

14 MANAGEMENT REPORTS

14.1 MILDURA EAST GROWTH AREA STRATEGIC FRAMEWORK - ADOPTION OF VISION & KEY DIRECTIONS REPORT 2021

File Number: 13/03/63
Officer: Acting General Manager Community

1. Summary

Mildura Rural City Council (Council) has commissioned the preparation of the Mildura East Growth Area Strategic Framework project which aims at setting a guiding framework for the future development of land to the east of Mildura, between Irymple and Nichols Point.

Progress of this important project to date includes the preparation of the draft *Key Issues Report 2021* and the finalisation and recent public exhibition of the *Vision and Key Directions 2021* draft report (both as attached to this report).

This report recommends the adoption of these documents subject to the changes identified in the *Mildura East Growth Area Framework Plan: Vision & Key Directions – Response to Submissions* (as attached to this report) and this report, which provide recommended responses to the submissions received during the public exhibition period.

2. Recommendation

That Council:

- (i) adopt the recommended responses to each of the submissions received to the draft *Vision and Key Directions 2021* report as contained in the *Mildura East Growth Area Framework Plan: Vision & Key Directions – Response to Submissions* (as presented), the List of Changes to Exhibited Documents (as presented) and this report; and
- (ii) adopt the draft *Key Issues Report 2021* and the draft *Vision and Key Directions 2021* report subject to the changes identified in the *Mildura East Growth Area Framework Plan: Vision & Key Directions – Response to Submissions* (as presented), the List of Changes to Exhibited Documents (as presented) and this report.

3. Background

This report was first reported to the Ordinary Meeting of Council held on the 28 April 2022 where it was deferred to the Ordinary Meeting of 23 June where in turn it was deferred to this meeting to ensure Councillors had sufficient time to consider all relevant information ahead of their decision.

In June 2021 Council commissioned a qualified and experienced consultant team led by Hansen Partnership and including SGS Economics, E2 Designlab and Trafficworks, to prepare the Mildura East Growth Area Strategic Framework Plan.

Mildura's *Housing and Settlement Strategy* identified a large area to the south-east of Mildura as a 'Growth Area', which extends from Irymple to Nichols Point and from Cowra Avenue to Irymple Avenue, to provide an alternative growth front in conjunction with the main front already established in Mildura South.

The study area is considered as 'indicative', as work to be undertaken will establish the appropriate boundary for the Growth Area and its precincts, but also includes a number of smaller areas at the edge of Mildura, for which no development plan has yet been prepared.

This important project seeks to provide long-term vision and strategic direction for the study area, which will guide future growth of the precinct, including land use, built form, and public spaces and how the area will look.

The framework will provide a clear picture of how the Mildura East Growth Area will develop over time, identifying which parts of the area should develop first, what infrastructure is required to support that development and how the infrastructure may be funded, so that development occurs by the most efficient provision of drainage infrastructure in particular.

Importantly, it will also consider how development in the growth area will relate to both existing communities at Irymple and Nichols Point and to ongoing agricultural production in the area.

The Framework Plan will then update relevant aspects of the *Mildura Planning Scheme*, to ensure Council's decision-making achieves enhanced economic, social and environmental objectives for the future of this important precinct for the next 30 years.

The project is scheduled to be prepared in three stages including:

Stage 1 – Key Issues Report

Stage 2 – Vision & Key Directions Report

Stage 3 – Framework Plan (to be completed once the key directions are confirmed).

The outputs of the project will include:

- The Framework: what will happen where in the precinct, and what areas will develop first;
- A Drainage Plan: to make sure that this key infrastructure is fully integrated; and
- A Development Strategy: will provide guidance around things like developer contributions and management of land use conflicts which might arise.

The first stage of the project included undertaking Round 1 Consultation with workshops and a landowner survey, to gather all the background information looking at what the physical and policy context of the area and identify the key issues the Framework Plan will need to address. The draft *Key Issues Report 2021* was prepared to detail these issues and opportunities.

