengths to counter loss of high-school students to larger centres or boarding schools. Anecdotally a significant number of children go to boarding schools in Victoria e.g. Moama Grammar & St Joes. Deniliquin may be a good location for schools looking for a rural campus in a natural environmental setting not far from Melbourne. Therefore, this may not need to locate in the town centre. This is subject to feasibility.

There are several agricultural research opportunities across the Shire and potential for synergies between industry and education. There is also potential to leverage the Airport with a flight training centre.

Figure 43: Map of Country Universities Centres (CUC) in NSW/Victoria ([www.cuc.edu.au](http://www.cuc.edu.au)).



**EDUCATION & TRAINING:** Key ongoing goals for ERC & the community (at the shire-level) regarding education & training may include:

- Review TAFE courses and ensure they are matched to local and future employment needs.
- Facilitate the opportunity for a Country Universities Centre at Deniliquin on the TAFE Site with a business case and suitable site.
- Approach secondary schools that may be willing to start a new campus in Deniliquin and identify suitable sites.
- Connect agribusinesses, agricultural institutes, and research facilities to find further opportunities for research and training.

### 6.9. Creative Arts & Culture Growth

Deniliquin has several regional arts/music/theatre/creative groups including but not limited to:

- South-West Music Conservatorium ([www.swmusic.org.au](http://www.swmusic.org.au)) – recent funding for upgrades (but may fall over due to loss of teachers);
- Deniliquin Club – with an active leader who attracts and promotes local and regional music;
- Outback Theatre for Young People ([www.outbacktheatre.com](http://www.outbacktheatre.com))

The *Deniliquin Public Space Strategy* (2018) (see Figure on next page) clearly identifies the opportunity to link these facilities on an Arts & Culture Trail. End Street has a higher level of vacancy and could be reactivated with even temporary art and cultural spaces.

There may also be a need to investigate appropriate practice and performance spaces that could potentially be shared between facilities. Under-utilised facilities like the town hall and other civic buildings (if they are suitable for a range of performances) should be considered.

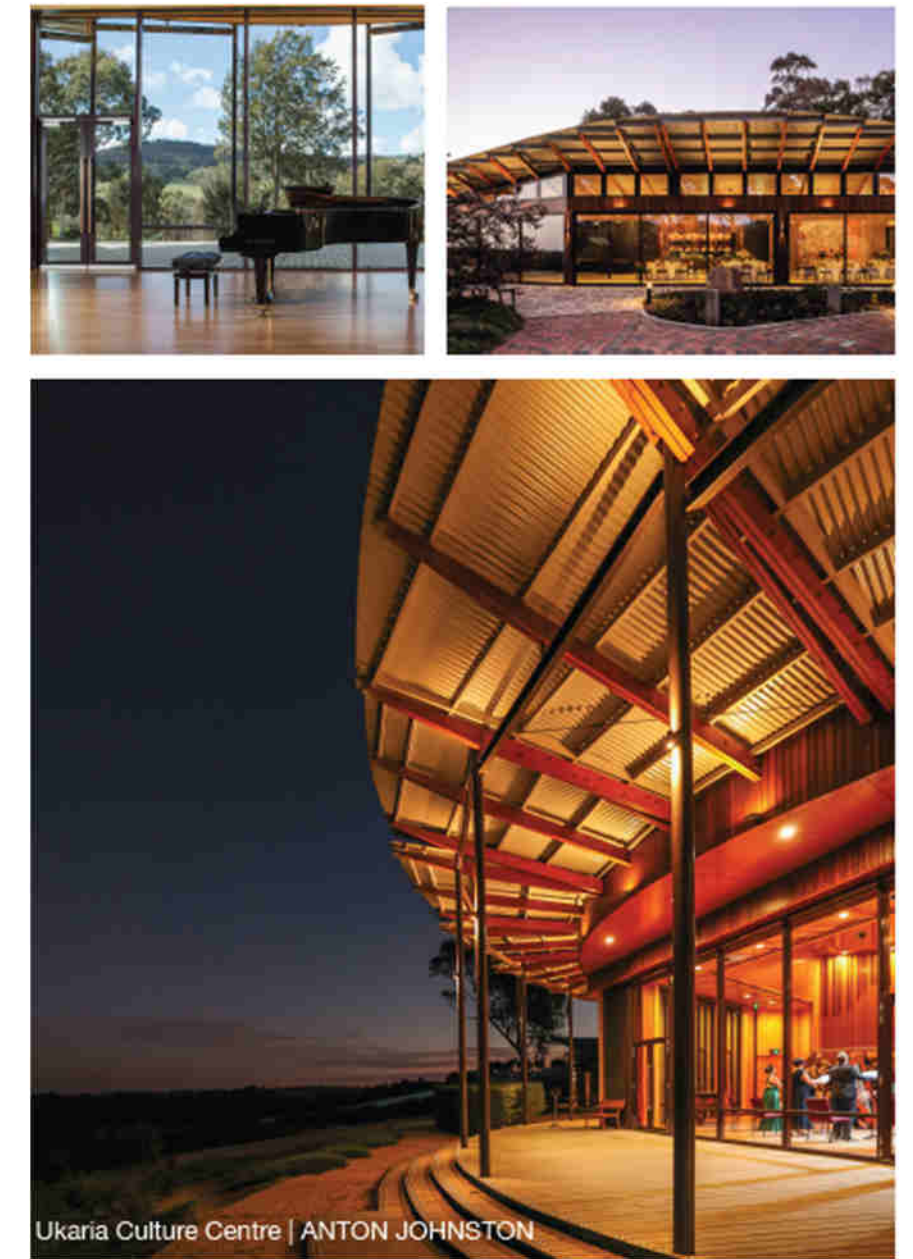
On a larger scale, Deniliquin could position themselves to host creative arts training facilities possibly integrated with or partnered with accommodation that leverages the natural environmental opportunities. An example would be Ukaria Culture Centre & Concert Hall at Mount Barker (40-50 minutes’ drive from Adelaide) in South Australia. This is a destination cultural facility in a rural setting. Deniliquin could build on its strengths in sculpture, art, music, natural environment, and heritage and First Nations culture and history.

It is suggested that live music should also be encouraged at a range of venues in the town centre including pubs/hotels and outdoor dining. Residential uses in the town centre need to be carefully managed so that entertainment opportunities are not unduly curtailed.

**CREATIVE ARTS:** Key ongoing goals for ERC & the community (at the shire-level) regarding creative arts may include:

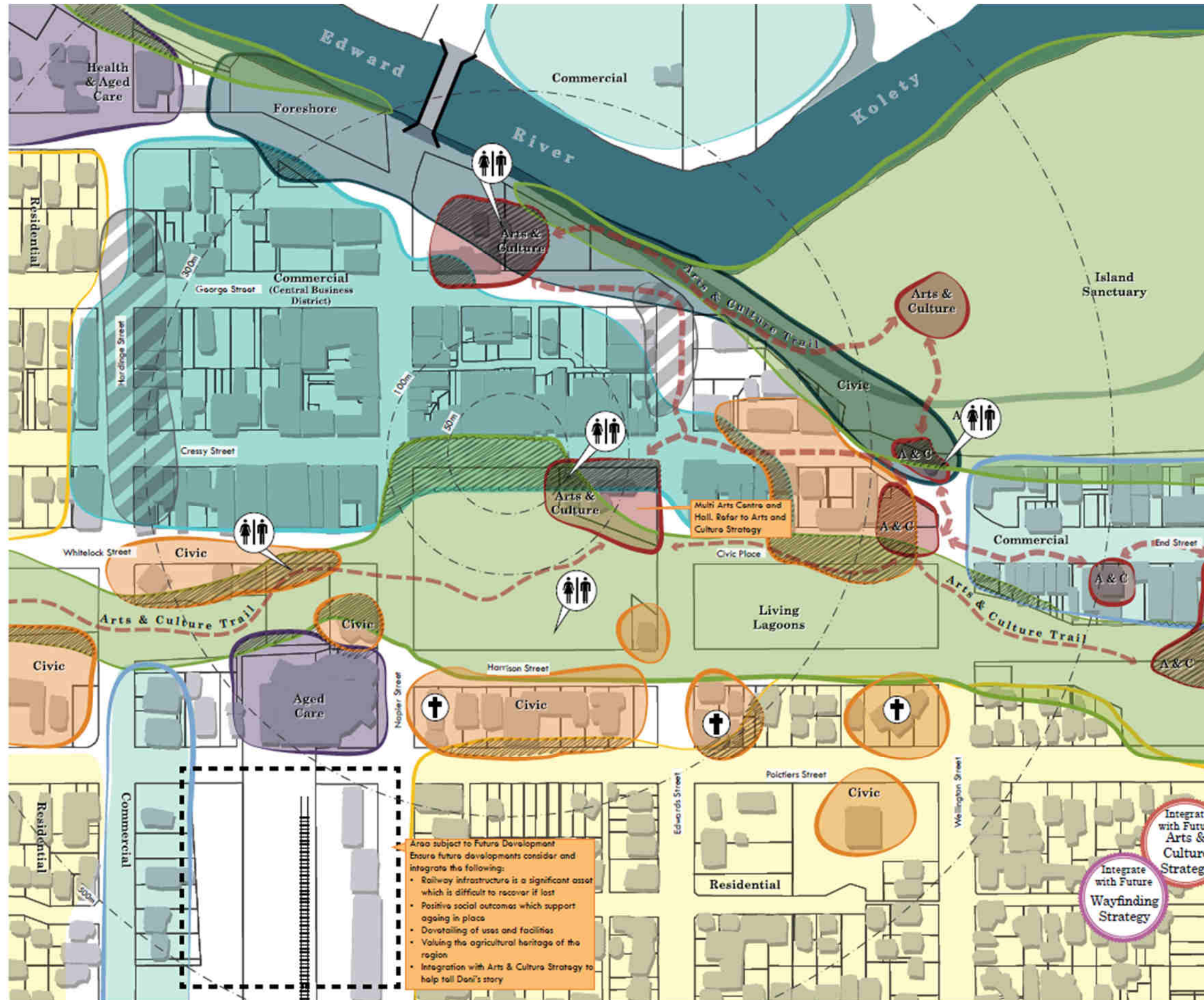
- Leveraging the local strengths in culture and art and finding synergies between local stakeholders to attract funding and share improved facilities.
- Encourage live-music and opportunities for new talent building on existing events and activating streets.

Figure 44: Ukaria Culture Centre ([www.ukaria.com](http://www.ukaria.com)).



Ukaria Culture Centre | ANTON JOHNSTON

Figure 45: Deni Central Precinct Plan – Deniliquin Public Space Strategy (2018).



**Deni Central**

**CBD Activation**  
 Deniliquin has been affected by significant changes in the regional economy and the agricultural sector specifically. The key challenges for the future are likely to be:

- attracting new residents by making Deniliquin a great place to live
- attracting more visitors in the highly competitive regional tourism market

Overall, this will require a combination of valuing the assets and history Deniliquin has and actively embracing a positive future for the town and new ways of looking at old problems.

The town centre currently meets most daily needs however, many shops are closed on weekends or only open limited hours. A number of existing buildings are vacant or underutilised. This has resulted in a CBD streetscape that feels tired, has limited choice / activity and overall lacks economic vibrancy.

The original town layout provides a street grid that is easy to navigate. It has flat terrain that makes walking / cycling easy and well-proportioned buildings, many with deep verandahs which suit the climate. Overall, Deniliquin has much to offer already but lacks connections, synergy between existing uses and better presentation of both its buildings and its stories.

- Focus on building links between existing assets, precincts and activities
- Continue to work collaboratively with the Deniliquin Business Chamber to build collaborative, synergistic relationships between businesses rather than competitive ones
- Actively encourage and support new residents, businesses and entrepreneurs
- Use Deniliquin's history and stories to create a clear 'point of difference' for the whole town
- Prioritise tree planting to ensure Deniliquin retains its 'green oasis' feeling even though many of the older trees are starting to reach the end of their Useful Life Expectancy (ULE)

**Legend**

- Explore opportunities to encourage more activity, investment and economic vibrancy. Investment in good public areas, pedestrian links and streetscapes could be combined with initiatives and programs developed in collaboration with Deniliquin Business Chamber
- Opportunity to integrate different precincts and foster synergies between uses
- Possible Arts & Culture trail options linking existing art pieces & buildings with new works, interpretation and wayfinding

**Project:** Deniliquin Public Space Strategy  
**Sheet:** Precinct Plan  
**Client:** Edward River Council  
**Scale:** 1:1,500 @ A1  
**Revision:** 1  
**Designed by:** LMLA  
**Drawn by:** GC  
**Date:** 20.03.2018

**6.10. Edward River Interface**

**6.10.1. Overview**

One of the issues with many towns along key rivers in the floodplains of NSW is a lack of access and/or activation along the riverfront. This can be for many reasons including, but not limited to:

- Sensitivities of riverfront development and protecting the natural environment;
- Flood risk resulting in minimisation of infrastructure between the levee and the bank of the river;
- Levee banks & retaining walls creating a level change/visual/ accessibility barrier;
- Infrastructure such as highways/roads acting as a barrier;
- Private land extending to the waterfront so there is no public access;
- Historic development decisions that did not appreciate the amenity and economic benefits of river activation under-utilising river sites.

Lack of access to the riverfront can also cause issues for Council when seeking to maintain and reinforce the levee system.

This **Growth Strategy 2050** realises that the river frontage is a major asset to possibly rejuvenate the town and this report seeks to briefly investigate possible land use changes to facilitate this activation.

**6.10.2. Riverside Beach-to-Beach Walk (Public Domain)**

Supported by several existing studies, Council has already started the reactivation of the riverfront with public domain upgrades including the beach-to-beach walk.

The beach-to-beach walk extends from McLean Beach past the town centre and the Island Sanctuary to Willoughby Beach. It starts with simple gravel path at McLeans beach but has sealed sections, boardwalks, jetties, raised viewing decks, bridges & underpasses, upgraded signage and visitor information including some indigenous interpretative signage, exercise areas, public art, and sculpture with beautiful views over the river at key points. It was heavily impacted by the floods but most infrastructure appears resilient with minor upgrades.

**6.10.3. Town Centre River Interface**

The town centre river interface extends from just east of Edwardes St at the former State Water (now WaterNSW) government building up to Hardinge St. This is mostly addressed in the *Deniliquin Masterplan* so it is not repeated here.

From Hardinge St west to McLeans Beach is dealt with below.

The WaterNSW building provides a visual block to the riverfront though the beach-to-beach walk extends in front to the Island Sanctuary crossing. Council has purchased the under-utilised carpark adjacent to the WaterNSW building. Ideally this would be reactivated with a use fronting the waterfront and Edwardes St – possibly as part of the Arts & Culture Precinct discussed below.

The Peppin Heritage Centre and grounds provide a good opportunity for ongoing public domain upgrades to improve the visitor experience and connect to the river with existing master plans for this area.

The *Deniliquin Masterplan* already proposed upgrades to the Ute-on-a-pole parking area and parking in front of the IGA to soften this hardscaped area and some has been completed but the gateway to town centre can still be improved.

Up towards Hardinge St there are two buildings including the relatively new/upgraded Deniliquin Medical Centre (unlikely to change for the foreseeable future) and the older Deniliquin Volunteer Rescue Service (VRS) which is less attractive/activated. Ideally, over the next 3-5 years Council should work with the VRS to identify and facilitate a new site (possibly in the Emergency Services Precinct around the airport) so this site can be reactivated.

*Figure 46: Photos of the town centre riverfront land uses and beach-to-beach walkway (October 2023).*

*Crossing to island sanctuary in front of Water NSW building.*



*Entrance to island sanctuary crossing and WaterNSW building.*



*View along Edward River from near island sanctuary crossing.*



*Riverside walk underpass under Davidson St bridge with beach-to-beach signage.*



*Pontoons/jetties near ute-on-a-pole providing limited water access.*



*Deniliquin Volunteer Rescue Services (VRS) building.*



*Deniliquin medical centre.*



Figure 47: Riverfront Plan (Deniliquin Masterplan (2018) Group GSA).

## 4.2 RIVERFRONT PLAN



- ① Upgrade western section of riverfront to improve visual amenity of Cobb Hwy within the immediacy of the bridge and CBD along with improved car park and rest area including improved access for RV vehicles.
- ② Upgrade and rationalise existing carpark for both local businesses and RV vehicles
- ③ Upgrade eastern section of waterfront with improve access for existing riverfront walk to the CBD
- ④ Upgrade existing formal lawn area ass gathering space
- ⑤ Crossing cafe and Visitors cafe
- ⑥ Entry to Deniliquin CBD

#### 6.10.4. Emergency Services/Zone B2 River Interface

The next area for Council to consider revitalisation extends from Hardinge St up to Butler St / McLeans Beach entrance.

This contains several buildings/facilities with differing levels of potential for relocation or change (subject to consultation with the owners/ stakeholders) – see Figure on next page - including:

##### River separated by Riverside Road

- a) NSW Police Station – this has recently been redeveloped and upgraded with a regional training facility so there is a low probability of change for the medium term. However, the interface to Riverside Road could be improved with a review of the north facing shed relocation/reorientation;
- b) Deniliquin Hospital & Health Services has a lot of single-storey older buildings spread out across the site and car parking dominates the surrounding streets. It has had some recent upgrades. There is potential to progressively redevelop first the Riverside Rd parking area and then the consolidate low-scale buildings and redevelop the river frontage in the medium term. If there were State funding to relocate hospitals outside the probable maximum flood then this may be a long-term project to free up the Site for redevelopment. Council should work with the NSW Health Service to master plan the Site and identify opportunities for redevelopment;

##### These properties adjoin the levee bank with limited or no access

- c) Local Land Services (LLS) offices and depot is the most under-utilised site with a large carpark and sheds/depot area fronting the river. If this could be consolidated, depot relocated, or the entire facility relocated then this would be an ideal large redevelopment site;
- d) Murray Irrigation Limited (MIL) offices mostly front Charlotte St but have a large carpark area. Whilst offices in this location are appropriate, there may be opportunities/efficiencies if they were collocated with the MIL depot or the Site is more intensively used. (see potential business zone extension south along Hardinge St noted above);
- e) Deniliquin & District Historical Society Museum – an existing visitor opportunity that is a heritage listed item – low probability of change;
- f) Navorina Nursing Home – low probability of change;
- g) Deniliquin Law Tennis Club – partly under-utilised (older courts towards the levee bank) with Tennis Ln providing some connection towards the levee bank. Partial redevelopment along the rear OR if funding for relocation this would be a significant development site;
- h) Housing – low density – may have some opportunity for consolidation of lots and redevelopment in the medium to long-term.

It is suggested Council should continue to engage with key stakeholders to see if there is funding for consolidation or relocation (and assist with finding suitable alternative sites).

Whilst these sites are not directly adjacent to the waterfront they could support visitor accommodation, food & drink services, & hospitality in synergy with McLeans Beach Holiday Park that do not undermine the town centre retail functions. They could also increase setbacks for maintenance of the levee and a continuous pedestrian pathway.

##### Zoning

The police station, hospital, nursing home & tennis courts are in Zone R1 General Residential. The MIL & LLS offices/depots are in Zone B2/E1 Local Centre. The LLS site is the most under-utilised (except for the tennis club) that is already in a business zone so can already facilitate further commercial and visitor/tourist uses. If higher density residential is preferred (e.g. the tennis club) then a residential zone should be retained.

Figure 48: Photos of riverfront buildings west of Hardinge St.

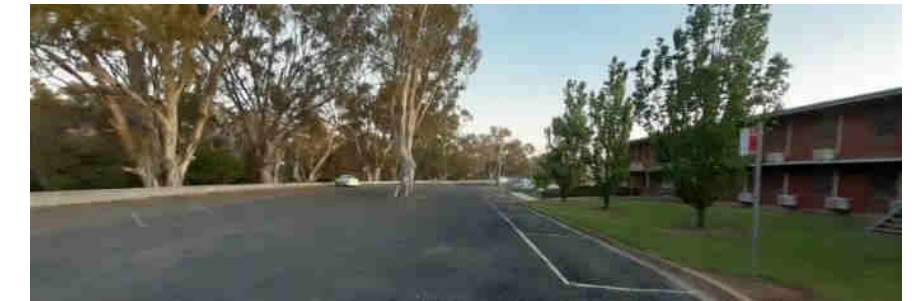
Police station new building and adjacent low-scale hospital fronting Riverside Rd.



Deniliquin hospital main entrance.



Riverside Road dominated by car parking/hardscape with limited visual interest.



Murray Irrigation Limited (MIL) offices.



Local Land Services (LLS) offices and depot.







Figure 51: McLean Beach South preliminary concept sketch upgrades (GIS).

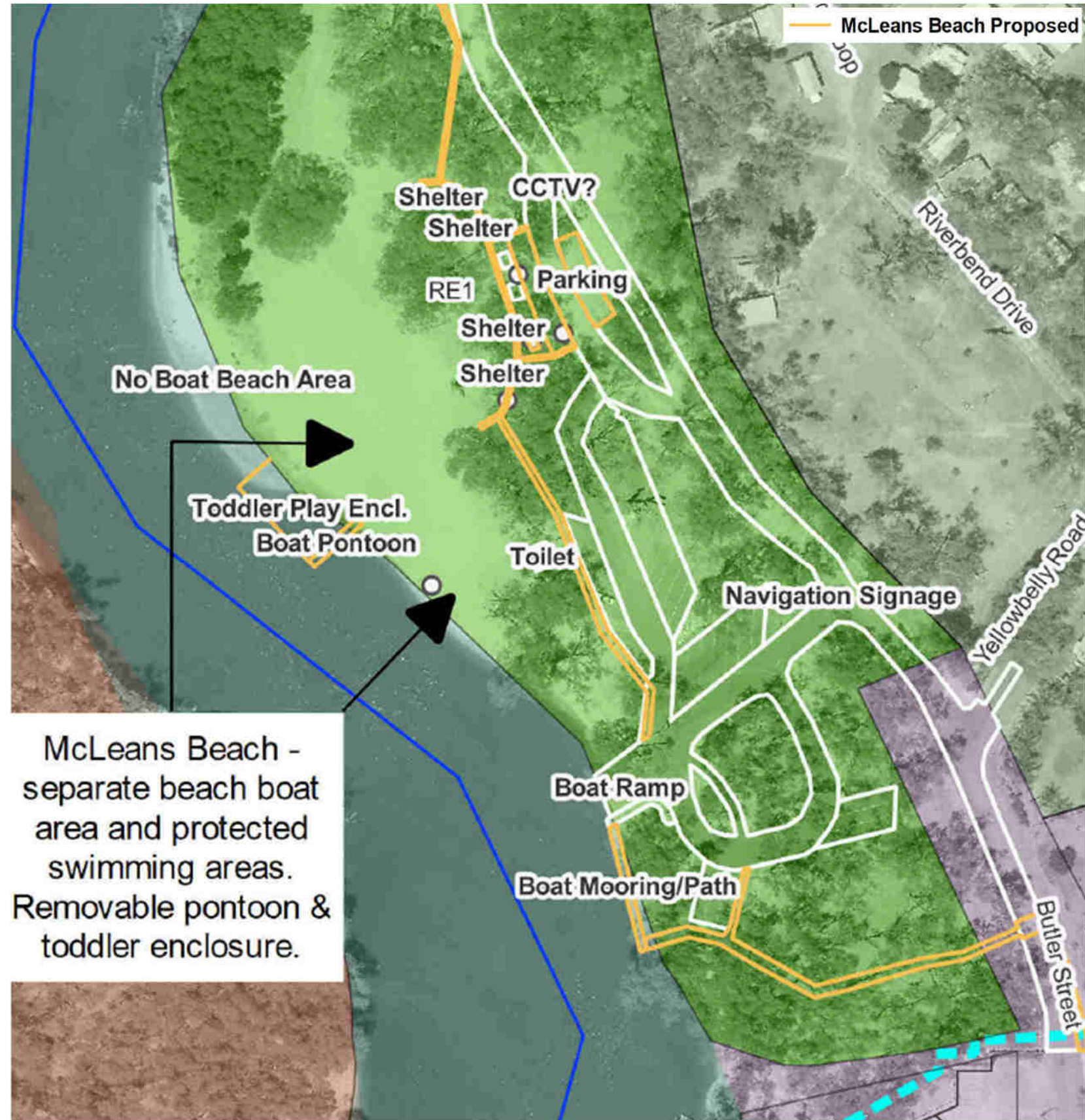


Figure 50: Illustrative images (Macquarie River North & South Precincts Masterplan (Moir / sala4d landscape architecture).



6.10.5. McLeans Beach

McLeans Beach is a key asset for the town. It provides one of a few access points to the river for both boating, swimming, fishing, and recreation. It sits adjacent to the Holiday (Caravan) Park. It is the western start of the Riverside (beach-to-beach) Walk. See the Figure on the page before for existing and indicative future layout.

The Site (including the caravan park) is below the flood levee so this limits the type and construction of infrastructure in this area and requires careful investment so it is sustainable/low maintenance.

The first issue appears to be competing uses of the beach area. It is located at the eastern end of a key boating and water-skiing area so boats are looking to moor on the beach. This can conflict with swimming, children, and non-motorised watercraft.

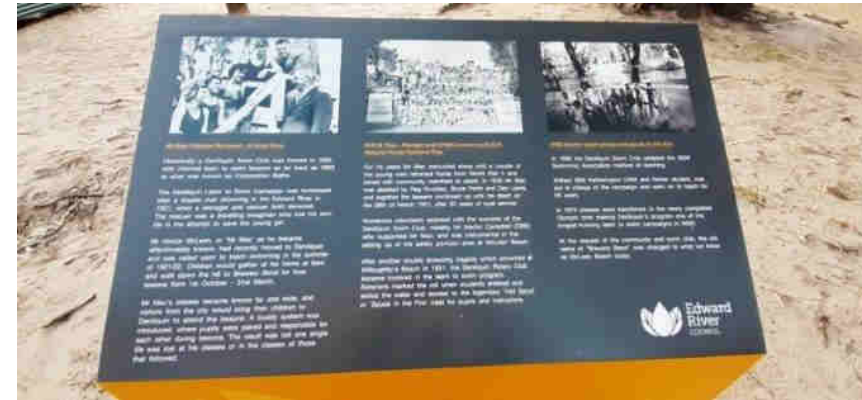
We understand one suggestion put forward by Council was to have a pontoon/jetty located near the boat ramp to minimise use of the beach by boats. However, this may not have been broadly supported. This was based on other smaller beach areas further east around the bend that could cater for families and non-motorised craft. However, our suggestion is that this would be more distant from facilities (toilets) and less accessible without significant and expensive upgrades.

Instead we suggest in this report the following possible compromise (see Figure on preceding page):

- A new removable pontoon/jetty could potentially be located approximately half-way up the main beach area;
- The jetty would clearly define a beach boat area (south of the jetty) and a non-motorised area (north of the jetty);
- The jetty could also form one side of an enclosed shallow toddler swim area;
- Up behind the non-motorised area there could be some limited additional flood-compatible facilities near the existing change-rooms including BBQ area, picnic benches and shelters;
- Consistent with the *Deniliquin Masterplan* – a new or upgraded path can connect from Charlotte St down to the boat ramp, around the back of the main beach area, and to the start of the Riverside Walk;
- This does not preclude investigations into alternative beach areas around the bend/headland. However, after the 2022 floods these lacked large sand areas and were less attractive and/or accessible;
- The informal camping further around the bend/headland could be slightly better organised with clear rules to ensure this area is protected to reduced environmental impact;
- Council could work with Landcare and ecological groups to improve native planting and rehabilitate the remainder of the recreation area, possibly with bird hides or lookouts above the flood level.

Figure 52: Photos of McLeans Beach (October 2023).

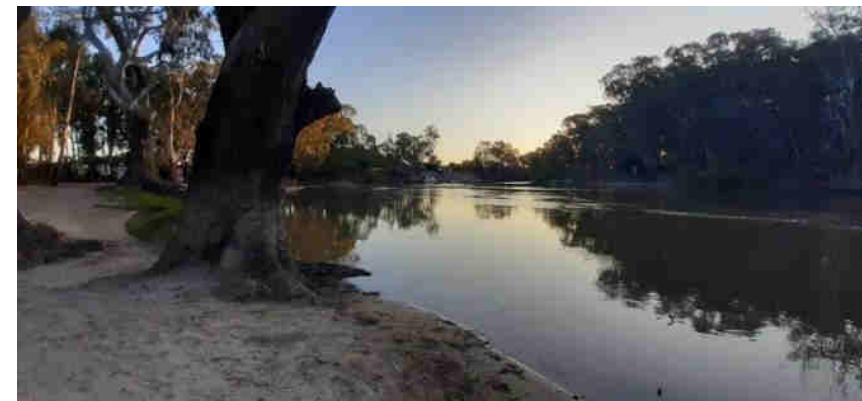
History signage near main beach.



View north of main beach area.



View south towards boat ramp.



Boat ramp area.



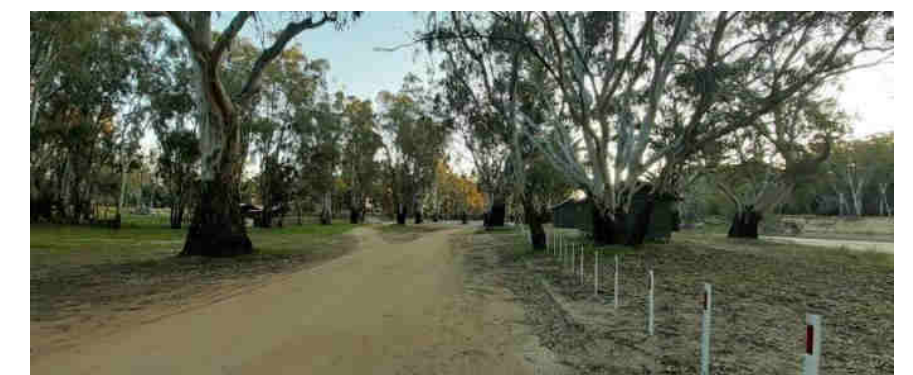
Toilet block near boat ramp area.



Toilet block/change rooms near main beach area.



Gravel drive near change-rooms/main beach.



Exercise area on Riverside Walk.



## 7. URBAN RESIDENTIAL LAND USE

This Section of the Report considers the supply and demand for **urban** residential land uses in Deniliquin. It is not a complete housing strategy but provides the framework for considering how different growth scenarios may result in different housing outcomes. The AEC Briefing Notes provide more of the evidence base for housing supply and demand.

### 7.1. Key Residential Opportunities & Constraints

#### 7.1.1. Opportunities

Some key urban residential opportunities in Deniliquin include, but are not limited to:

- a) **Zone R1 Constraints:** Deniliquin has ~630ha of Zone R1 General Residential land. A significant portion of this is within a suitable (1:100 ARI + 300mm freeboard) flood levee (or will be with minor upgrades). This land is generally flat, has limited constraints from the natural environment or other hazards and has a historic grid road pattern for ease of access and servicing.
- b) **Housing Diversity/Zoned Land:** Deniliquin has a good mix of urban and large lot residential zoned land with some limited higher densities closer to the town centre providing housing diversity. It has a mix of price points. Generally, housing appears to be of good quality and well-maintained. There appears to be reasonable demand for and acceptance of urban housing, not just large lot residential lifestyle lots. Zone R1 General Residential permits a broad variety of residential accommodation (subject to the market and other planning controls).
- c) **Seniors Living/Disability:** There are several approved and under construction subdivisions/dwellings to meet demand in seniors living and disability care. If constructed (see Challenges) this will significantly improve housing diversity and meet demand that can retain and grow population. Flat land makes it easier to construct suitable accessible housing and allow for access to town centres.
- d) **House/Rental Price:** Whilst ERC has experienced significant growth in average housing prices (\$190,000 Dec 2018 to \$350,000 March 2023) (AEC Briefing Note 2 p.10), the average house price remains relatively affordable compared to larger settlements/ centres in NSW and Victoria. Also, the median rent price of \$195 per week in Deniliquin would be considered more affordable than the rental price in larger settlements, This is a significant attraction, particularly during times of housing affordability and inflation.
- e) **House Ownership/Mortgage Payments:** Deniliquin has a high level of house ownership, high-level of housing without a mortgage, and mortgage repayments have not grown significantly in Deniliquin 2016-2021 with low levels of mortgage stress (AEC Briefing Note 2 p.11).

- f) **Building Approvals:** Whilst building approvals in ERC have been relatively static around the 10-15 dwellings per year from 2011-2023 (anecdotally the majority of these are in Deniliquin), there has been a sharp increase in 2022-2023 to 25-30 approvals/year and increase in residential approval value – suggesting growth in new housing (noting approvals do not always lead to construction). This may be in part a post-COVID response with population shift to the regions – but if it can be sustained it can grow the construction industry and population. A significant number of new dwellings are visible in and around Deniliquin.
- g) **Housing Demand:** For all the reasons set out in this report, there is perceived to be a strong (largely unmet) demand for housing that may grow if the Growth Strategy recommendations are successful. If ERC can be more proactive than surrounding Council's in facilitating demand then this is more likely to pick up growth from those other Shires where there may be land banking or other constraints holding back supply (e.g. Echuca/Moama).
- h) **Government Demand:** Deniliquin is a major service centre for government agencies including irrigation, water, health, local government & emergency services. There are clear pressures from lack of suitable housing to meet the demand from these agencies that is likely affecting the attraction and retention of key staff. Government agencies may be in a better position to seek funding/investment to provide or subsidise housing that can generate momentum in the private development market and allow banks to realise the value of different housing products for loans.

#### 7.1.2. Constraints

Some key urban residential constraints in Deniliquin include, but are not limited to:

- a) **Housing Supply/Size/Diversity:** There is a lack of housing supply and diversity to meet current demand and likely an equivalent lack of suitable rental properties. Whilst housing and rental prices are comparatively low, this is only an attraction if there is suitable housing available on the market to meet demand. Like most rural shires, the market is not necessarily responding to demand for smaller housing/lots as loan precedents are firmly based on larger houses and people perceive the resale value is higher for larger dwellings. Whilst there are some units, these are generally older building stock and lower density. There is little incentive for smaller households to downsize. Therefore, there is a significant vacant bed rate. If the ERC Growth Strategy is successful in increasing both the supply and diversity of housing and rental provision in Deniliquin whilst maintaining an affordable price then this is seen as a 'game changer' for population retention and growth.

- b) **Housing (Disability) Providers:** Several of the larger sites are owned by housing/disability providers but these have not progressed beyond approvals stage. It is unclear what is preventing these projects from proceeding other than finance and infrastructure. Council may need to facilitate construction whilst minimising costs to ratepayers.
- c) **Rental Vacancy:** Rental vacancy rates were low in 2018/2019 but have generally decreased further in the last few years with Deniliquin close to zero vacancy. This will reduce housing access and act as a MAJOR constraint to attracting new people and employees (AEC Socio-Economic Analysis – Economy – Property Market).
- d) **Land Constraints:** There is a limited supply of land that is relatively unconstrained in Deniliquin and more suitable for housing. The flood levee defines a limited area that has reasonable flood protection so there is a real risk that if this land is not used efficiently that it will be a MAJOR constraint to meeting projected growth targets. Growth outside the flood levee comes at a significant additional cost. In addition, with a focus on employment lands (and avoiding land use conflict) to the south of Deniliquin further limits the amount of land for residential growth and employment lands need to be protected to building economic sustainability to support housing growth. As shown in late 2023, drainage issues arose on large areas of residential zoned flat land within the levee from heavy rainfall. This may require additional stormwater solutions adding to development cost.
- e) **Infrastructure:** Flat land with limited fall to existing sewerage pump stations, and the cost of adding pump stations, combined with no contributions planning to enabled staged construction of sewerage infrastructure – is limiting the efficient and cost-effective growth of the limited urban residential (and some large lot residential) land and is a MAJOR constraint to meeting higher population growth targets.
- f) **Building Cost:** Cost of building in regional areas is generally higher than major centres and construction products have increased in cost significantly since COVID with a smaller pool of qualified trades and less ability to respond to significant growth demands. Larger houses are more expensive to build and maintain which is less sustainable. There is a risk that it will be difficult for new housing to remain affordable and for housing value to increase sufficiently to warrant new construction.
- g) **Finance/Tax Structures:** There remain significant impediments to changing housing size to meet changing demand, not least of which is current tax structures. These make it less attractive for older citizens to downsize and for the industry to build smaller dwellings. The historic market has been for 3-4 bedroom dwellings so it is difficult to seek funding for alternative products.

7.2. Projected Dwelling Growth

AEC Briefing Note No.2 Section 4.4 Dwelling Requirements reviews the projected dwelling demands based on the population projections. This suggests dwelling demand may increase from 15 (base) to 574 (conservative) to 2,669 (interim) and 6,270 (aspirational).

We support a conservative approach in the short to medium term as a starting position with a review of the opportunities/constraints for interim and aspirational growth below.

AEC Briefing Note Table 4.3 opposite notes that there are ~523 vacant/unoccupied ‘beds’ across the Shire and these may reduce the dwelling demand requirements. However, we suggest this ‘current available supply’ should be ignored for now without further evidence as to its location, accessibility & availability. This vacant ‘bed’ supply may NOT be available for several reasons including, but not limited to:

- **Location:** Deniliquin has an occupancy rate of ~88-90% and a rental vacancy rate close to 0% whereas vacancy is higher in the other settlement areas. There is clear anecdotal evidence that housing supply is very tight in Deniliquin. Therefore, most of the vacant dwellings are expected to be in the smaller villages or rural areas – not in or around Deniliquin where most of growth is expected to occur.
- **Types:** Vacant ‘beds’ may include dwelling types that are not suitable for most of the population including caravan parks, bedrooms in larger dwellings, guest-houses, etc. that are unlikely to be available to the market.
- **Suitability:** It is assumed there are other reasons why these properties are vacant which may include, but it not limited to: the dwellings not achieving modern standards, the dwellings not having their own title for sale, or being otherwise constrained, etc.

Therefore, we suggest a reasonable assumption in the short to medium term (up to 10 years) that very few of these vacant dwelling will be available in and around the housing market of Deniliquin.

This significantly INCREASES the potential dwelling requirements needed to meet the projected population growth scenarios – so in this report we have ignored the ‘Requirements’ column and have based housing demand on the ‘Future Demand’ column of the table opposite.

Regardless, in the Interim and Aspirational Growth Scenarios the dwelling demand significantly exceeds current or likely future supply without significant changes in approach.

Figure 53: Projected annual total dwelling growth for projected population growth scenarios (AEC Briefing No.2 p.21).

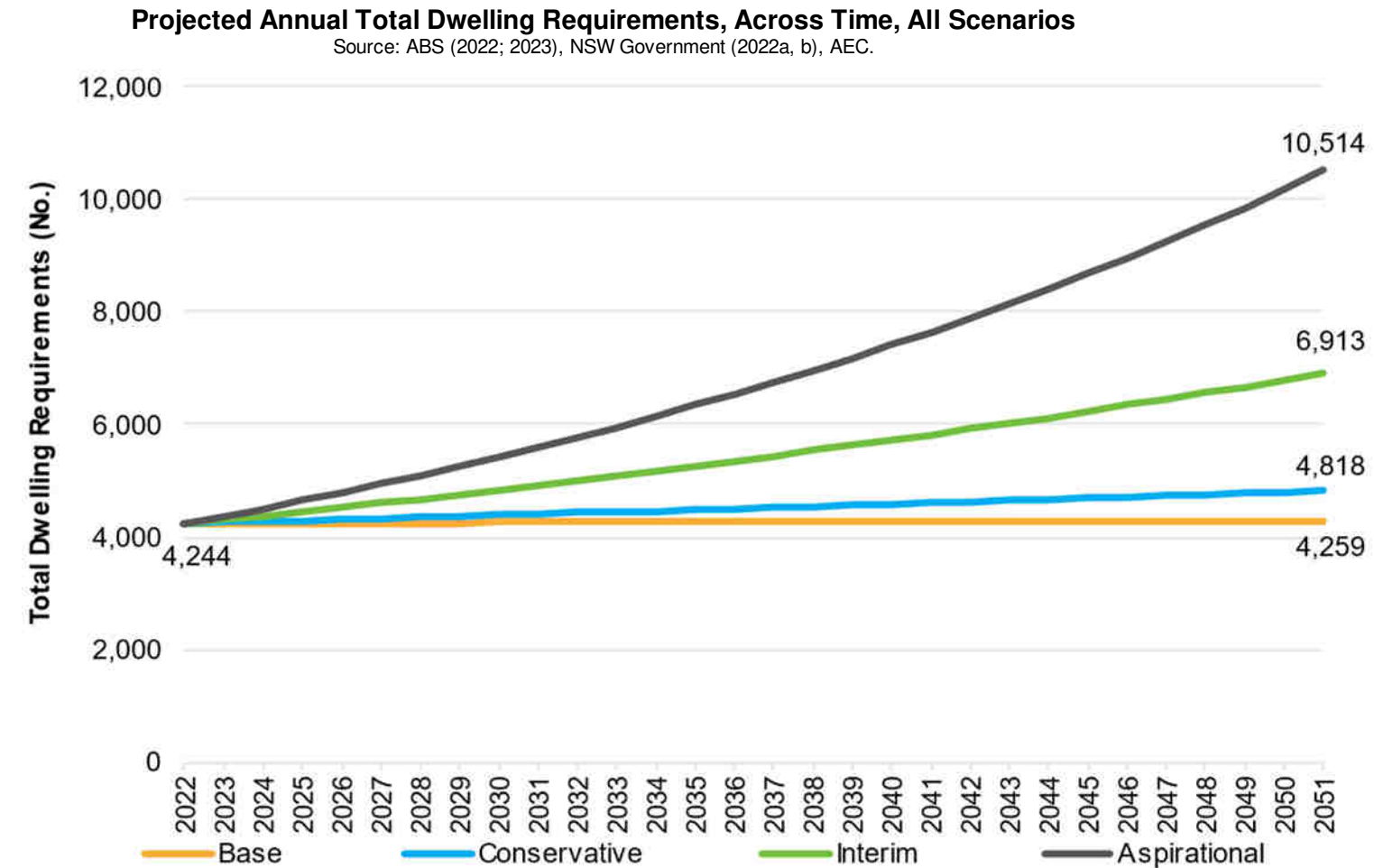


Figure 54: Projected dwelling requirements to 2051 – projected population growth scenarios (AEC Briefing Note BN2 Table 4.3).