The consultants then worked with the community and other stakeholders through Round 2 Consultation, with feedback and ideas to develop the Vision and 'key directions' for the precinct, including:

- An overall 'vision' for the precinct;
- Clear guidance on which parts of the study area will (or won't) be developed over time for urban uses and the best 'staging' of any development;
- The urban structure of the area (what should go where); and
- Some 'key directions' about how the area will be planned and developed.

Confirmation of the vision and key directions for the study area is an important and necessary step in enabling completion of the full Mildura East Growth Area Strategic Framework Plan. The *Vision and Key Directions 2021* draft report was accordingly exhibited in Round 3 Consultation to enable comment, ahead being reported to Council for adoption prior to the detailed Framework Plan document being drafted.

4. Consultation Proposed/Undertaken

Community consultation to date has sought feedback and explored issues and opportunities with landowners, residents and visitors, Public Sector Agencies and Local Authorities and others interested in the future planning of the Mildura East Growth Area.

- Due to Covid-19 restrictions, the consultation was undertaken entirely on-line, via telephone or through written interaction, in conjunction with the project page maintained on Council's website and advertising in the Sunraysia Daily and on Council's Have Your Say page.
- Hardcopies of survey forms, progress bulletins and exhibited draft documents were available in key locations including Council offices at Deakin Avenue and Madden Avenue Service Centres and the Mildura Library where open.

Round 1 Consultation - September 2021 (Key Issues)

The purpose of Round 1 consultation was to hear from landowners, residents, or visitors regarding what they considered to be important and valued, along with the key issues and opportunities and including landowner intentions in the study area as follows:

- Letters including a project bulletin and landowner survey (or email where appropriate) to all landowners within the study area (approximately 1,058).
The landowner survey was provided as either an alternative or additional response to workshop attendance and was available until 30 September 2021. 71 survey responses (23 hardcopy and 48 via survey monkey) were received, mostly unattributed, which were distilled, themed and collated by the consultant.
- Letters (or email where appropriate) were sent to 97 Planning Industry Professionals and 32 other Public Sector Agencies & Local Authorities.
- Online workshops were offered during September 2021, to key project stakeholder groups as indicated below:
 - *Community workshops* Friday 17 September 2021 (23 attended) and Wednesday 29 September 2021 (seven attended)
 - *Planning Industry Professionals workshop* Friday 17 September 2021 (10 attended)
 - *Public Sector Agency & Local Authorities workshop* Friday 17 September 2021 (9 attended)
 - *Internal Council Officer workshop* 16 September 2021 (15 registered)
 - *Councillor Briefing* 16 September 2021 (six Councillors attended) along with members of the Executive Leadership Team.
- Written comments from Department of Jobs Precincts and Regions (DJPR) also informed the Round 1 consultation process.

Round 2 Consultation- November 2021 (Visioning)

Round 2 consultation sought further input from all parties seeking to hear from all stakeholders about the future of the study to help inform an overall vision for the study area as follows:

- Letters (or email where appropriate) to all parties including Round 2 Bulletin.
- Online workshops were held, RSVPs received and sessions attended as below:
 - *Community workshop* Thursday 11 November 2021 (22 attendees)
 - *Stakeholder and Industry theme-based workshops* (10-11 November 2021) inclusive of Council staff, Planning Industry Professionals and Public Sector Agencies:
 - Development staging and density (nine registrations)
 - Drainage infrastructure Integrated Water Management (nine registrations)
 - Community needs (schools, parks and shops) (seven registrations)
 - Movement networks (roads, bike tracks and footpaths) (nine registrations)
 - Character & Environment (trees & vegetation, lot sizes, existing towns) (six registrations).

Round 3 Consultation (Exhibition of Draft Vision & Key Directions)

The draft report was then prepared and formally exhibited for an extended period of six weeks, from Friday 14 January 2022 to Monday 28 February 2022, providing the opportunity for written comment to be submitted.

All landowners and stakeholders were again notified in writing, (by letter or email where appropriate), with three information sessions held for Community, Planning Industry Professionals, Public Sector Agency and Local Authority stakeholders conducted by the consultant, Hansen Partnership on 9 February 2022.