Scenario	Future Demand <sup>(a)</sup>	Current Available Supply <sup>(b)</sup>	Requirements
Base	15	523	N/A
Conservative	574		51
Interim	2,669		2,146
Aspirational	6,270		5,747

Note: (a) Future demand is calculated using the net new population by the assumed people per household, factoring in the current 12.9% vacancy rate. (b) There is no indication to the suitability of the current available supply, as such the range between requirements and future demand is likely needed with a proportion of the vacant dwellings being inhabited. Source: ABS (2022, 2023), NSW Government (2022a; b), AEC.

### 7.3. Existing Zone R1 Gen. Residential Land Overview

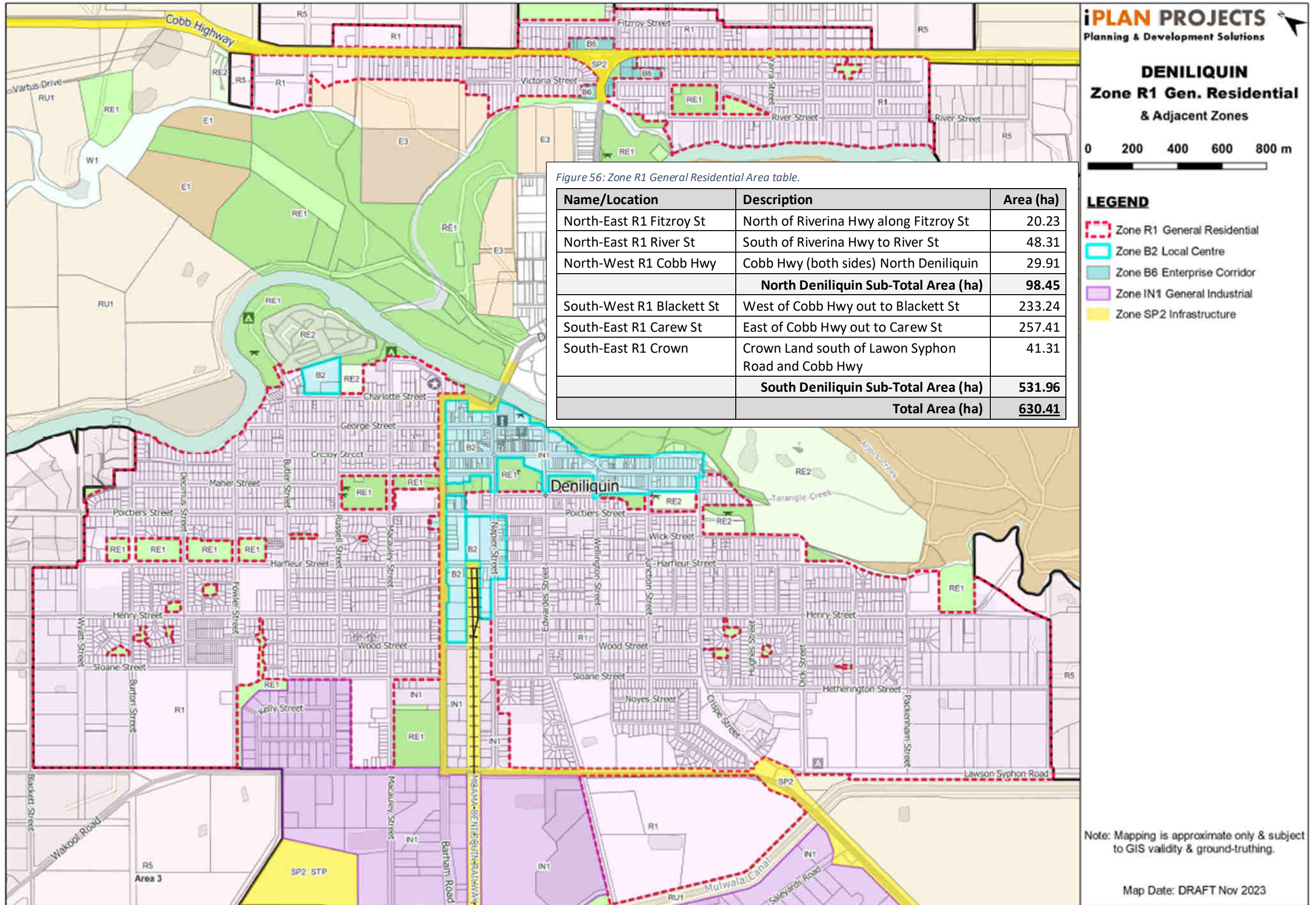
#### 7.3.1. Area of Zone R1 General Residential Land

Figure 55: Zone R1 General Residential lands (pink/red outline) in Deniliquin (GIS).

As the Figure opposite shows, the existing Zone R1 General Residential Areas (red dotted boundaries) are located on both sides of the river excluding the business, industrial and recreation zoned areas.

The table (Figure opposite) breaks these down into sub-areas and shows that there is ~630ha of Zone R1 General Residential land (including roads) in Deniliquin.

The urban street layout has a modified grid pattern that is conducive to improved connectivity and ease-of-servicing.



7.3.2. Key Constraints-Zone R1 General Residential Land

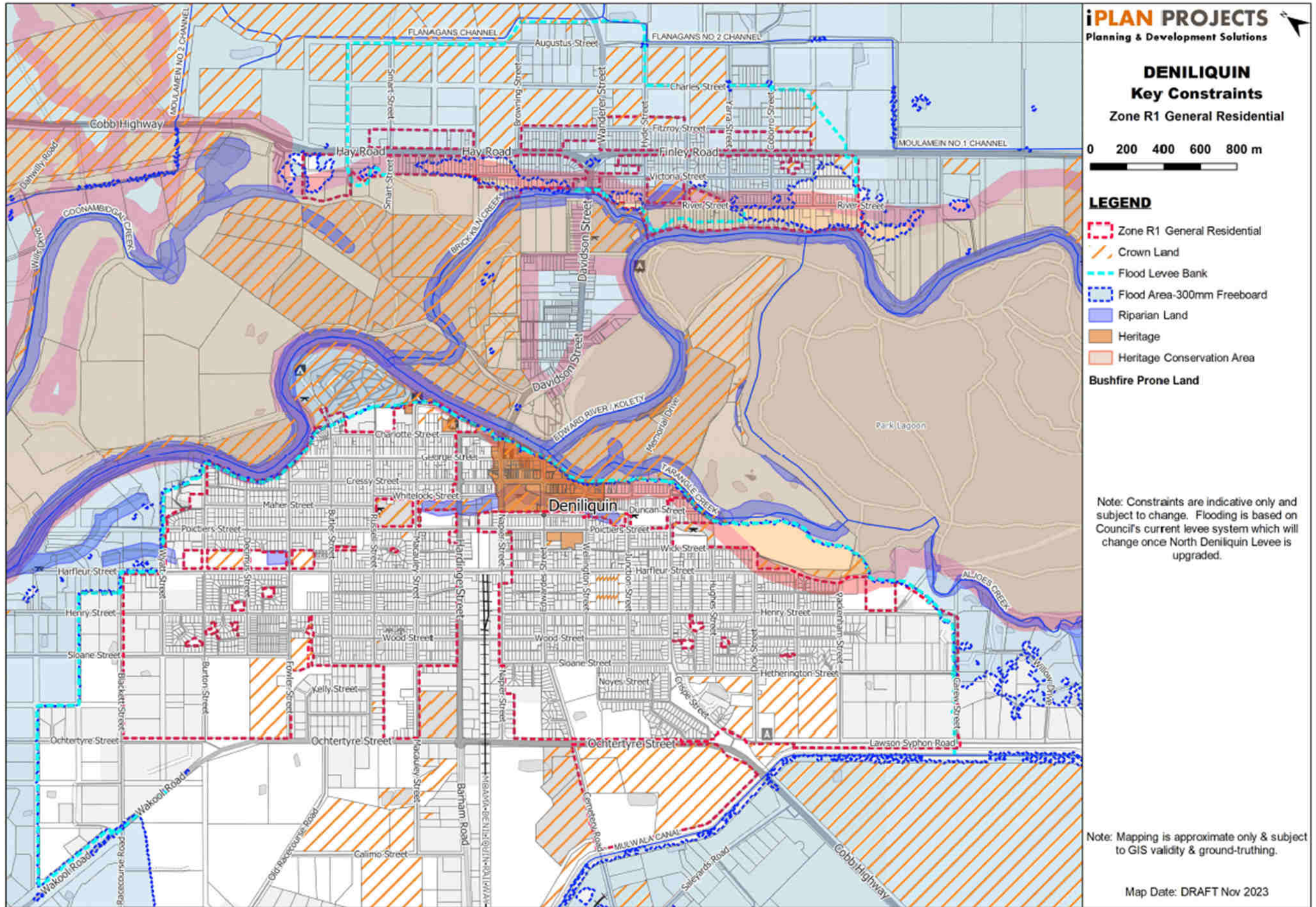
Figure 57: Flood Levee/ Flood Planning Area / Crown Land impacts on Zone R1 Land Deniliquin.

Other than some Crown land holdings and interfaces with the river area, the Zone R1 area is relatively unaffected by environmentally sensitive areas or natural hazards (except drainage issues).

Most importantly, the Zone R1 areas are largely within the flood levee banks on both sides of the river. Subject to the North Deniliquin Levee Project – most of the Zone R1 lands should be protected up to the 1:100 ARI Flood Level + 300mm freeboard.

There is some limited adjacent under-developed Zone R5 Large Lot Residential land within the flood levee in both North and South Deniliquin that may be suitable for future urban residential expansion (see below).

Residential growth outside the levee needs to be built at or above the Flood Planning Level which adds significant cost. The likelihood of significant expansion of the levee system are limited due to environmental impacts and impacts on flood conveyance downstream.



7.3.3. Vacant Land in Zone R1 General Residential

Figure 58: Deniliquin Zone R1 General Residential vacant or under-utilised land (indicative only).

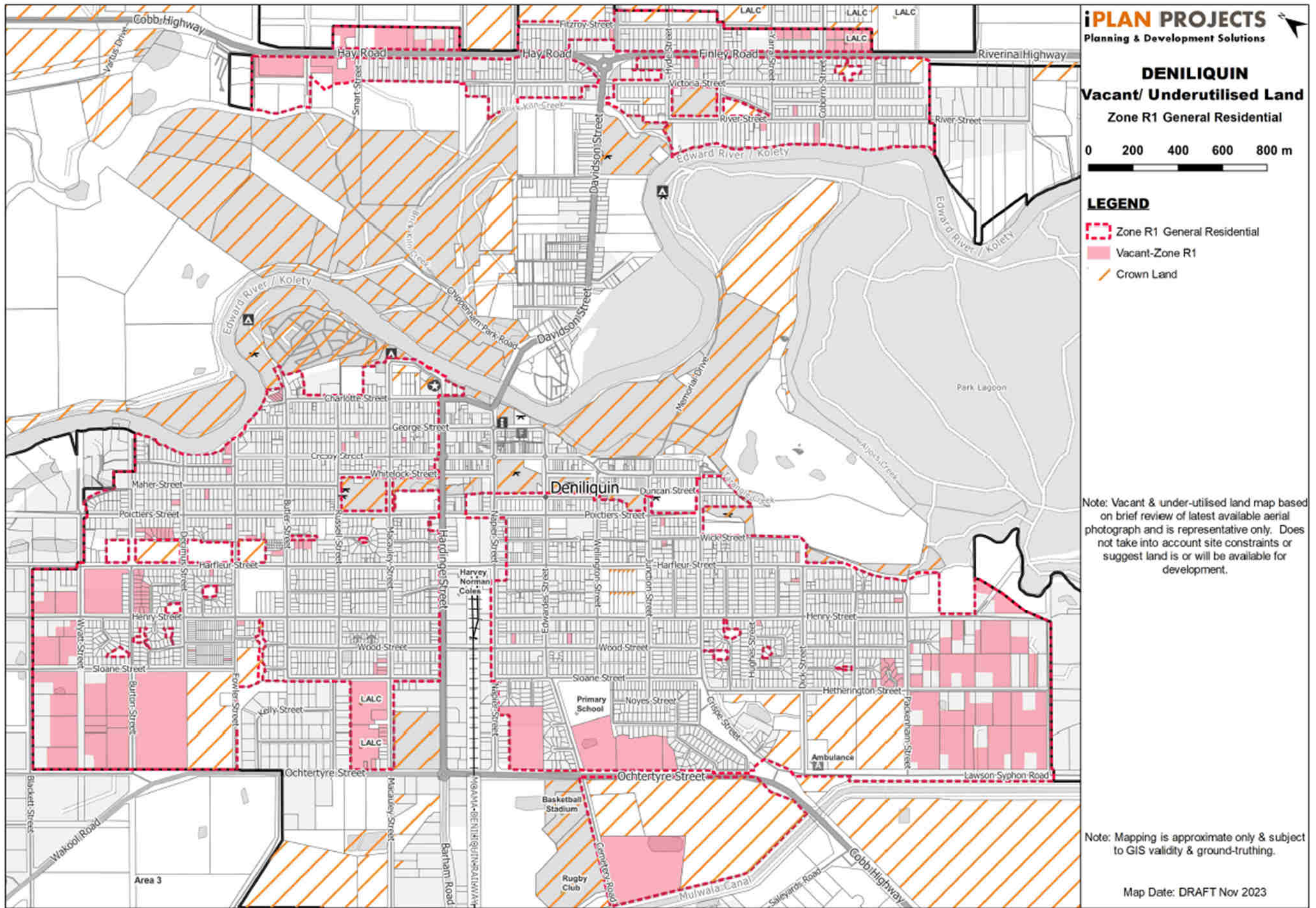
As the Figure opposite shows, most of the vacant land is in South Deniliquin around the perimeter of the Zone R1 area, particularly the south-west and south-east areas north of Ochtertyre St & Lawson Syphon Road.

Whilst these areas may appear significant in area - if used inefficiently (e.g., large lifestyle blocks or inefficient subdivision patterns) they will be consumed in a relatively short period of time.

There are very limited additional lands within the existing flood levees that could offer growth opportunities so urban residential growth is highly-constrained, regardless of the growth scenario.

Improving the efficient use of these vacant lands will require additional internal roads (ideally following the grid pattern with minimal cul-de-sacs), and reticulated services along those roads.

As highlighted in the sewer/water sections above, these perimeter areas require significant extensions of services and likely pump stations as the land is so flat.



**7.4. Comparison Urban Residential Supply & Demand**

This Section is a SUMMARY of the supply set out in detail in the remainder of this Urban Residential Section below.

This suggests the **potential dwelling yield** in the:

- Existing Zone R1 Area is 360-600 dwellings;
  - Growth Investigation (Extension) Areas is 360-600 dwellings
- with a **total estimated POTENTIAL of 720-1200 additional dwellings.**

Comparing this to the Section 7.2 Projected Dwelling Demand above (ignoring current available supply) we conclude the following:

- 360-600 existing Zone R1 dwelling potential may be under or just meet the demand of 574 dwellings based on a **Conservative (0.4%/year) Growth Rate** to 2051 and may require some higher densities towards the town centre or consideration of growth investigations areas in the longer-term;
- Even if the Growth Investigation (Extension) Areas are rezoned for urban residential use before they are fragmented – the supply of the additional 360-600 (total 720-1200) additional dwellings is well under the 2,669 dwellings required at the **Interim Growth Rate** or the 6,270 dwellings at the **Aspirational Growth Rate**. At these growth rates both a much higher density of housing in Zone R1 (unlikely in short term) and the growth would likely spread not only to nearby villages but also to adjacent Shires.

This clearly shows the importance of gaining the greatest efficiency of development from the existing and potential future Zone R1 General Residential land. We have not assumed that that the flood levee could easily be extended due to cost and downstream flood impacts. However, above the Conservative rate of growth – Council may need to consider extending the flood levee.

It is not feasible to include all urban residential growth in Deniliquin on flood protected land without extending into industrial areas. This may increase land use conflict potential and possibly impact employment and population growth so it is not recommended in this Strategy.

**Note:** This Planning Insight is a HIGH-LEVEL review of dwelling opportunity/potential based mostly on a desktop constraints study with limited site visits, detailed testing, or discussion with individual land owners. It has not conducted a detailed vacant land or yield analysis. It is INDICATIVE ONLY and should be confirmed by detailed studies and yield testing for key sites (future *Housing Strategy*).

**Note:** The tables (Figures opposite) are a summary of the estimated (only) dwelling potential and staging of dwellings from the existing Zone R1 General Residential areas in Deniliquin as well as dwelling potential of Growth Investigation Areas identified in this report.

**Note:** We assume that ONLY up to 60% of available residential land may be developed for additional dwellings (even in a strong growth market) as there may be several reasons why land owners do not want to release land including, but not limited to: privacy, other land uses, or lack of interest/capability in subdivision. At lower growth rates release may be below 60%.

Figure 59: Summary of estimated dwelling potential for Deniliquin Zone R1 areas.

URBAN RESIDENTIAL SUPPLY ESTIMATE (Existing Zone R1 lands Deniliquin)	Area	Est. Density	Est. Potential Dwelling Yield (subject to investigation/testing)			
			Short Term	Medium Term	Long Term	Total
AREA - Location	(ha)	(dwellings /ha)				
<b>NORTH DENILIQVIN</b>						
Zone R1 Infill – April to Smart St	1.50	8.0	12			12
Zone R1 Infill – Smart St to Robinson St	2.00	8.0	16			16
Zone R1 Infill - Yarra to Coborro St	0.95	8.0	7			7
Zone R1 Constrained – Coborro to Quarry St	2.00	10.0		16		16
Zone R1 Constrained – Flood to April St	2.00	5.0		10		10
<b>Sub-Total</b>	<b>8.45</b>	<b>--</b>	<b>~35</b>	<b>~26</b>		<b>~61</b>
<b>SOUTH DENILIQVIN URBAN INFILL</b>						
Edward River Retirement Village - Poitiers St	2.25	14.2	12	20		32
VicTrack Site – Napier St	1.00	10.0	0	10		10
Kurrajong Estate – McMillan St	4.40	6.8	5	10	15	30
Southern Cross Homes	7.50	6.7	5	25	20	50
Mulwala Canal Site	9.22	Considered for workers/tourist accommodation only				
<b>Sub-Total</b>	<b>15.15</b>	<b>--</b>	<b>~22</b>	<b>~65</b>	<b>~35</b>	<b>~122</b>
<b>NORTH-WEST INFILL AREA</b>						
Sloane St – 57 Lot Subdivision	9.98	5.7	20	20	17	57
North West Infill Area	~22.00	8.0	10	80	90	180
<b>Sub-Total</b>	<b>~32.00</b>	<b>--</b>	<b>~30</b>	<b>~100</b>	<b>~107</b>	<b>~237</b>
<b>SOUTH-EAST GROWTH AREA</b>						
<b>Sub-Total</b>	<b>~30.00</b>	<b>6.0</b>	<b>10</b>	<b>80</b>	<b>90</b>	<b>180</b>
<b>100% Delivery – TOTAL</b>	<b>85.60</b>	<b>--</b>	<b>~97</b>	<b>~271</b>	<b>~232</b>	<b>~600</b>
<b>60% Delivery – TOTAL</b>	<b>68.48</b>	<b>--</b>	<b>~58</b>	<b>~163</b>	<b>~139</b>	<b>~360</b>

Figure 60: Summary of estimated dwelling potential Growth Investigation Areas.

POTENTIAL GROWTH INVESTIGATION AREAS	Area (ha)	Est. Density (dwellings/ha)	Est. Yield (Long Term)
<b>NORTH DENILIQVIN GROWTH AREA</b>			
Zone R5 – LT1 – April to Robinson St	~14ha	~8-10	~110-140
Zone R5 – LT2 – Yarra to Coborro St	~4ha	~10-12	~40-50
<b>Sub-Total</b>	<b>~18ha</b>	<b>--</b>	<b>~150-190 dwellings</b>
<b>SOUTH DENILIQVIN – NORTH-WEST GROWTH AREA</b>			
North-West Expansion Area	~45ha	~4-5	~180-225
West Expansion Area	~50ha	~4-5	~200-250
<b>Sub-Total</b>	<b>~95ha</b>	<b>--</b>	<b>~380-475 dwellings</b>
<b>100 Delivery - TOTAL</b>	<b>~113ha</b>	<b>--</b>	<b>~530-665 (say 600) dwellings</b>
<b>60% Delivery – TOTAL</b>	<b>~68ha</b>	<b>--</b>	<b>~318-399 (say 360) dwellings</b>



**7.5. North Deniliquin – Urban Infill & Growth Areas**

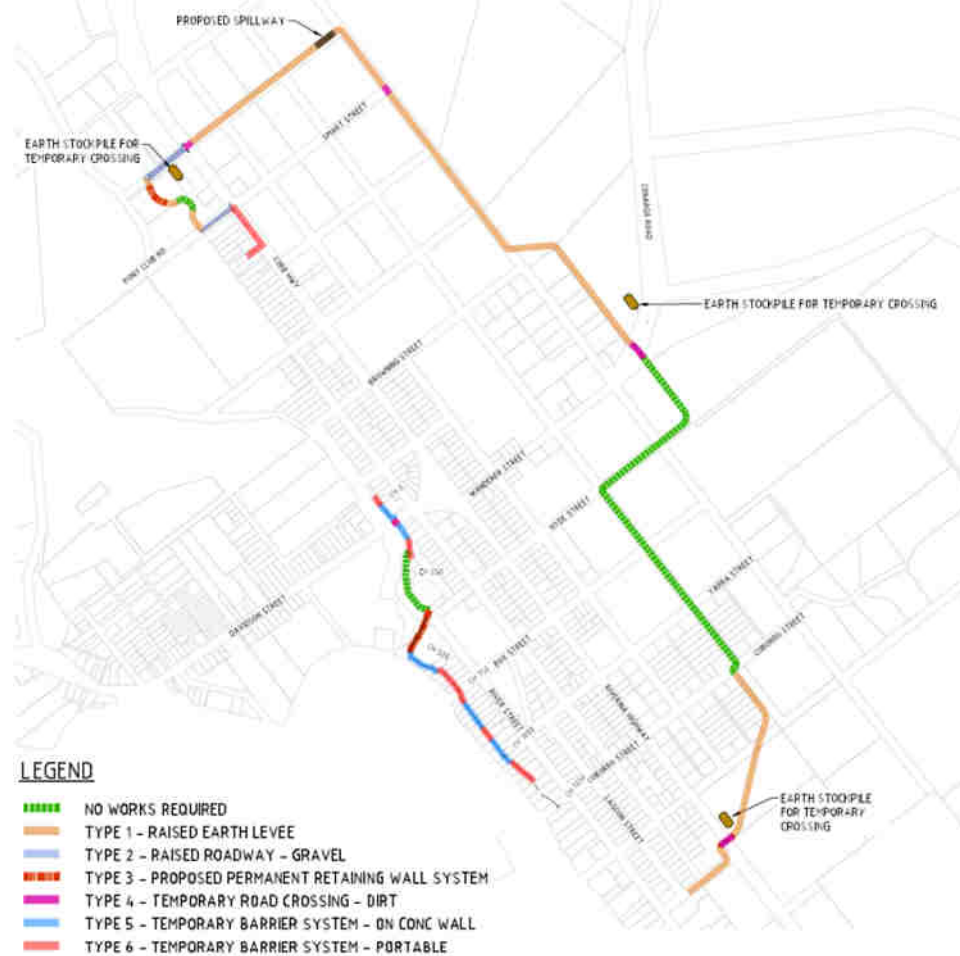
**7.5.1. Zone R1 Infill**

As the Figure on the next page shows, North Deniliquin Zone R1 is a relatively thin strip of land on both sides of the Cobb/Riverina Highways extending from Fitzroy St down to River St. This appears to be a desirable place to live with some of the more expensive urban residential lots along River St with a frontage to the river. Areas directly adjacent to the highways may be slightly less desirable due to traffic impacts.

Whilst North Deniliquin Zone R1 is currently mapped as largely flood affected, we are advised by Council this is largely due a small area where the levee is too low and the remainder which has a levee at the 1:100 ARI height but may need to be increased up to 300mm higher to allow for the freeboard/prevent over-topping.

As part of the North Deniliquin Levee Project (see Figure below), Council is working on raising the northern levee to minimise flooding so this report assumes these works will be completed and achieve a reasonable level of flood protection for the existing Zone R1 area and part of the Zone R5 Large Lot Residential Area.

Figure 61: North Deniliquin Flood Levee Project Overview Plan (2022).



From desktop review, there appears to have been good take-up of Zone R1 land in North Deniliquin with only a few pockets of Zone R1 land that are vacant or significantly under-utilised at current residential densities (see Figure next page).

The remaining vacant sites are largely constrained so we suggest they have limited development potential in the short-to-medium term, as follows (**Note:** this is subject to all sites having cost-effective access to reticulated sewer and water to subdivide to an urban lot size):

Figure 62: Summary table of North Deniliquin Zone R1 vacant land / estimated dwelling yield.

Location	Inside/Outside Flood Levee	Area (ha)	Est. Vacant Lots	Key Constraints	Est. Av. Density	Est. Dwelling Yield
April St to Smart St / South of Cobb Hwy	Inside	~1-1.5ha	1-2 large	Hwy frontage; vegetation	8 dwellings/ha	12
Smart St to Robinson St / North of Cobb Hwy	Inside	~2-2.5ha	5-6 under-utilised	Hwy frontage; unformed roads; vegetation	8 dwellings/ha	16
Yarra St to Coborro St / North of Riverina Hwy	Inside	~0.95ha	4-5	Unformed roads; industry	8 dwellings/ha	7
Coborro St to Quarry St /North of Riverina Hwy	Inside	~2ha	10	LALC owned; Unformed roads Hwy access;	~8 dwellings/ha	16
Flood St to April St / SW of Cobb Hwy	Outside	~2ha	1-2 large	Flooding; Hwy frontage; unformed roads;	~5 dwellings/ha	10
					<b>TOTAL</b>	<b>61</b>

**7.5.2. Longer Term Zone R1 Expansion**

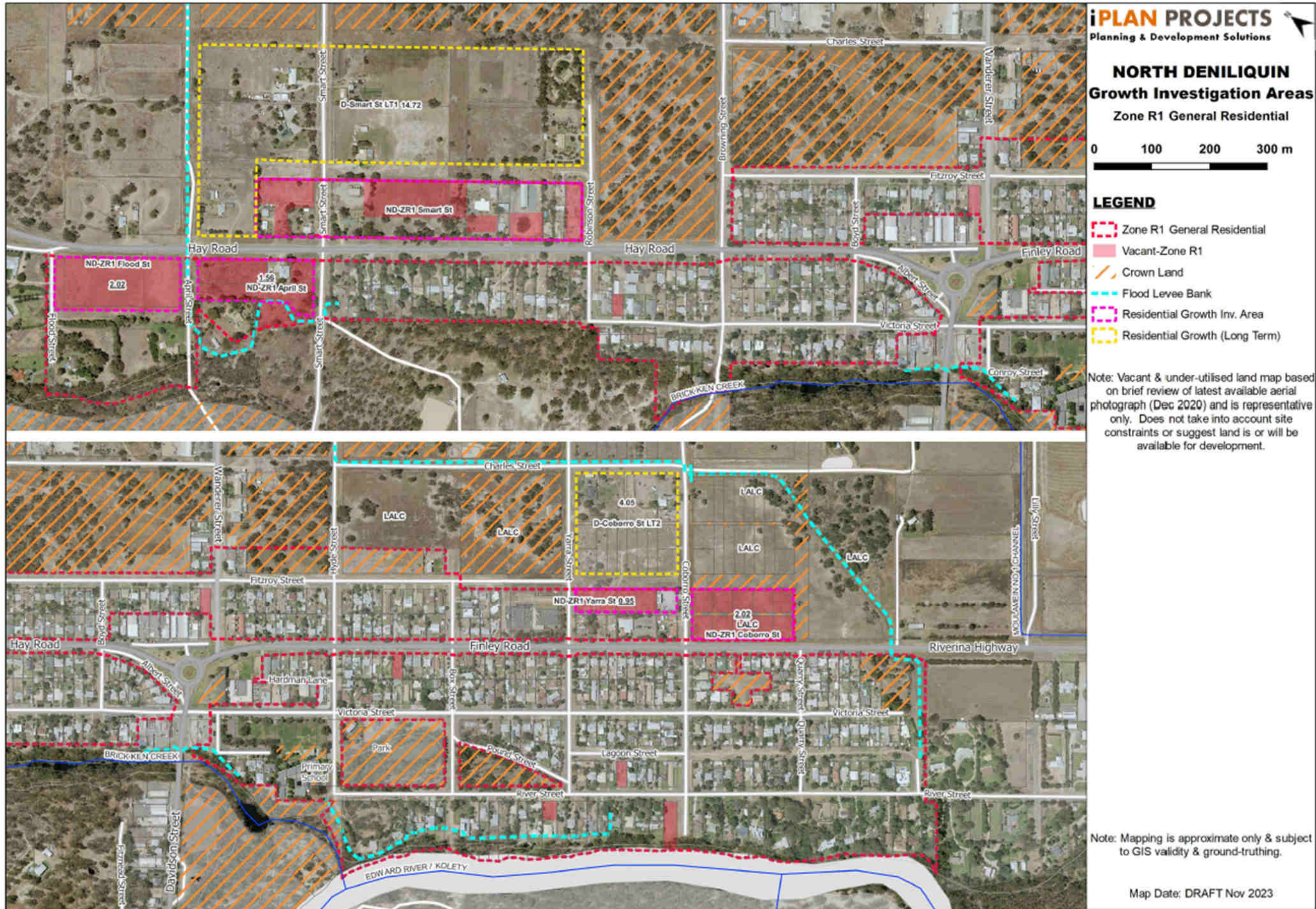
If the Interim or Aspirational population growth targets are possible then Council should consider rezoning all suitable land in existing Zone R5 Large Lot Residential INSIDE the flood levee for urban residential use, including (see Figure below):

Figure 63: Summary table of North Deniliquin Growth Investigation Areas for urban residential.

Location	Inside/Outside Flood Levee	Area (ha)	Est. Vacant Lots	Key Constraints	Est. Av. Density	Est. Dwelling Yield
North Deniliquin LT1 – Smart St (April St to Robinson St) / North of Cobb Hwy	Inside	~14ha	7	Unformed roads; vegetation	~8-10 dwellings/ha	~110-140
North Deniliquin LT2 - Yarra St to Coborro St	Inside	~4ha	13	Unformed roads	~10-12 dwellings/ha	~40-50
					<b>TOTAL</b>	<b>~150-190</b>

residential.

Figure 64: North Deniliquin residential area.



**7.6. South Deniliquin – Central Urban Infill**

The South Deniliquin ‘Central’ urban infill areas are within Zone R1 General Residential or Zone B2 Local Centre close to the town centre.

**7.6.1. Medium Density Infill Development**

There is significant potential for medium density infill to be promoted close to town services outside the heritage conservation area.

If Council is to sustain and provided land for even moderate, yet alone high levels of population growth – then it will need to actively encourage higher densities of housing on existing zoned residential and business lands near the town centre.

Care will need to be taken to minimise impact on retail/commercial land uses and growth areas. Shop-top housing and residential flat buildings should be encouraged in the town centre as the cost of housing increases and market supports these development types.

However, in the short-to-medium term it is more likely that townhouses, multi-dwelling housing, and some limited apartment buildings could grow around the town centre perimeter – most likely outside the heritage conservation area.

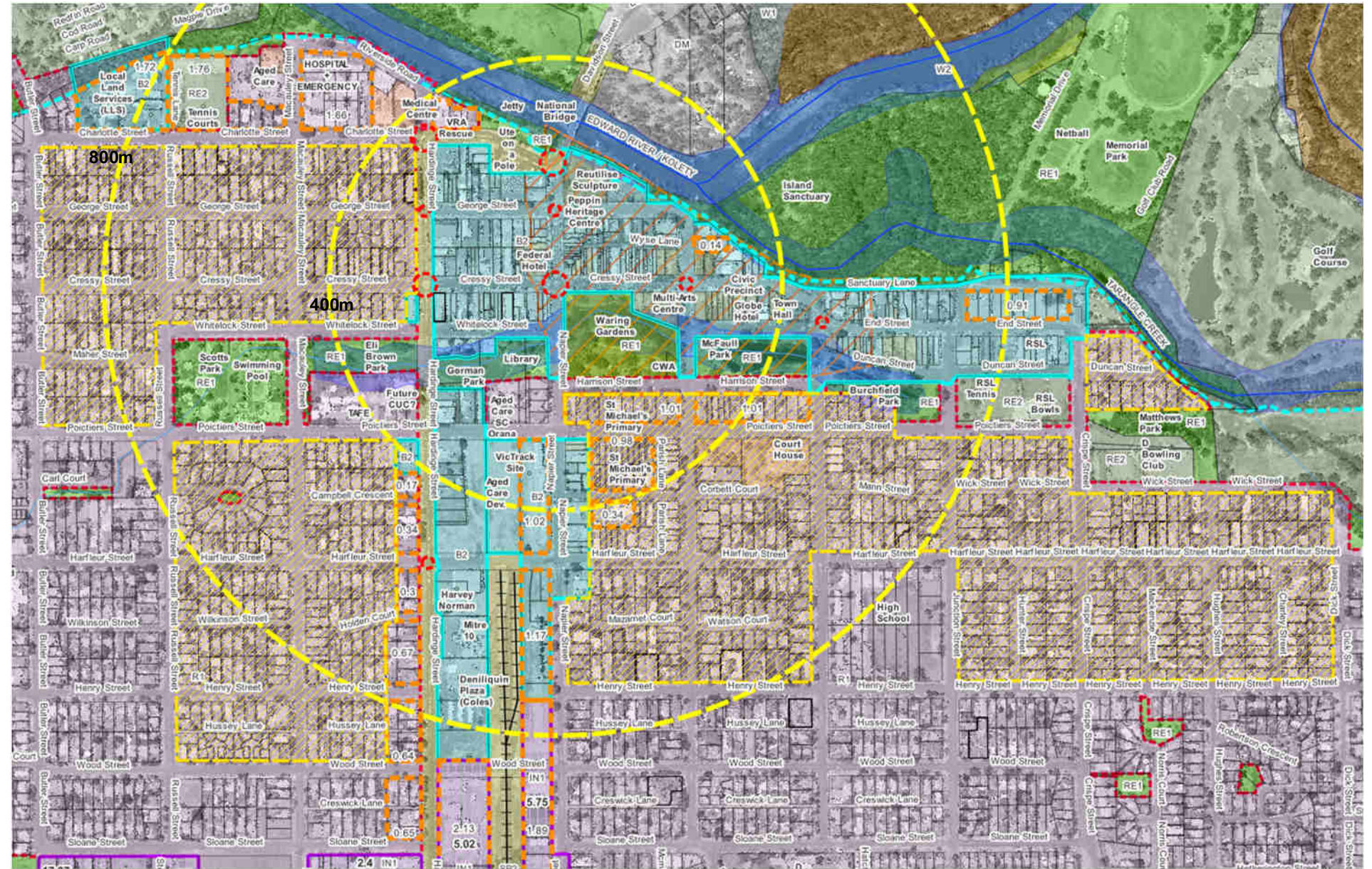
In this high-level study it is not appropriate to identify specific sites for medium density housing as there is often sensitivity about the impact of these development types requiring stakeholder engagement and site-specific studies. However, we have provided a Figure opposite with YELLOW HATCHING that is a ‘Preliminary Investigation Area’ to start the discussion about where this land use may be suitable.

Site identification, planning incentives, and development assessment should be guided by a range of principles including, but not limited to:

- a) Area within 400-600m walking distance of the town centre/key services/Zone B2/E1 Local Centre (plus large vacant less constrained sites within 1.2km of the town centre);
- b) Areas with good access to recreational areas and open space that can replace the need for large yards or living spaces;
- c) Areas with access to services and the limited public transport services to (in the longer term) reduce the need for private vehicles and need for associated on-site parking;
- d) Areas with suitable buffers from higher impact activities and land-uses such as the highway, industry, and large sporting or entertainment facilities;
- e) Land with good road frontages, preferably enabling multiple access points, street presentation, and ground-level activation;
- f) Land that can be consolidated into suitably sized sites to support all the necessary functions of medium density housing without unduly compromising the amenity of neighbours or future residents.
- g) Land with minimal site constraints to enable denser development;
- h) Land which has or can provide suitable buffers to sensitive neighbours – particularly for acoustic and visual privacy.

We suggest that the next step in a *Housing Strategy* would be to further investigate suitable medium density housing areas and identify tools and incentives to encourage them in a sustainable manner as Deniliquin grows.

Figure 65: Preliminary INVESTIGATION areas (YELLOW HATCHING) for Medium Density Infill Investigation (locations outside this area may still be suitable).



**7.6.2. Edward River Retirement Village – Hardinge/Poictiers St**

Council owns, and is progressively developing, a new Seniors Living development on the former Deniliquin Train Station site at 82-86 Hardinge St (see Figure opposite). It is within Zone B2 (future E1) Local Centre that permits seniors living and dwellings with consent.

It has primary access from Poictiers Street and some limited frontage to Hardinge St/Cobb Hwy (Zone B2).

It is within walking distance of several services including:

- Directly opposite the Southern Cross Aged Care facility;
- Opposite Harvey Norman/~100m to the Coles Shopping Centre; and
- ~100-150m to Waring Gardens and ~300m to the town centre.

It consists of two (2) lots (Lot 1 DP732067 & Lot 2 DP1220715) with an area of ~2.25ha. 32 dwellings/lots are approved (14.2 dwellings/ha) with 6 under construction in Stage 1 (see Figure opposite) and later stages subject to demand over the short to medium term.

It has a new internal access road creating dwellings lots on both sides. It is limited to senior’s living / over 65 years of age (independent living). It does not have any significant site constraints other than the highway frontage and VicTrack sheds adjacent (see section below).

The first stage includes three dwelling types with 2-bed/1.5 bathrooms; 167-169m<sup>2</sup>; ranging from \$475-495,000. It will have a small communal garden and centralised caravan parking area. It is accessible, pet-friendly, has energy efficient features, and is low-maintenance with a village co-ordinator responsible for services and repairs. Home care packages are separate. There is no higher-care options (e.g., hostel/hospice) on-site.

This is an excellent opportunity for Council to meet a defined smaller lot/housing need in an ideal location to demonstrate to the market that it is a viable housing solution whilst providing options to retain older citizens in the community (ageing-in-place) and minimise population loss. It has a model where instead of purchasing land and dwellings outright – an ‘entry fee’ is paid by the tenant combined with a weekly service fee (maintenance/rates/water/insurance/waste) and then there is a reimbursement (min. 65%) or ‘deferred management fee’ once the dwelling is no longer needed. There is some anecdotal suggestion that this complexity in fees (compared to standard out-right ownership) may potentially impact the rate of take-up but this is not confirmed. The model needs to be sustainable and cover servicing costs. If there are issues with take-up then Council may need to revisit the model.

If there is slow take-up of this retirement village then it may need to consider releasing later stages for medium density housing for the general population – possibly fronting Harfleur St.

Once this development reaches 60% completion, Council may wish to continue to investigate options for continued investment in seniors living and aged care where there is a sustainable business case.

The addition of short and longer-term respite care and other higher-care options at certain sites may need to be investigated to address the needs of those beyond independent living. An example is the Gilgandra Lifestyles retirement village and hostels run by Gilgandra Shire council and Legacy.

Figure 66: Location of Council’s senior living project (Staging Plan overlaid) and adjacent VicTrack possible development Site (GIS).

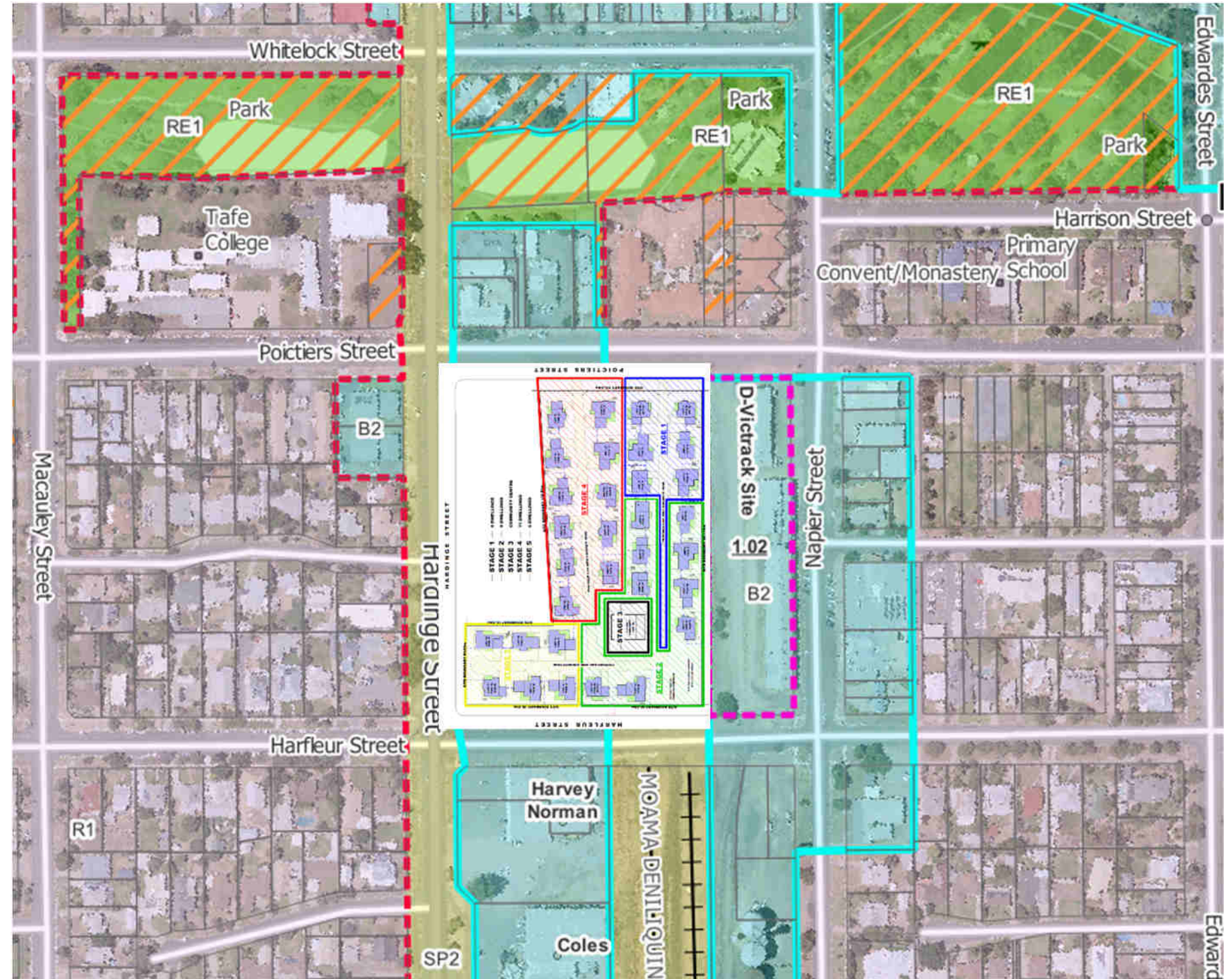


Figure 67: (Right) Photo of real estate sign for Seniors Living development.



**7.6.3. VicTrack Sheds – Napier St**

Adjacent to the Edward River retirement village site is land owned by VicTrack that appears to have under-utilised sheds that used to sit adjacent to the railway line (see location Figure above and photo below). If the removal of the sheds is supported by heritage advice, this is a KEY SITE for future redevelopment.

Figure 68: Photo of the VicTrack Site with vacant sheds that could be redeveloped (Oct 2023).



This Site is a single lot (Lot 2 DP732067) with long frontage to Napier St and short frontages to Poitiers and Harfleur Streets. It has an area of just over 1ha with dimensions of roughly 50m by 100m with similar distances to services as noted for Edward River retirement village above. Other than potential contamination, the Site has limited site constraints and a long road frontage for improved access with good separation from the highway.

Anecdotally (to be confirmed with VicTrack), this VicTrack Site may no longer be required and is being considered for redevelopment (subject to confirmation there are no significant contamination issues and the industrial infrastructure is not worthy of retention).

It is in Zone B2 (future E1) Local Centre) where residential uses permitted with consent include dwelling houses and shop top housing. We suggest low-density residential is an inefficient use of the land so it would be better suited to shop-top housing – possibly using the Build-to-Rent model that has additional tax concessions (see section on Temporary Accommodation at end of this chapter). It could also provide seniors living or a residential care facility that could add to the adjacent retirement village. It permits a wide range of commercial premises and community facilities including public administration buildings. A mixed-use (including ground-level retail or commercial use) would be ideal for the Site to bring activation to this area.

Council should work with VicTrack to identify this as a KEY SITE and, without decreasing the opportunity or viability of different development options, try to facilitate the best and highest use for the Site that leverages its unique location and site size.

**Note:** There may need to be a change to the LEP land use permissibility or an Additional Permitted Use (APU) to permit higher density forms of housing.

**7.6.4. Kurrajong Estate - Approved Subdivision**

Kurrajong Disability Services (<https://www.kurrajong.com.au/>) is an NDIS provider that owns a large site of ~4.4ha (see Figure below) with access from McMillan St (to the north) but also a frontage to Ochertyre St/Cobb Highway (unsuitable for access to classified road) and limited frontage to Napier St (existing building).

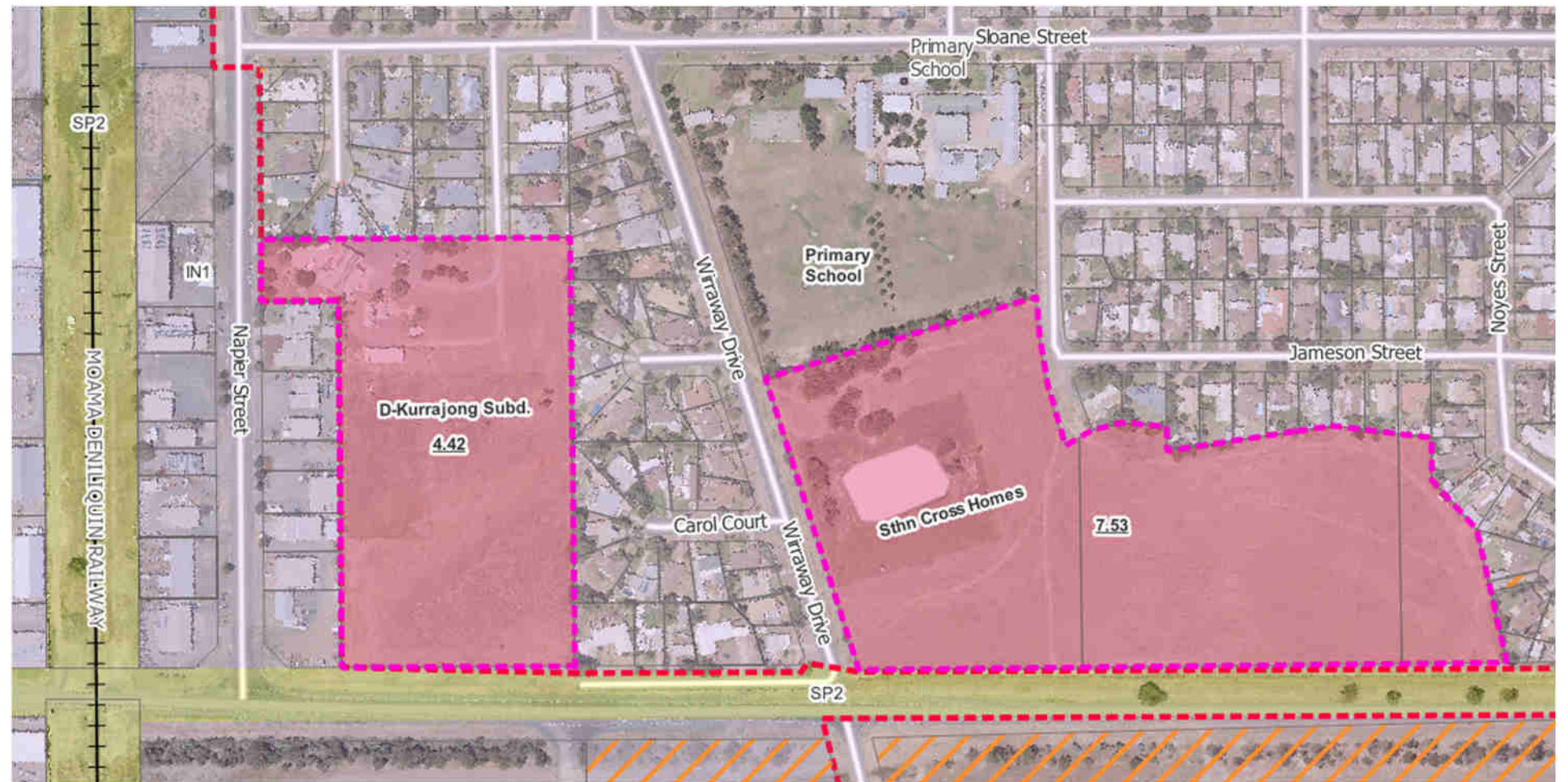
This Site has development approval (DA65/18) for a 30 lot subdivision (~6-7 dwelling/ha) + detention with ~750-1,300m<sup>2</sup> lots primarily for NDIS suitable homes. The subdivision has not proceeded to construction yet. It may be subject to NDIS funding. There also may be issues extending reticulated sewer mains to the Site so some may be approved on low-pressure sewer systems.

Council may need to work with the land owner to progress release of dwellings in the short-term without undue costs to ratepayers.

Figure 69: Photo view of Kurrajong site.



Figure 70: Location map of Kurrajong & Southern Cross Homes land.



**7.6.5. Zone R1 Infill - Southern Cross Homes Site**

As the Figure below shows, Southern Cross Homes owns a large area of land (~7.5ha) with access from Jameson St but longer frontage (no access) to Ochertyre St/Cobb Highway adjacent to the Primary School. It is assumed that the Primary School does not need to expand into this Site and doesn't result in any land use conflict. It has a significant frontage to Ochertyre St/Cobb Hwy but this is a wide corridor and should also provide a buffer to industrial development to the south. The land would require a significant extension of the public road network or new internal roads to service the land. It does have a dam and some limited vegetation to the north-west.

We are unsure what challenges are preventing the release and development of this land but assume (like Kurrajong Estate) that it may be subject to NDIS funding.

We have not viewed any approved subdivision layout for this Site so at this time it is assumed with an estimated yield of 6.8 dwellings/ha including roads it could yield up to ~50 dwellings (to be confirmed once we have a copy of the approved Subdivision Plan).

Council may need to work with the land owner to progress release of dwellings in the short-term without undue costs to ratepayers.

**7.7. North-West Urban Infill & Growth Area**

As the Figure opposite shows, the North-West Infill Area (NW Area) is in South Deniliquin (south of the river) within Zone R1 General Residential to the north-west of Deniliquin’s town centre, and within the southern levee bank. It is located ~2km from the Deniliquin Town Centre but closer to Coles on the Cobb Hwy/Harding St.

**7.7.1. Sloane St – 57 Lot Subdivision**

As the Figure opposite shows, there is an approved 57-lot subdivision by a disability care provider (AASDA) on the large 9.98ha lot between Sloane St, Ochtertyre St and Burton St – adjacent to Crown land around the water reservoir.

The approved subdivision has three (3) stages with Stage 1 including 26 lots with **9 lots** along Sloane St. It is proposed to complete several houses for low care disability needs – possibly with NDIS funding – anecdotally delivering up to 4 dwellings/year. Capacity and funding to develop all three stages may be dependent on demand and NDIS funding.

A mix of lot sizes is proposed with some recreation areas in heavily vegetated locations. Lot density (~5-6 dwellings/ha) is relatively low compared to closer to the town centre but could support some additional subdivision.

The Site appears to be close to existing water mains. However, the only sewer line nearby is a low-pressure line along Ochtertyre St that services the Big4 Caravan Park and some houses and has limited capacity. Council approved a low-pressure sewer system for this Site because of the cost of adding a sewer pump station and sewer main. This may in part be due to Council wanting to facilitate development, the low-level of funding available to the disability developer, and the lack of a Development Servicing Plan (DSP) or Contributions Plan (see Sewer discussion above) to enable appropriate capture of funding to get a better outcome. Whilst these factors are important it may make it more difficult to extend sewer mains further north-west into the remainder of the Zone R1 land

**7.7.2. North West Growth Area**

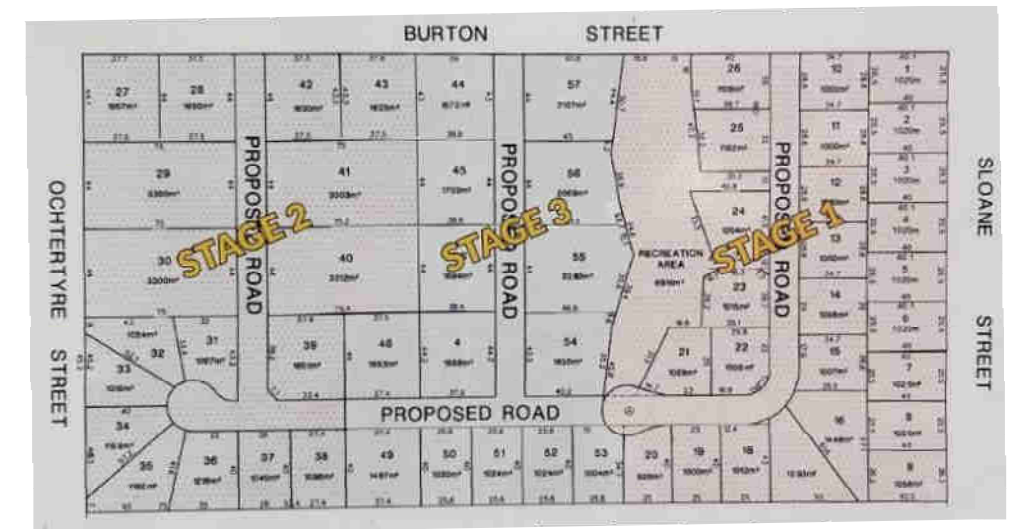
It has an area of approximately 40ha consisting of ~10ha which is an approved 57-lot subdivision (Sloane St) reviewed in more detail below and ~30ha of remaining Zone R1 land (say ~22ha minus roads/existing dwellings). Most of this Growth Area is yet to be developed to capacity with a significant number of 1.2-2.4ha lots.

The adjacent Zone R1 land to the north-east is already developed with a density of approximately 40-50 dwellings / 4ha or 10-12 dwellings/ hectare. Increasingly this area is being subdivided with cul-de-sacs and awkward streets/lots that create poor connectivity, weak ability to extend infrastructure/utilities in the future, and less efficient use of land. As this Growth Area is towards the periphery it could support a slightly larger lot size but ideally the dwelling density would not be lower than 8-

10 dwellings/ha. Accounting for existing development this could produce up to 180 dwellings. If this is left to the market – the yield, efficiency and servicing may be significantly reduced – resulting in the need to identify land outside the flood levee requiring extension of utilities/services for future growth at a much higher cost.

This area should have a **STRUCTURE PLAN** incorporated into the DCP that sets clear parameters for future efficient road and utility connections, any additional open space, preservation of significant trees, and sets an approximate desired yield. Departures from this Structure Plan would need to have significant justification beyond just cost. The Structure Plan can determine a rough yield to inform a **Development Servicing Plan (DSP) and Contributions Plan** for the area so there is a direct nexus to provide centralised sewer and water pump stations and electricity transformers to service the entire area and reduce the overall cost of development.

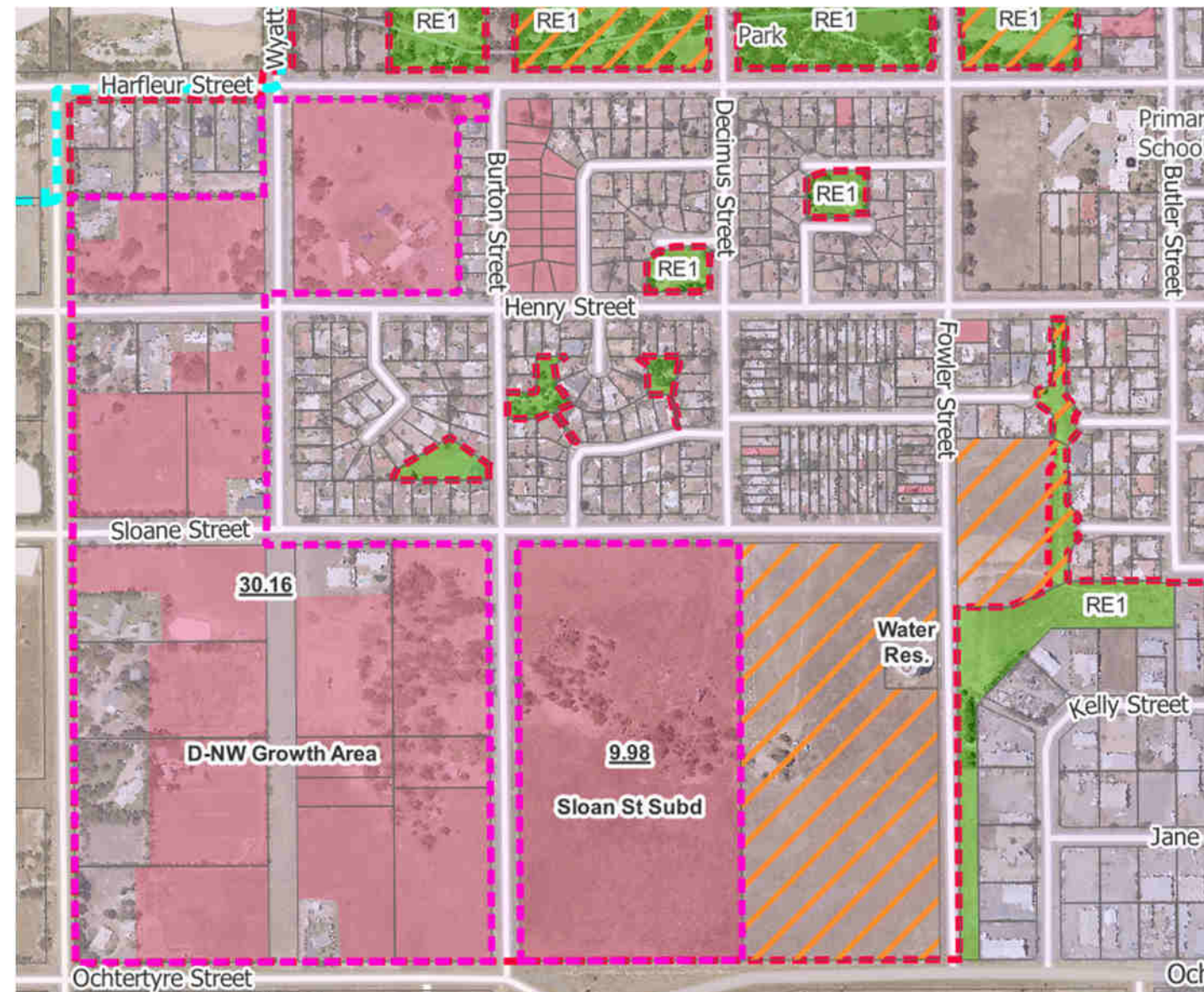
Figure 72: 57-lot Sloane St Subdivision (Real Estate Ray White sign at site).



**7.7.3. Local Aboriginal Land Council Site**

At this stage we have NOT included the LALC land along Macauley St as it is addressed in the Industrial Section of this report as a potential industrial expansion area.

Figure 71: Deniliquin North-West Urban Residential Growth Area & Sloan St Subdivision.



7.7.4. Longer Term Zone R1 Expansion (North-West)

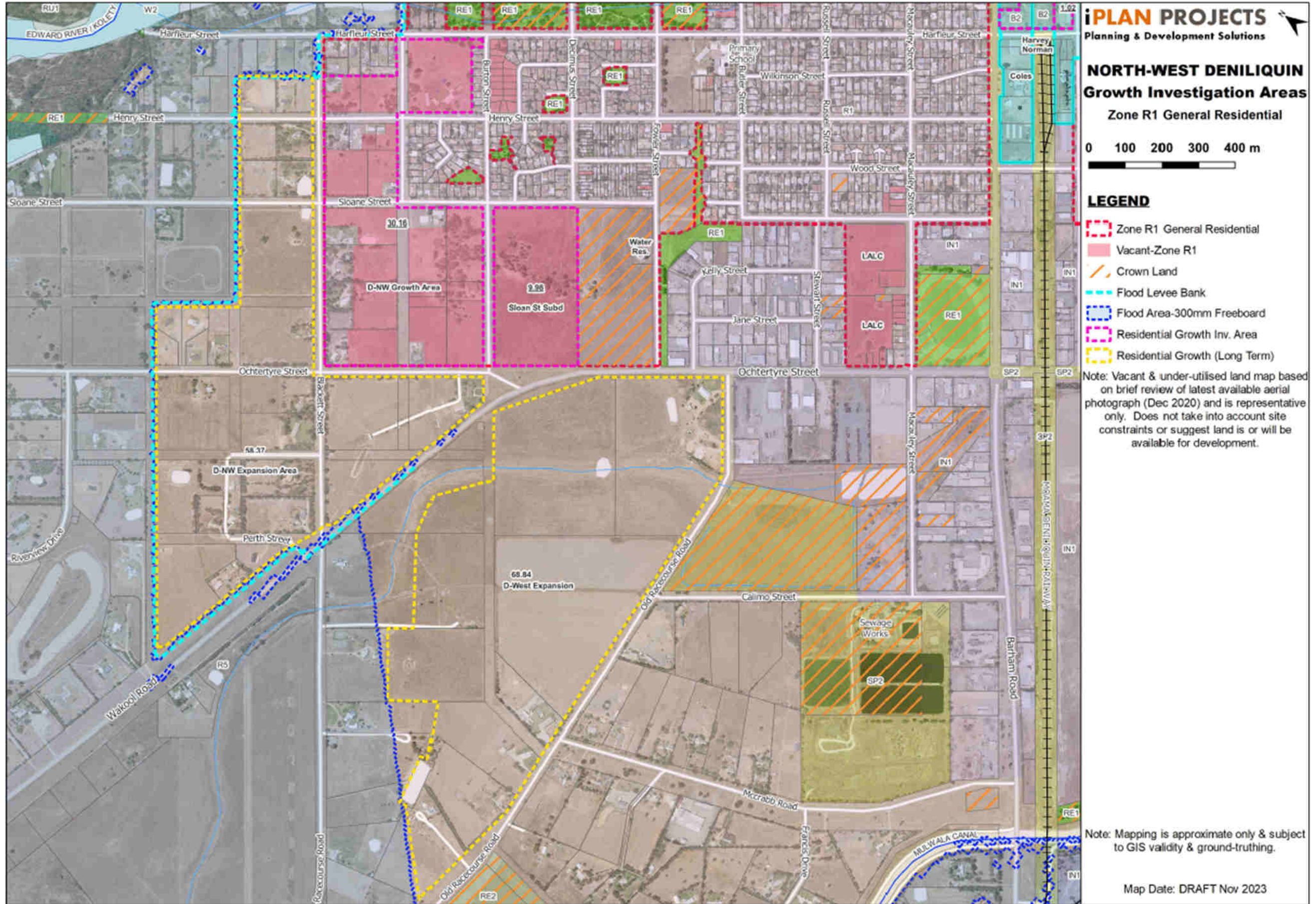
Figure 73: Longer term potential to expand urban residential into Zone R5 lands.

The Figure opposite shows two potential **FUTURE GROWTH INVESTIGATION AREAS** located west of the existing Zone R1 area within the flood levee.

These are currently within Zone R5 Large Lot Residential but this report strongly suggests flood protected lands should be utilised for urban residential growth IF Council/Community wish to achieve the interim or aspirational growth scenarios OR allow for long-term growth.

The **NW Expansion Area** located north of Wakool Rd is ~58ha (say 45ha excl. roads/dwelling) with only ~20 dwellings over ~24 lots. At up to 4-5 dwellings/ha, this could produce up to ~180-225 dwellings.

The **West Expansion Area** located south of Wakool Rd is ~68ha (say 50ha excl. roads/dwellings) with only ~5-6 dwellings over ~10 lots. At up to 4-5 dwellings/ha, this could produce up to ~200-250 dwellings.



**7.8. South-East Urban Infill**

The South-East Growth Area (SEG Area) is within Zone R1 General Residential and within the southern levee bank (except for the corner). It is located ~2-2.3km from the Deniliquin Town Centre but closer to Coles on the Cobb Hwy/Hardinge St. It has an area of approximately 39ha but excluding existing dwellings and roads this may reduce to ~30ha.

The adjacent Blocks that are already developed have a density of approximately 22-30 dwellings / 2.2ha or 10-14 dwellings/hectare. Most of this Growth Area is yet to be developed to capacity with a significant number of 1.2-2.4ha lots.

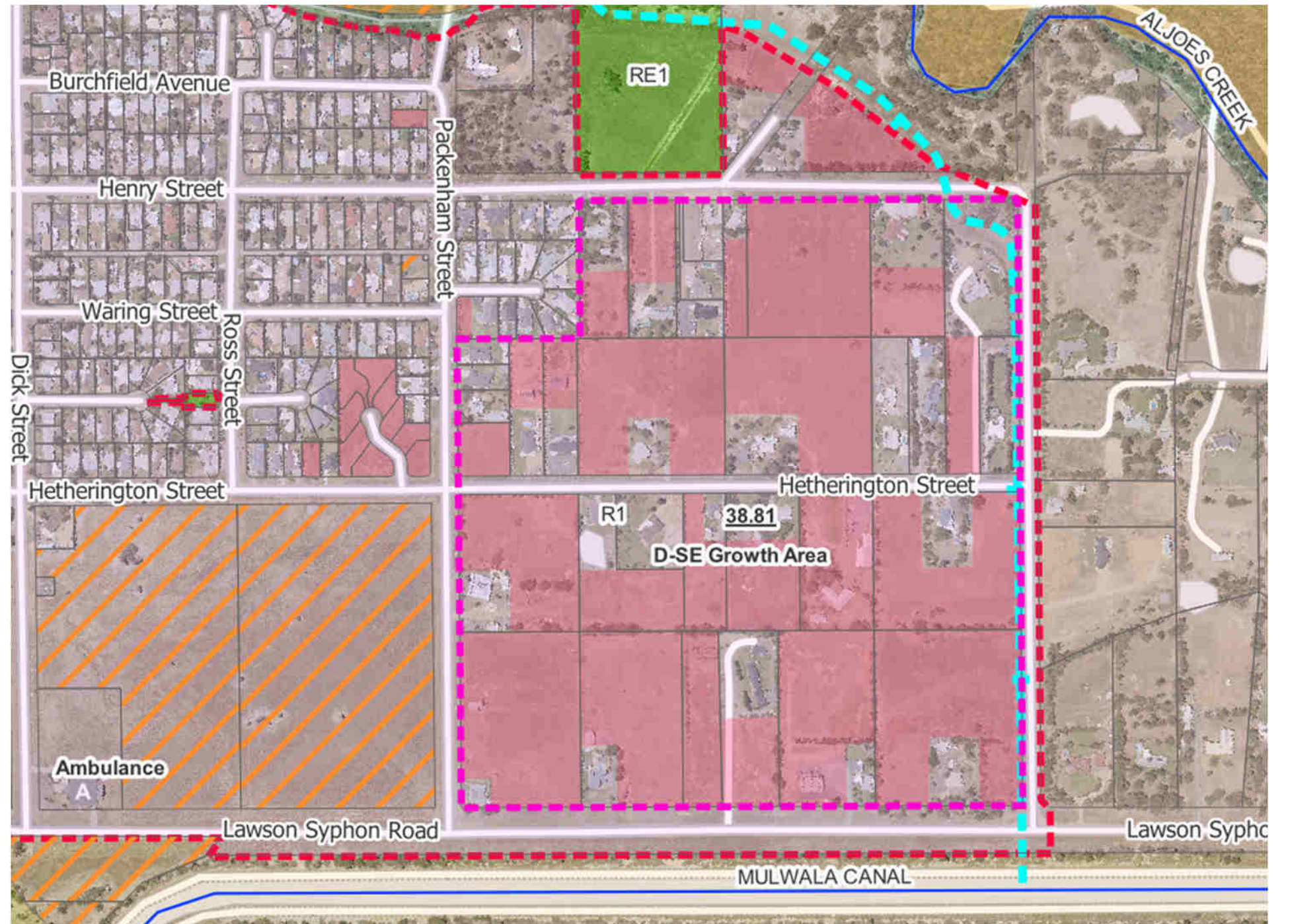
Increasingly this is being subdivided with battle-axe lots and cul-de-sacs that create poor connectivity, weak ability to extend infrastructure/ utilities in the future, and less efficient use of land. If this is left to the market – the yield, efficiency and servicing may be significantly reduced – resulting in the need to identify land outside the flood levee and utility serviced area for future growth at a much higher cost.

As this Growth Area is towards the periphery it could support a slightly larger lot size but ideally the dwelling density would not be lower than 6-8 dwellings/ha. For ~30ha this could produce up to 180-200 dwellings.

This area should have a **STRUCTURE PLAN** incorporated into the DCP that sets clear parameters for future efficient road and utility connections, any additional open space, preservation of significant trees, and sets an approximate desired yield. Departures from this Structure Plan would need to have significant justification beyond just cost.

The Structure Plan can determine a rough yield to inform a **Development Servicing Plan (DSP) and Contributions Plan** for the area so there is a direct nexus to provide centralised sewer and water pump stations and electricity transformers to service the entire area and reduce the overall cost of development.

Figure 74: Deniliquin South-East Urban Residential Growth Area (GIS map).





## 7.9. Temporary & Manufactured Accommodation

### 7.9.1. Demand/Drivers

Most of the discussions above are about dwellings (purchase and rental) for permanent residents of Deniliquin. However, an additional pressure on housing supply is the provision of accommodation for a range of short-term or temporary visitors/residents.

Currently this is met in part by motels, caravan parks, short-stay dwelling accommodation, and dwellings owned by key employers. However, some of these types are not suitable for all workers, are expensive for more than short-stays, or simply are not meeting demand.

Build-to-rent may offer a pathway for investment. In addition, manufactured housing may meet some of the demand for smaller housing types on a leasehold model that is more affordable and suited to seniors living, tourist accommodation, and managed fund investment. For example:

- a) The Ute Muster site runs two (2) major festivals per year with a massive influx of 10,000-20,000 people to Deniliquin that requires some temporary accommodation at the site. There is significant cost in importing, set-up, and pull-down for these limited events. If some of this infrastructure could be permanent and multi-purpose it may be more efficient.
- b) It is noted that the Ute Muster site was used by emergency services as a staging point with temporary accommodation during the 2022 floods. This is consistent with Deniliquin becoming a major staging point for emergency services and resilience. Perhaps this may be better located near emergency services on the south side of the river, however, a northern site may have the advantage of not being cut-off from the rest of the Shire in flood.
- c) We understand Sun Rice is seeking additional worker accommodation during its peak harvest and production periods. It may have previously approached the Ute Muster Site but this does not have reticulated sewer. Perhaps a site in South Deniliquin would be better located to meet this need.
- d) As noted in Chapter 1 – there are several major electricity projects around transmission capacity, grid upgrades, and renewable energy both now and in the future. Deniliquin is already one staging/storage point for Energy Connect suggesting that staff and coming to/from Deniliquin for this project. VNI West is expected to pass through the middle of the Shire. Whilst most major solar/wind projects are to the north of the Shire, the adjacent settlements (such as Hay) may not have the same capacity as Deniliquin to provide temporary workers accommodation.
- e) Key agricultural companies could be approached to see if they need peak season employee accommodation.
- f) There are several larger employers (particularly government of quasi-government agencies such as Council/Hospital/LLS/MIL) that are

struggling to attract good staff and find suitable accommodation.

Council has already purchased several dwellings and some of the Senior staff are in share-houses as they cannot find suitable accommodation. This may be the same for doctors and other fly-in health workers.

- g) Whilst this is not intended to provide a permanent housing solution – it can meet the need for people who find work in Deniliquin but want to rent for a while to find the right house to live in.

For example, Balranald has a temporary workers camp in its town centre (currently poor quality) that is considered for upgrades to use for their major solar projects, fruit, and nut pickers, etc.

### 7.9.2. Proposal

Therefore, a suggestion is for Council to work with the community and key landowners to identify sites for 1-2 smaller and 1 larger multi-purpose accommodation facility that could be adjusted to meet a range of needs and price-points.

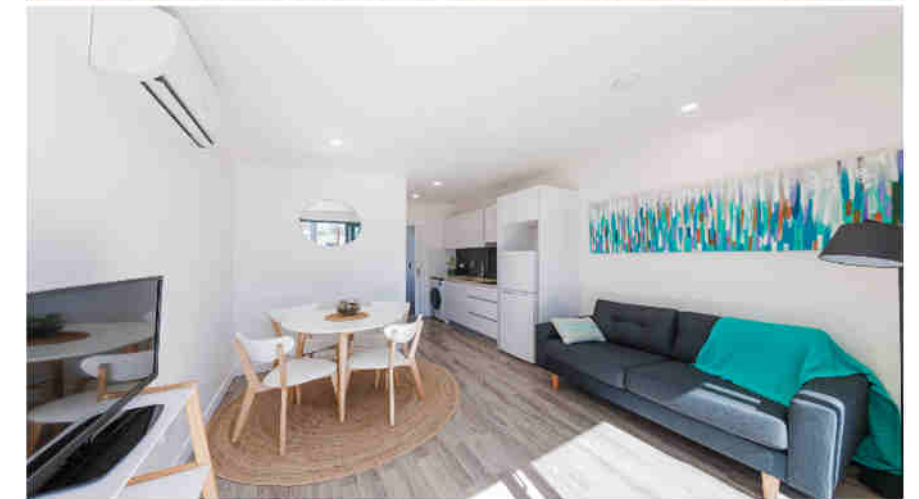
The preliminary concept is that this is NOT just a ‘temporary workers CAMP’ with transportable light-weight cabins and facilities that is removed after project completion.

The idea is this would be a mostly permanent apartment buildings and/or manufactured housing estate with a mix of permanent and short-term residents, climate-responsive dwellings, communal facilities, recreation areas, landscaping, and quality internal streets. It would need to integrate with the character of the area whilst recognising that it may expand and contract (some removable homes) with market conditions. Ideally this would be sited in or near a residential area with reasonable proximity to shopping and basic services and/or a bus service providing connection.

For example:

- **Town Site:** A couple of key government agencies may be able to pool funding to provide a unit block close to the town centre with a mix of one to three bedroom units for rent that was professionally managed. This would align with the NSW Government Policy for ‘Build-to-Rent Housing.’ An ideal site location for this would be the VicTrack shed site on Napier St.
- **Ute Muster site** should be considered if a low pressure sewer connection and pump station to town was viable. This would require a significant threshold of development and use to make it feasible.
- **Mulwala Canal Site:** There is also a large Zone R1 Site east of Cemetery Road just north of the Mulwala Canal (Lot 401 DP756325 ~9.22ha). Whilst it would not be ideal to have standard residential in proximity to industrial uses to avoid land use conflict – temporary or tourist accommodation may be suitable with suitable buffers and it is adjacent to the Rotary Park Basketball Stadium and Rugby Club for recreation. See Section 6.6 of this Chapter for more details.

Figure 75: Some images of modern manufactured housing estates ([www.ingenia.comunities.com.au](http://www.ingenia.comunities.com.au)).



## 8. LARGE LOT RESIDENTIAL LAND USE

### 8.1. Introduction

Large lot residential (LLR) land use (formerly known as ‘rural residential’ or ‘lifestyle’ lots) is a form of residential development on larger sized lots that mostly occurs in a rural or landscaped setting – often towards the periphery of settlements or in stand-alone LLR areas (such as Mulumbah Road).

LLR development usually does not have access to utilities such as reticulated sewer and water or infrastructure like kerbs/gutters and Council stormwater systems. As its primary function is residential, it usually only has ancillary agricultural functions once developed. However, LLR still needs reasonable access to services, employment, and other facilities.

### 8.2. Strategic Policy

There are several strategic planning policies that are most relevant to industrial land use in and around Deniliquin as set out below. This report agrees with and demonstrates consistency with those strategic directions.

The aim of our Report is not to duplicate this work and background but briefly summarise the key points and build on it (possible amendments) to cater for the broader growth scenarios. Key points are reiterated throughout this chapter.

#### 8.2.1. DPE (Jan 2023) Riverina Murray Regional Plan 2041

The DPE (Jan 2023) **Riverina Murray Regional Plan 2041** (Regional Plan) is a regional-level plan that provides high-level objectives for the region and its local government areas and a link to NSW State Policy.

Relevant objectives include, but are not limited to: *Part 2 Objective 7: Provide for appropriate rural residential development* including the **Strategy 7.1** that states:

New rural residential development areas must be identified in a local housing or other strategy, approved by the department, prepared in accordance with Objective 5 and:

- be near existing urban areas to maximise the efficient use of existing infrastructure and services, such as roads, water, sewerage and waste services, public transport, and social and community infrastructure, (including access to education facilities);
- not reduce future urban development options;
- protect the economic use of rural land and be located away from significant agriculture, forestry, extractive resources or energy production or distribution areas or other air pollution emission sources (see Objective 12);
- not be located on areas of high environmental value or areas of cultural or heritage significance or not adversely affect nearby land with those values;
- avoid fragmentation of waterfront areas, and not proliferate additional water rights to water bodies;

- avoid areas that could pose a risk to public safety, including flood, landslip, bushfires, proximity to hazardous or offensive industry uses or contaminated land;
- be suitable for on-site effluent disposal (if required), or ensure treatment systems that can avoid overflow during storms;
- avoid locations that could adversely impact surface water or groundwater resources (Note: where onsite sewer is being proposed, the cumulative impacts on groundwater must be considered);
- provide an adequate water supply for domestic purposes;
- offer permanent and safe all-weather access, avoid ribbon development along main roads, and minimise access off major roads;
- provide a lot size and zone that ensures a dwelling is the primary use of the land.

This report supports and is entirely consistent with these objectives/strategies with a particular focus on efficient use of infrastructure and services, allowing for growth of the urban residential area, and minimising land use conflict and environmental impact.

#### 8.2.2. ERC (Feb 2020) Local Strategic Planning Statement (LSPS)

The ERC (Feb 2020) **Local Strategic Planning Statement** (LSPS) provides a link between the Regional Plan and any local land use strategies with more detailed growth strategies.

Relevant objectives include, but are not limited to *Planning Priority 5: Housing* including to:

Investigate a mixture of smaller and larger residential lots in Deniliquin and the rural villages to create opportunity, respond to future demand, and to provide a range of housing options.

#### 8.2.3. GHD (Sept 2019) Deniliquin Large Lot Residential Strategy

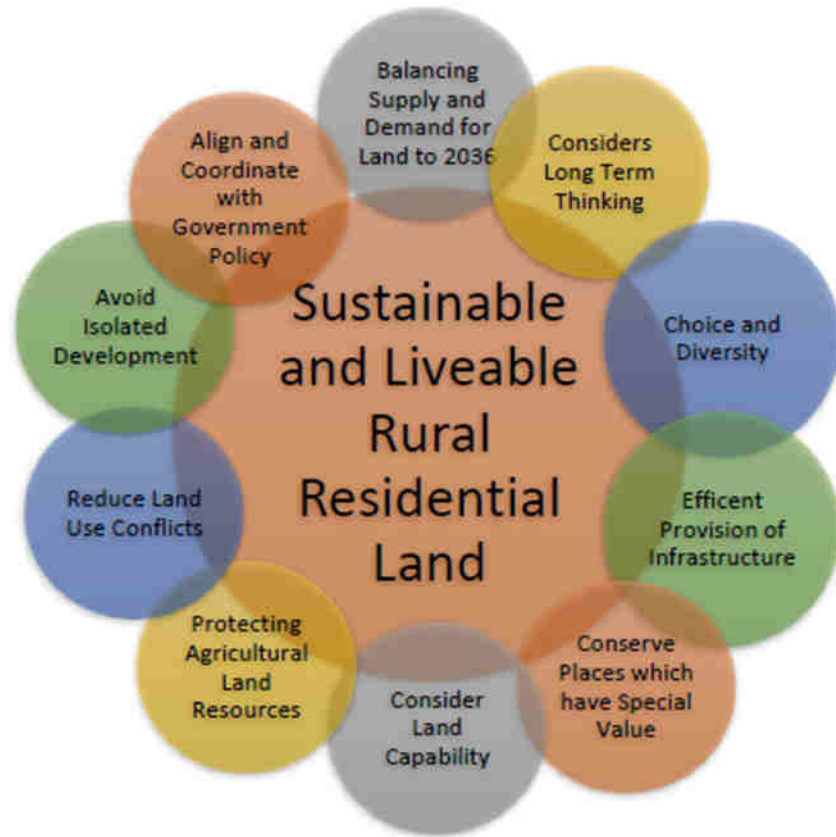
Large lot residential (LLR) land uses and growth around Deniliquin has already been considered in more detail in the GHD (Sept 2019) *Deniliquin Large Lot Residential Strategy* (GHD / LLR Strategy) (noting this did not consider large lot residential zones in and around the other villages/settlement so this is addressed briefly in the Villages Chapter).

This report does not seek to duplicate the LLR Strategy but supplements it with minor changes to align with other land use chapters and additional long-term growth investigation areas to meet INTERIM & ASPIRATIONAL GROWTH SCENARIOS.

**8.3. Key Opportunities & Challenges**

**8.3.1. Criteria**

Figure 76: Criteria in Deniliquin Large Lot Residential Land Use Strategy (Fig.4-1).



The LLR Strategy identified several criteria (see Figure opposite) for creating sustainable and liveable LLR land supply that aligns with the Strategic Policy above. Key points are expanded below.

**8.3.2. Housing Choice**

LLR is one component in providing housing diversity and choice in ERC. It can attract a range of age cohorts but is particularly attractive to families looking for land where there is a larger house, space for recreation and equipment, and business storage/sheds. A key attraction for Deniliquin is its lifestyle and access to rivers and camping that may require larger lots.

**8.3.3. Lot Size**

The minimum lot size in the R5 Large Lot Residential zone under Deniliquin LEP 2013 where on-site disposal of sewage is required is 1 ha. However the LEP has adopted an additional clause (Clause 4.1(4A)), whereby certain land can be subdivided down to 5,000 m<sup>2</sup> if the lots are connected to reticulated sewer.

As LLR lots require significant land area of 0.5-1ha or more they can consume more land than urban residential uses with less dwelling yield.

**8.3.4. Infrastructure & Development Costs**

Whilst LLR lots may not have sewer or water connections, they still (mostly) need electricity grid connections and suitable access roads. Extensions of these networks can be expensive, particularly at lower densities and lot efficiencies which can affect supply. Therefore, ideally new areas should be located as close as possible to existing suitable infrastructure and be extend this infrastructure

**8.3.5. Agricultural Land**

There is a high potential for agricultural land use conflict with LLR land. A Strategic Priority for ERC is the protection and enhancement of its agricultural land. LLR has significant land requirements and usually interfaces with and grows into former agricultural land.

Ideally, LLR growth should occur in areas of lower agricultural productivity and/or with more fragmented lot patterns where agriculture is less viable.

**8.3.6. Environment & Hazards**

There is a high potential for environmental conflict with LLR land. As LLR usually occurs at the periphery of settlements and, in the case of Deniliquin, is particularly attracted to areas near the river system outside the flood levee, LLR land is often constrained by flooding, native vegetation and biodiversity, bush fire risk, and other environmentally sensitive areas.

As the photo opposite shows, the combination of often larger houses that need to have their floor levels built up above the Flood Planning Level (FPL) – can result in significant additional cost and this can limit the market and sustainability of this housing approach.

**8.3.7. Urban Residential**

As LLR land usually occurs at the periphery of urban residential zoned lands – it can conflict with future growth requirements for urban residential.

In Deniliquin, this conflict increases when there is limited land within the flood levee that is suited to urban residential growth. The Urban Residential section of this Report suggests that there needs to be a variety of techniques to protect remaining under-utilised existing zoned LLR land within the flood levee from less efficient LLR development if it is intended that Deniliquin will meet the INTERIM OR ASPIRATIONAL POPULATION GROWTH scenarios set out in this Growth Strategy.

Figure 77: Example of a house outside the flood levee that has raised floor levels at additional expense.



**8.4. Existing Supply & Demand**

**8.4.1. Drivers**

The LLR Strategy Introduction p.1 summarised that ‘given the regional role and lifestyle attributes of Deniliquin, there is significant demand for large lot residential living opportunities.... In particular, demand exists for land within close proximity to the Edward River foreshore, and the services and infrastructure provided by the town centre.’

LLR Strategy Section 7.2 Growth Drivers p.45 notes that farmers from the ERC and surrounding Shires often seek to retire in Deniliquin on LLR land to get closer to health and other services required by an ageing population. If this land is not provided in Deniliquin there is a risk of loss of this cohort/population to other Shires.

**8.4.2. Approvals**

Development Approvals are another measure of supply and demand. The LLR Strategy stated that from 2001 to 2017:

- A total of 53 LLR dwellings were approved with an average of 3.05 dwellings per year;
- A total of 76 new LLR lots were created averaging 4.4 lots per year.

**8.4.3. Population – LLR Dwelling Demand (GHD Strategy)**

The LLR Strategy projected the LLR dwelling demand around Deniliquin based on an average population growth rate of 0.26% out to 2036 using several assumptions set out in that report.

As the Table below shows, this results in an estimated increase of 76 dwellings from 2016-2036 or increase of 3.8 dwellings per year. If this is extended out to 2051 then it would increase by a further 76 dwellings to a total of 152 dwellings from 2016 or 122 dwellings 2023-2051.

**8.4.4. Existing Supply**

There are currently five (5) main existing Zone R5 Large Lot Residential areas close to Deniliquin (excluding Mulumbah Rd & Pretty Pine Zone R5 land) are set out in the table and Figure opposite with an area of ~950ha. Whilst there would appear to be significant areas that remain under-developed, if growth areas for urban residential area removed then the potential yield for existing zoned LLR land is around 70-80 dwellings which is like the demand to 2036 in the GHD LLR Strategy but would not meet that growth rate to 2050.

**8.4.5. Lot Size**

We assume that all future large lot residential has a lower chance of being connected to reticulated sewer and water, particularly if land closer to the urban area is taken up with urban residential uses. Therefore, the average lot size is expected to be ~1ha.

**8.4.6. Population – Growth Strategy 2050**

It is important to note that the GHD LLR Strategy population growth rate of 0.26% out to 2036 is well below the growth scenarios in this **Growth Strategy 2050** (see Chapter 1 Shire & Overview) including:

- The Conservative Growth Rate ~0.4%/year (~1.5 times higher = ~183 dwellings or hectares of land);
- The Interim Growth Rate of ~1.6%/year (~6 times higher = ~730 dwellings or hectares of land);
- The Aspirational Growth Rate of ~3%/year (~12 times higher = 1460 dwellings or hectares of land).

Note that the consumption of land at both the Interim & Aspirational rates is unlikely to be sustainable and growth should favour more compact urban residential use.

Regardless, it is estimated that if urban residential rezoning occurs there is only sufficient LLR supply until 2036 at a 0.26 growth rate so there will be a likely need to rezone additional land for large lot residential use to meet growth requirements, as set out below.

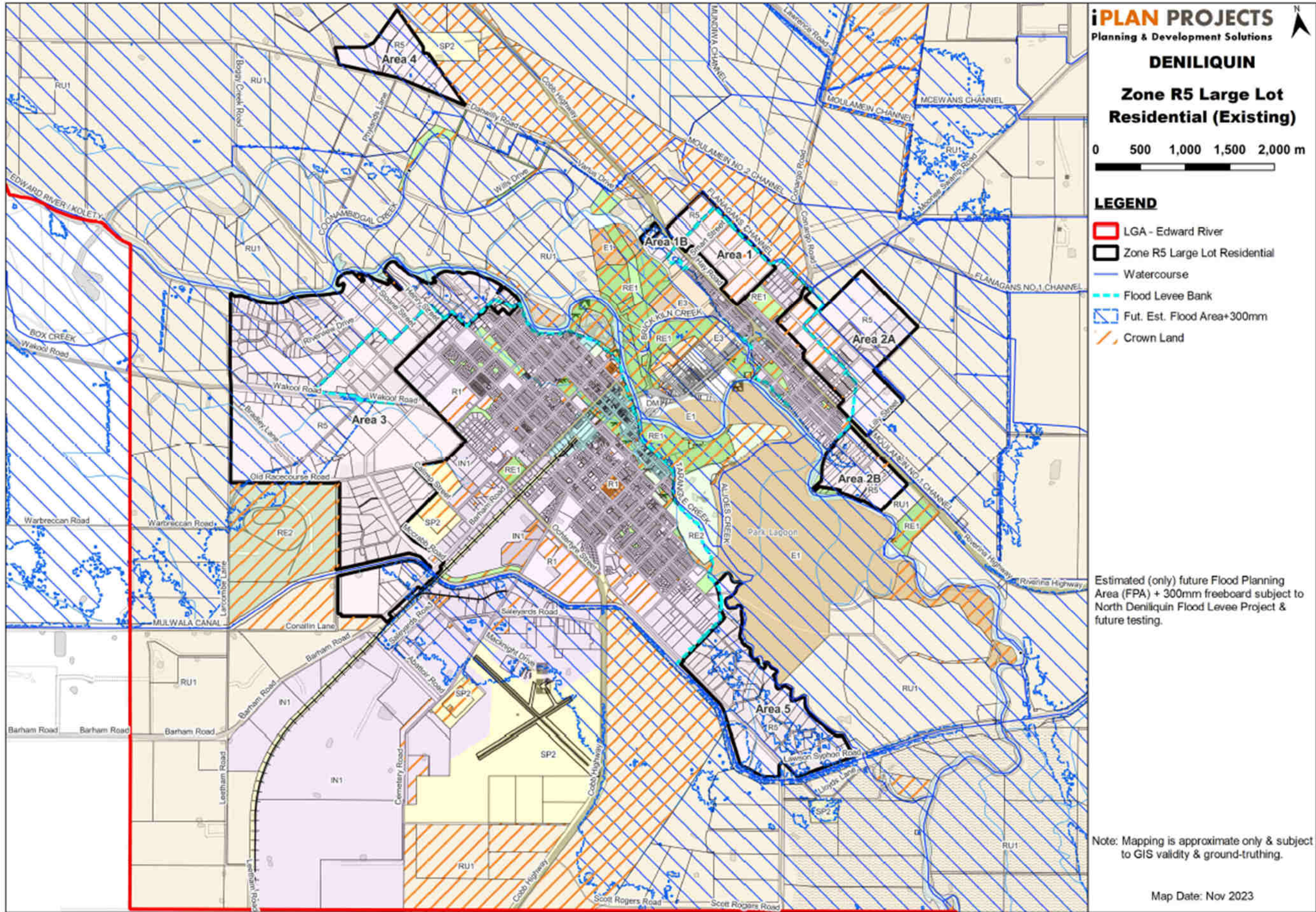
Figure 78: Large lot residential dwelling estimated projected demand (based on population projections (GHD/LLR Strategy Table7-5).

Year	Total Population	Large Lot Residential Population	Occupancy Rate - Large Lot Residential	Large Lot Residential Dwellings required
2016	7,434	2,230	2.19	1,018
2021	7,568	2,270	2.19	1,036
2026	7,706	2,311	2.19	1,055
2031	7,845	2,353	2.19	1,074
2036	7,988	2,396	2.19	1,094
<b>Increase from 2016 to 2036</b>	<b>554</b>	<b>166</b>	<b>2.19</b>	<b>76</b>

Figure 79: Table summarising existing zoned LLR areas and estimated potential yield.

Area Name	Location	Area (ha) incl. roads	Area (ha) excl. roads (LLR Strategy)	Estimated Future Lot Yield (subject to detailed investigation & market)	Est. Yield Lots
Area 1	North-West – Charles St near Cobb Hwy north of Edward River	65.41	48.40	Limited future yield of 0-6 lots – esp. if most rezoned for future urban residential use	6
Area 2	North-East – Augustus St near Riverina Hwy north of Edward River	189.34	165.84	Some additional yield 30-40 lots with only part for future urban residential use	32
Area 3	South-West – Wakool Rd west of rail line south of Edward River	654.47	541.5	Some additional yield 20-30 lots with significant area for future urban residential use	30
Area 4	North-West – Dahwilly Rd north of Edward River	52.40	52.40	Limited additional yield as nearly fully developed	1
Area 5	South-East – Lawson Syphon Rd south of Edward River	154.38	139.20	Limited future supply – possible yield 6-10 lots	10
	<b>Total Zone R5 adjacent to Deniliquin</b>	<b>1116.00</b>	<b>947.34ha</b>		<b>79</b>

Figure 80: Map of existing Zone R5 Large Lot Residential Areas 2023 (GIS).



8.5. Review of Existing Areas

8.5.1. Area 1 – Charles St

Opportunities/Constraints

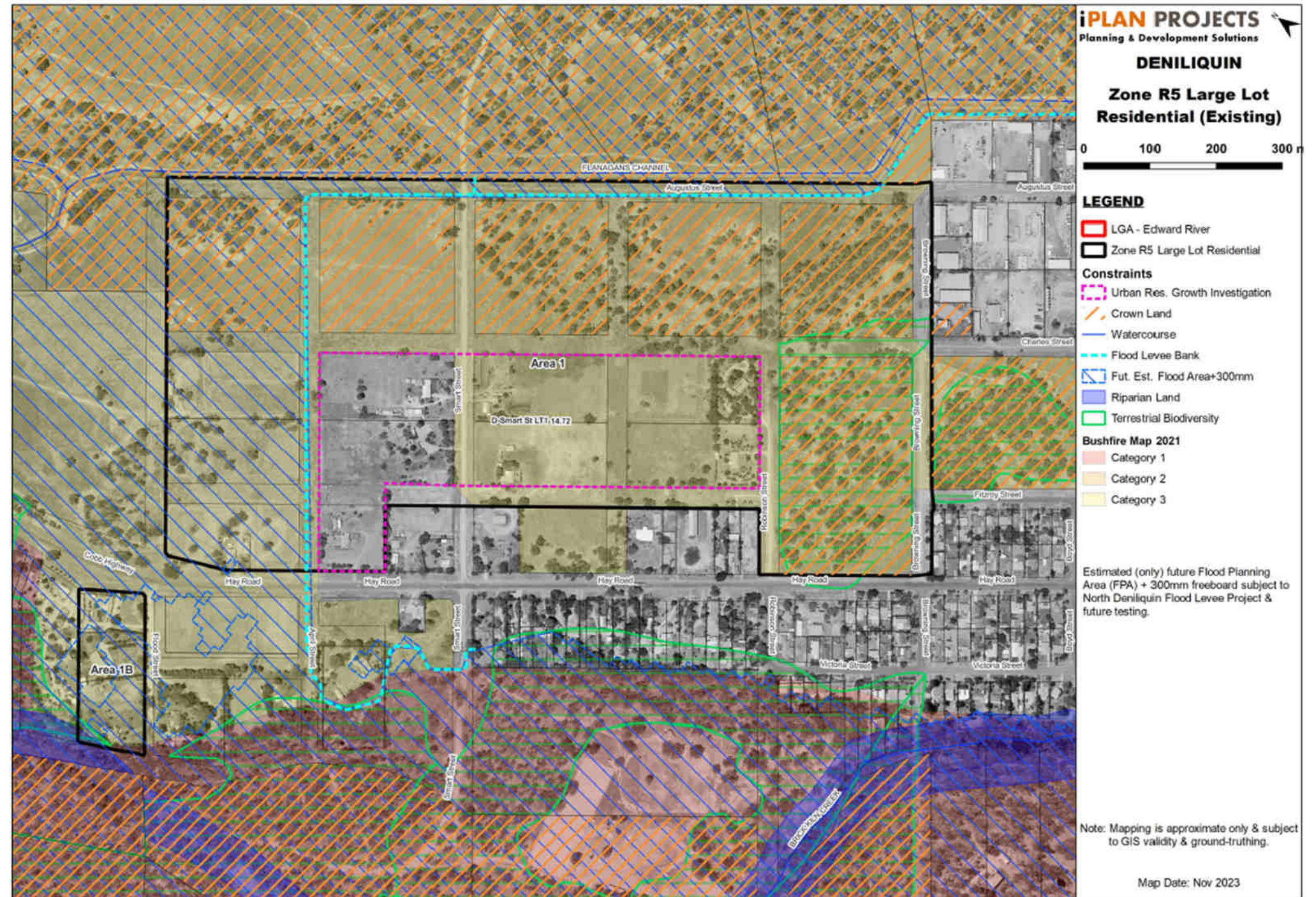
Area 1 (~48.4ha excl. roads) is the smallest Zone R5 area and is already developed with dwellings on many of the 2ha lots. It has several opportunities/ constraints that include, but are not limited to:

- Except for Area 1B, this land is located north of the Cobb Hwy and away from the River. The distance from the town centre combined with lack of water views may affect its market appeal;
- Significant northern and eastern lands are Crown Land and may be subject to native title with low development potential in the short-to-medium term;
- There are significant areas of native vegetation & biodiversity, particularly on the Crown lands to the north and east that will limit development yield and this would increase grassland bushfire risk across all the lands;
- It interfaces with Zone IN1 General Industrial land to the north-east along Augustus St which may increase land use conflict (though this is buffered by Crown land);
- It interfaces with Zone R1 General Residential land to the south along the Hay Rd/Cobb Hwy. As set out in this Section below – it recommends most of the residential land within the flood levee is used for urban residential land uses and serviced accordingly;
- Most of the land is within the flood levee (excluding the western lots) which is a significant advantage as most other Zone R5 areas are outside the levee. This may affect the cost for dwelling construction & sustainability;
- Some land owners may not be willing or in a position to subdivide and it may be used as small agricultural holdings;

Estimated Future Supply

The LLR Strategy estimated undeveloped land of ~22.6ha (46%) with an average lot size of 1.8ha resulting in up to 12 lots (subject to constraints). However, if the recommendations of this report in the Urban Residential Section reduce this land supply by ~14-15ha then this would be significantly reduced. We suggest this land is unlikely to deliver any significant LLR supply in the SHORT-TO-MEDIUM TERM with an estimate of 0-6 lots

Figure 81: Area 1 Charles St - Zone R5 land with aerial & key constraints (GIS).



8.5.2. Area 2 – Augustus St

Opportunities/Constraints

Area 2 (~165.84ha excl. roads) is partly developed but has similar opportunities/constraints to Area 1 that include, but are not limited to:

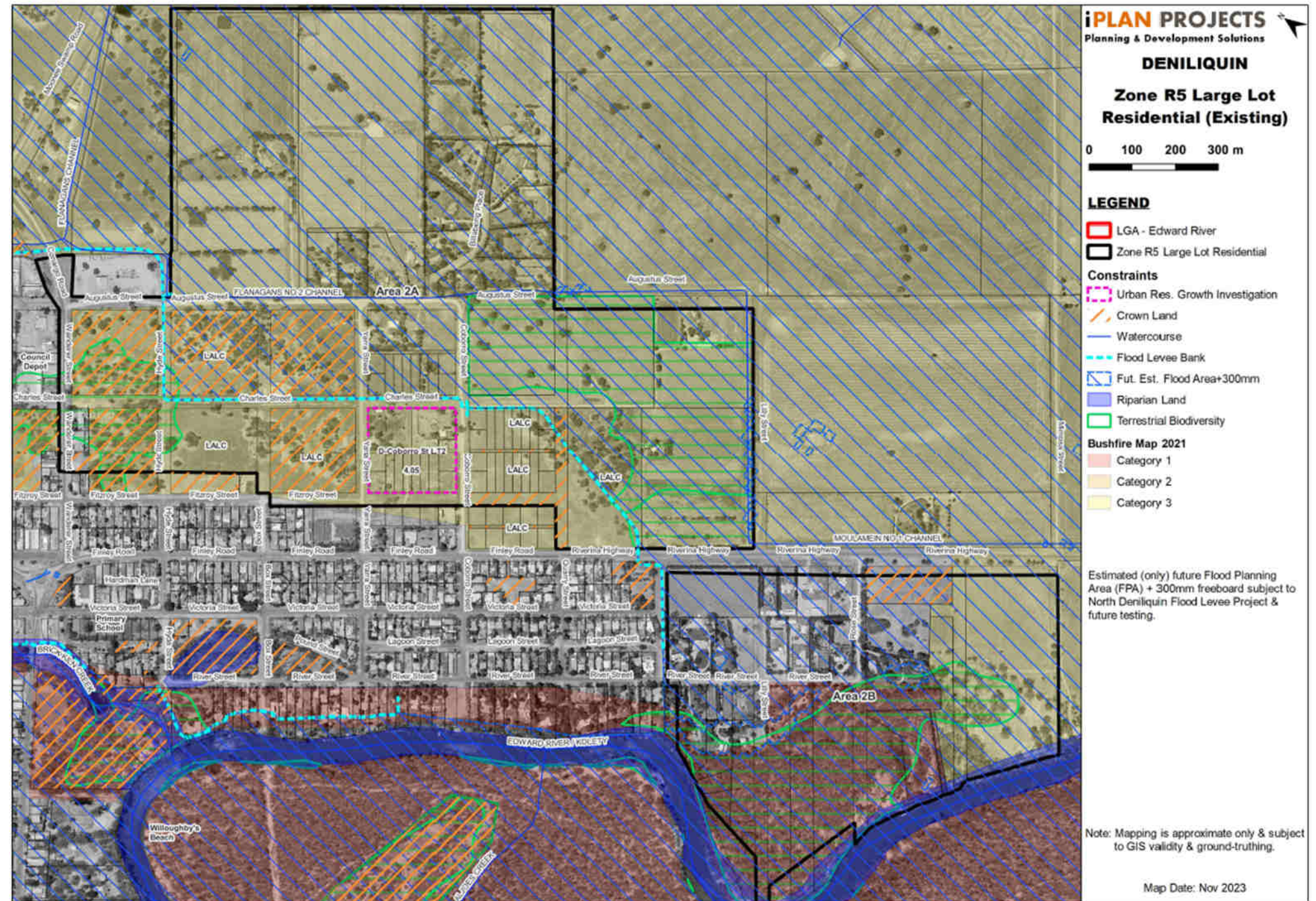
- Except for Area 2B, this land is located north of the Riverina Hwy and away from the River. The distance from the town centre combined with lack of water views may affect its market appeal;
- However, there is an example of a more recent LLR subdivision along Billabong Place that appears to be successful and may indicate demand in this area;
- Significant lands west of Yarra St are Crown Land and may be subject to native title with low development potential in the short-to-medium term;
- Significant lands west of Quarry St and north of Fitzroy St are owned by the Local Aboriginal Land Council and may have low development potential in the short-to-medium term (subject to further consultation);
- There are significant areas (up to 48ha) of native vegetation & biodiversity, particularly on the Crown lands that will limit development yield and this would increase grassland bushfire risk across all the lands;
- It interfaces with Zone IN1 General Industrial land to the north-west along Augustus St which may increase land use conflict (though this is buffered by Crown land);
- It interfaces with Zone RU1 Primary Production agricultural land to the north that may result in some land use conflicts;
- Land south of Charles St is within the flood levee which is a significant advantage but most of the Zone R5 areas are outside the levee. This may affect the cost for dwelling construction & sustainability;
- Some land owners may not be willing or in a position to subdivide and it may be used as small agricultural holdings;

Estimated Future Supply

The LLR Strategy estimated undeveloped land of ~37.5ha (24%). With an average lot size of 1.8ha resulting in up to 20 lots (subject to constraints). However, if the recommendations of this report in the Urban Residential Section reduce this land supply by ~4ha then this would be reduced to 16 lots noting:

- Area 2B near the river has constraints likely to result in limited significant LLR supply – est. yield 6-10 lots including Kyalite Stables;
- Area 2A south of Augustus Street and north of the Highway has some potential on private lands but LALC and Crown land holdings will limit this significantly in the SHORT-TO-MEDIUM TERM – est. yield 6-10 lots. See the Urban Residential Section as it may suggest a more efficient use of part of this land if large lot residential yield cannot be sufficiently increased.
- Area 2A north of Augustus St has some LLR potential if it can address flooding and access issues – est. yield 20-24 lots.
- Total potential yield of 32-44 lots.

Figure 82: Area 2 Augustus St - Zone R5 land with aerial & key constraints (GIS).



8.5.3. Area 3 – Wakool Rd

Opportunities/Constraints

Area 3 (~541.5ha excl. roads) is the largest Zone R5 area with several opportunities/constraints that include, but are not limited to:

- This area is relatively close to the town centre of Deniliquin and has a significant river frontage making it potentially more desirable, though areas away from the river or away from utilities may have less appeal;
- There are examples of more recent LLR subdivision along Riverview Drive and Boxwood Court near the river and along McCrabb Rd and Francis Drive closer to town that appear to be successful and may indicate demand in this area;
- There is a significant amount of existing vacant/under-utilised Zone R5 land with the LLR Strategy suggesting 57 lots currently available and significant further subdivision potential;
- There is limited Crown land or land likely to be affected by native title. However, riverfront lands are more likely to contain significant Aboriginal archaeology and places of cultural significance so there is increased sensitivity;
- There are limited areas of significant native tree cover though there may still be biodiversity present, particularly on the riverfront and riparian areas;
- Not all the Zone R5 area is mapped as bush fire prone though it would be expected that lands near the river would have some significant risk even if not mapped;
- It interfaces with the Sewerage Treatment Plant (STP) and some Zone IN1 General Industrial lands to the east that may increase land use conflict;
- It interfaces with Zone RU1 Primary Production agricultural land to the south that may result in some land use conflicts;
- The eastern section of Area 3 is within the flood levee but most of the western and southern areas are outside the levee. This may affect the cost for dwelling construction & sustainability;
- Some land owners may not be willing or in a position to subdivide and it may be used as small agricultural holdings;

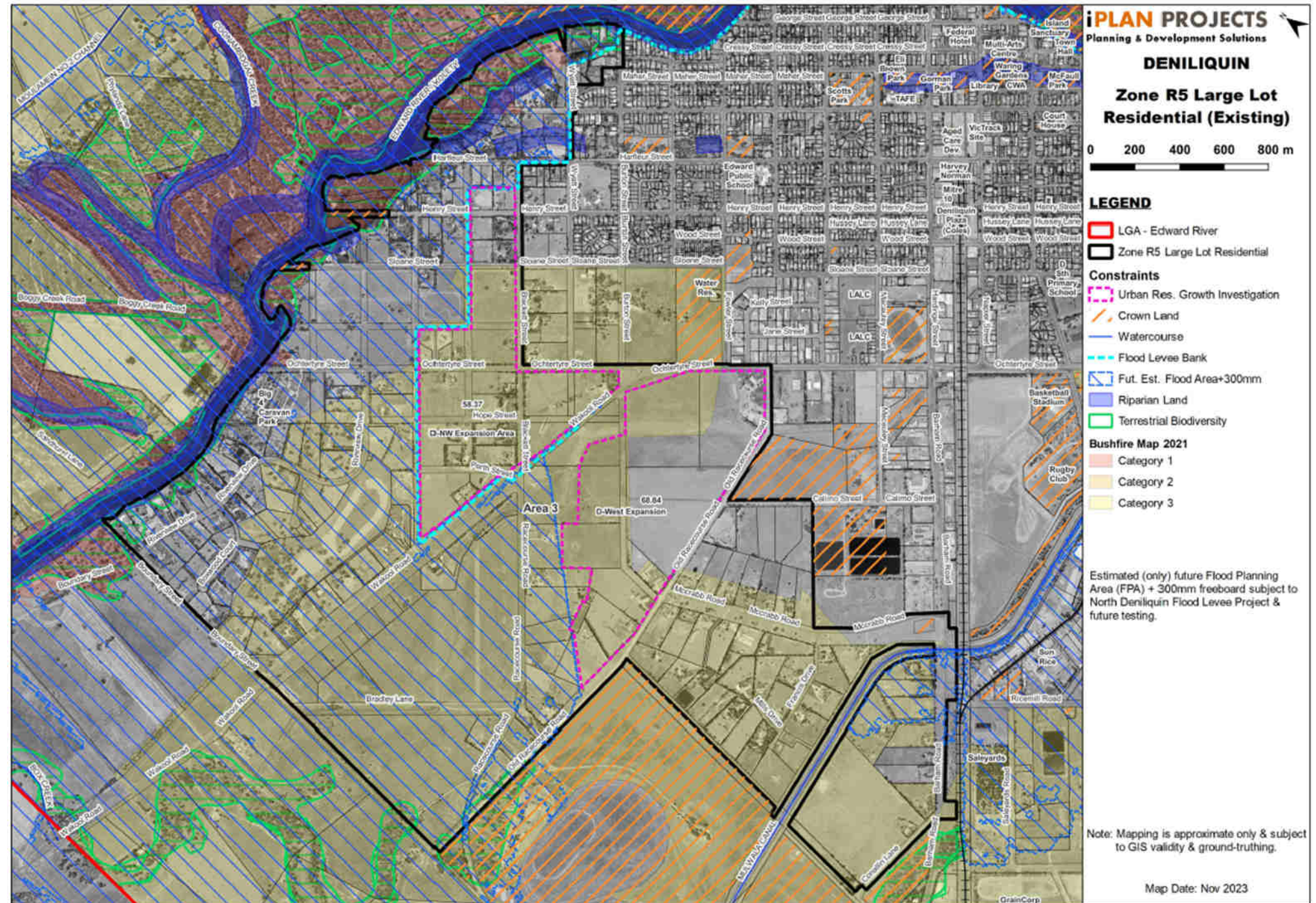
Estimated Future Supply

The LLR Strategy estimated undeveloped land of ~122.9ha (22%) or 57ha excluding the subdivision on Wakool Rd (2015) (subdivision plan shown opposite with an additional 17 lots not yet registered). With an average lot size of 1ha resulting in up to 57 additional lots (subject to constraints).

However, if the recommendations of this report in the Urban Residential Section reduce this land supply by ~127ha. We suggest this reduces the potential yield from this area to 20-30 lots in the SHORT-TO-MEDIUM TERM.

Figure 83: Wakool Rd (DA17-158) 20-21 Lot subdivision (17 lots not yet registered).

Figure 84: Area 3 Wakool Rd - Zone R5 land with aerial & key constraints (GIS).





8.5.4. Area 4 – Dahwilly Rd

Opportunities/Constraints

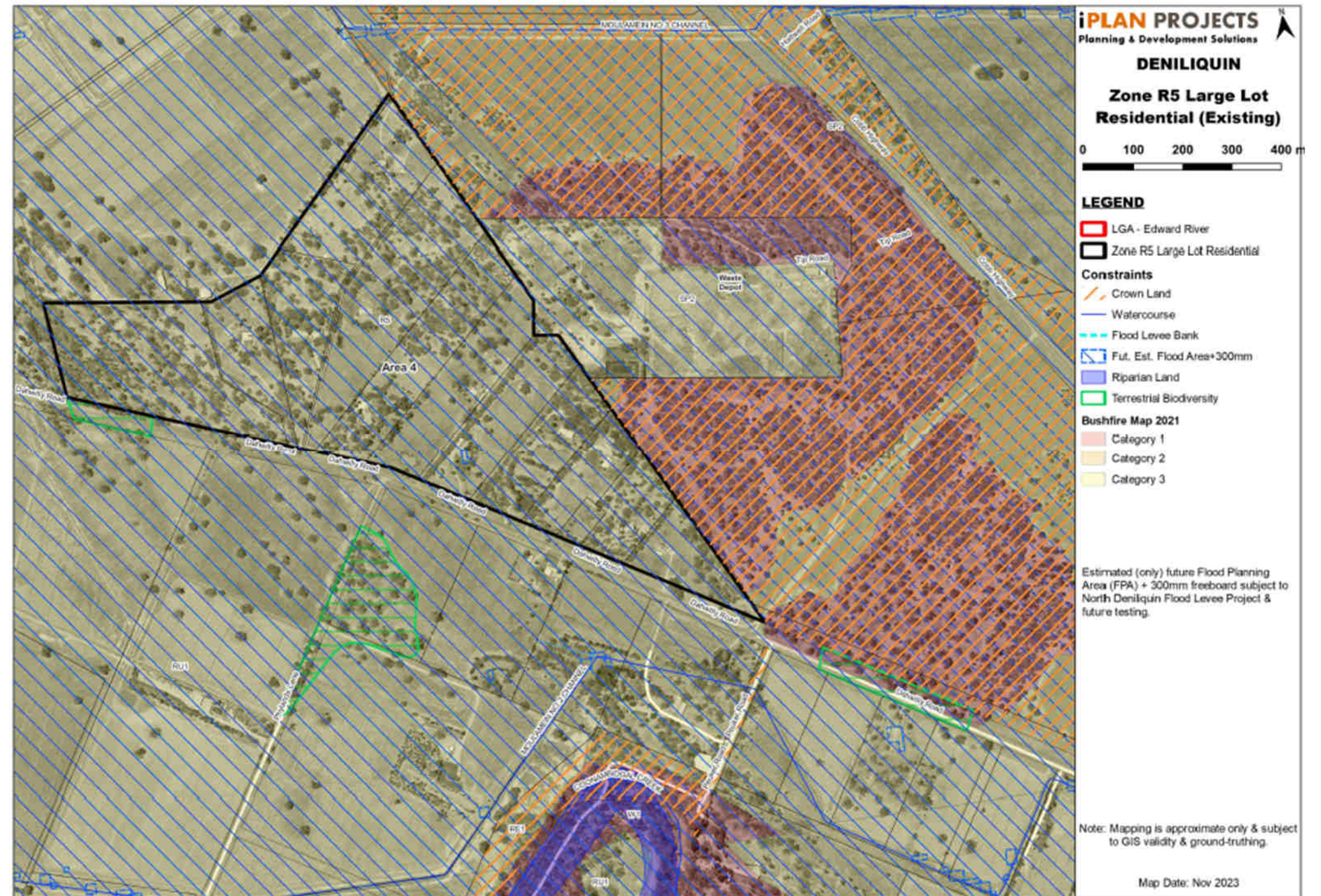
Area 4 (~52.4ha excl. roads) is one of the smaller Zone R5 areas and is already significantly developed with several opportunities/constraints that include, but are not limited to:

- This area is further away from the town centre of Deniliquin and has no significant river frontage making it potentially less desirable, though nearly all lots are developed and there are few vacant remaining lots (aerial photo);
- There is no Crown land or land likely to be affected by native title (though it is constrained by Crown lands to the north);
- There are significant areas of native tree cover and likely biodiversity and this may be an attraction for the area but constrain subdivision and clearing for dwellings;
- Interestingly it is only mapped as Vegetation Category 3 grassland bushfire risk though higher categories are adjacent to the north so bushfire is a real risk in this area;
- One of the major issues is it interfaces with the Deniliquin Waste Depot to the north and there is recent evidence of land use conflict and constraint of the full use of the Zone SP2 land for future waste expansion;
- It interfaces with Zone RU1 Primary Production agricultural land to the west and south that may result in some land use conflicts;
- All of Area 4 is outside the flood levee. This may affect the cost for dwelling construction & sustainability;
- There is a range of lot sizes from 2 to 5ha. However, Dahwilly Rd provides a limited frontage to most of this land which would result in thin battle-axe lots which as less desirable;
- Some land owners may not be willing or in a position to subdivide;

Estimated Future Supply

It is unlikely Area 4 would provide any significant Zone R5 LLR growth in the future. See the GHD LLR Strategy recommendations for possible future expansion along the southern side of Dahwilly Rd.

Figure 85: Area 4 Dahwilly Rd - Zone R5 land with aerial & key constraints (GIS).



8.5.5. Area 5 – Lawson Syphon Rd

Opportunities/Constraints

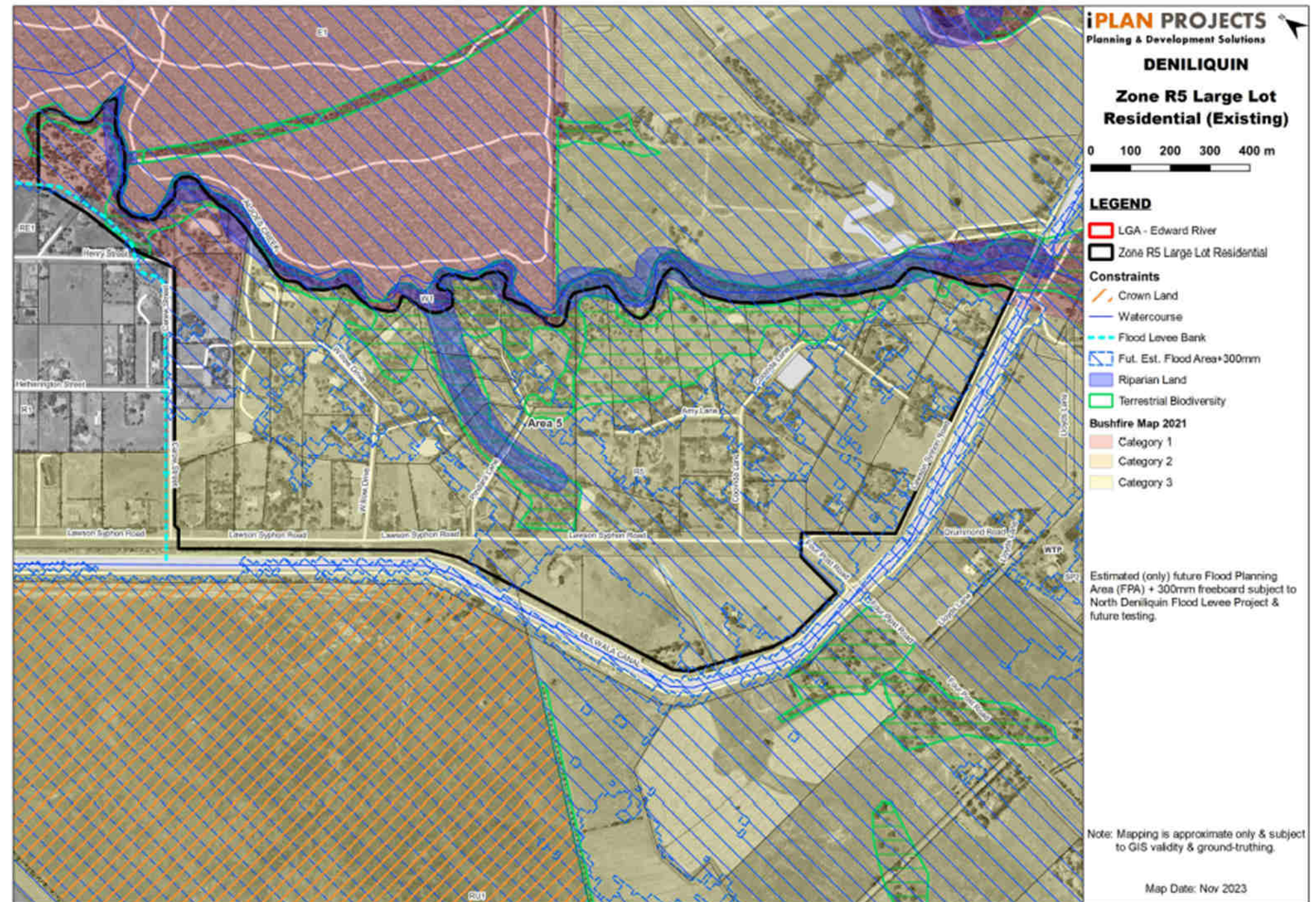
Area 5 (~139.2ha excl. roads) is one of the larger Zone R5 areas and is already significantly developed with several opportunities/constraints that include, but are not limited to:

- This area is a little further away from the town centre but has a significant river frontage making it potentially more desirable, though nearly all lots are developed and there are few vacant remaining lots (aerial photo);
- There is limited Crown land or land likely to be affected by native title. However, riverfront lands are more likely to contain significant Aboriginal archaeology and places of cultural significance so there is increased sensitivity;
- There are significant areas of native tree cover and likely biodiversity and this may be an attraction for the area but constrain subdivision and clearing for dwellings;
- Interestingly it is only mapped as Vegetation Category 3 grassland bushfire risk though higher categories are adjacent to the north so bushfire is a real risk in this area;
- It interfaces with the Deniliquin Water Treatment Plan further east on Lloyds Lane but this is not a significant land use conflict currently;
- It interfaces with Zone RU1 Primary Production agricultural land to the east and south that may result in some land use conflicts;
- All of Area 4 is outside the flood levee though there are some patches above the Flood Planning Level. This may affect the cost for dwelling construction & sustainability;
- Some land owners may not be willing or in a position to subdivide;

Estimated Future Supply

Area 5 has been mostly subdivided for 1-2ha lots so with the above constraints there is likely to be limited additional Zone R5 LLR growth in the future. Possible yield of 6-10 lots.

Figure 86: Area 4 Dahwilly Rd - Zone R5 land with aerial & key constraints (GIS).



8.6. GHD LLR Strategy Growth Areas

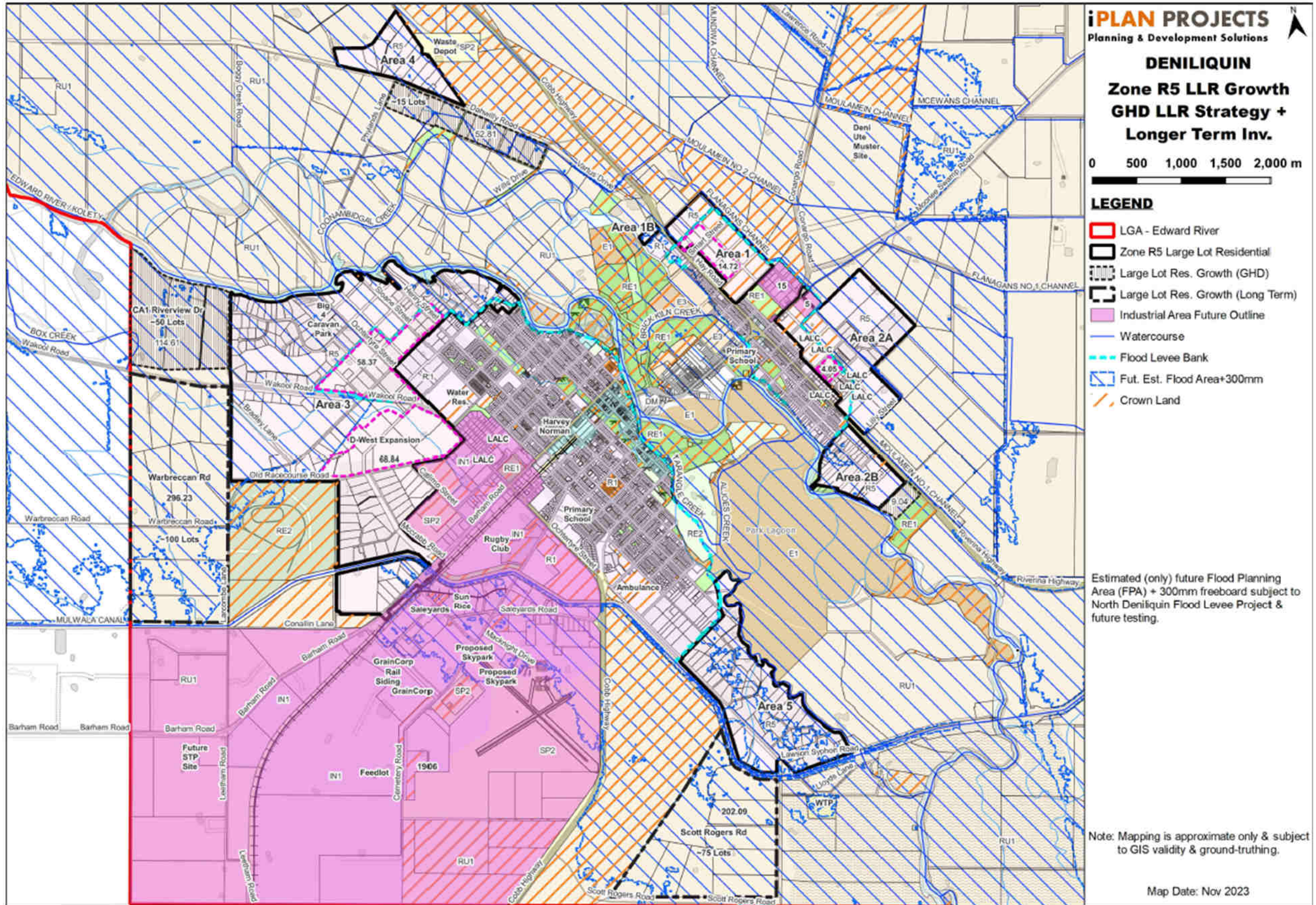
Figure 87: Zone R5 Large Lot Residential GHD LLR Strategy Areas & Longer-Term Investigation Areas.

Generally this should be in accordance with GHD Large Lot Residential Study that includes:

- a) Dahwilly Road ~52.8ha – extension of Area 4 - potential for 15 lots though some of these are already developed;
- b) Riverview Drive (CA1) ~114.6ha – extension of Area 3 - potential for up to 50 lots, subject to interface with Edward River and flood management.
- c) Riverina Hwy ~9ha – extension of Area 2B - potential for 2-4 lots depending on flood management

However, there may be some challenges to rezoning land that is flood prone for residential use after 2022 floods. Bushfire risk combined with protection of native vegetation and biodiversity may also decrease the potential of these lands.

**Note:** This Report suggests extending the urban residential land use zone north-west into Area 3 and north into Area 1 & 2A within the existing flood levee so this potential for LLR may be reduced.



### 8.7. Longer Term Growth Investigation Areas

If the existing LLR areas and GHD LLR Strategy expansion areas reach 60% take-up then we have identified the potential long-term expansion areas for LLR so these can be investigated in more detail for suitability and protected against encroachment, as follows (see Figure on page above):

- a) **Wakool/Warbreccan Roads:** Area 3 / CA1 Riverview Drive extends south from Wakool Rd to Warbreccan Road. This land is on the Shire boundary. It is flood-prone land like most Zone R5 areas. It has an area of ~296ha with a rough estimated yield of up to 100 lots. There needs to be further analysis of the interface with agriculture to the west. Ideally there is a good buffer to future industrial land to the south (industrial should take priority).
- b) **Scott Rogers Rd:** Area 5 extends over the canal towards Scott Rogers Rd and the Shire boundary. It is flood-prone land like most Zone R5 areas. It has an area of ~202ha with a rough estimated yield of up to 75 lots. There needs to be further analysis of the interface with agriculture to the west. The Crown lands provide a good buffer to future industrial land to the west (industrial should take priority).

Otherwise, we suggest that LLR growth can occur a short-travel distance from Deniliquin possibly including Pretty Pine and Mulumbah Road or the nearby villages of Wanganella and Conargo. LLR is less sensitive to flood prone land than urban residential uses. This may be reviewed in more detail in further village chapters.