Further consultation rounds will be undertaken during preparation of the detailed Framework Plan in the subsequent, final stage of the project.

5. DiscussionMildura East Growth Area Strategic Framework

As indicated above, the project is comprised of three components including:

- Stage 1 – Key Issues Report
- Stage 2 – Vision & Key Directions Report
- Stage 3 – Framework Plan.

Key Issues Report 2021

A number of issues have been identified and include:

- How to deliver affordable drainage infrastructure - this is often a key cost and a lack of proper staging for development can lead to lands remaining undeveloped in perpetuity or for a substantial time period
- The right housing 'product' - what size lots are provided has an impact on how much land is needed and how many people might live in the area.
- The staging and timing of development. Mildura doesn't have a high growth rate and any growth accommodated here means less growth somewhere else. Landowners, investors and authorities need certainty to guide investment decisions.
- Timing and certainty - not all land in the area will be needed for urban development over the next 50 years or more, so there needs to be clear direction to support productive use of land which won't be developed for urban uses.
- Responding to climate change and urban heat impacts - how to deliver a liveable community when there will be double the amount of days over 40 degrees and urban development increases temperatures.
- Providing the right services and facilities for new communities - new schools, parks, footpaths etc., will likely be needed but can be hard to deliver with slow rates of growth.

Draft Vision and Key Directions 2021

The project team has brought together the background analysis, which included work on identifying demand for different types of land and input from a range of different stakeholders to prepare a document called the *Mildura East Growth Area Vision & Key Directions 2021*.

This is an important document as it sets out how the area will evolve over the years, along with some of the things that the Framework Plan will need to do to make sure the 'Vision' is delivered.

While the Framework to be prepared in the next stage of this project will provide direction for the whole of the study area, it is clear, based on the evidence gathered in the early stages, that only a small portion of this land will be needed to support residential development.

The *Vision & Key Directions* draft report divides the study area into three clear 'zones': a growth precinct to the south, a 'larger lot' growth area to the north and a 'green wedge' separating the two.

The report is based on a number of key ideas including:

- A 'Vision' built around a place that is safe, sustainable, connected and child friendly.
- Without sufficient demand to develop the whole area, areas which deliver the most community benefit in transitioning to residential development have been identified.
- While new areas for residential development have been identified close to Irymple, a 'break' in residential development between Mildura and Irymple has been maintained so Irymple retains a separate identity.
- Development of land to the north responds to Nichols Point and the existing character of larger, more heavily vegetated lots.
- A new 'green wedge' area, which recognises that, while demand for residential development means that rezoning for housing cannot be supported, the area is not a traditional 'farming area' but instead a more diverse area of activity which could include niche agriculture and tourism uses.
- A new network of Canopy Corridors has been identified to provide safe and pleasant connections between settlements, and to contribute to an urban forest.
- A new focus on the intersection of Cowra and Cureton Avenue / Fifth Street to resolve movement and deliver a new catalyst parkland / drainage basin / wetland at this highly visible corner, providing an open space asset in an area with a lack of larger parkland.
- Local Nodes within each identified 'development cell' focussed on integrated drainage outcomes set within local open space, all connected to a series of new linear open spaces linking existing and future communities and will facilitate social interactions across all parts of the community.
- Required non-residential land located where it can support development along Benetook Avenue, address existing land use conflicts and support a sense of transition between Irymple and Mildura. Use of a linear forest to reinforce this transition.
- Reimagining the rail corridor as a key connection linking important destinations.

There is also a final area close to the Mildura Marina which will be addressed in more detail in the next stage of the project.

Submissions

Following the exhibition period of the *Vision and Key Directions 2021* draft report, a total of 29 formal written submissions were received (provided separately to Councillors).

The key issues raised can be summarised simply as:

- Requests for land rezoning
- Framework plan differs from public expectation of some submitters regarding development staging, particularly regarding expected staging along Eleventh Street
- The proposed development staging results in inefficiencies regarding existing infrastructure
- Objections to Green Wedge designation – citing lack of existing environmental and landscape values
- Questioning of appropriateness of industrial land rezoning – concerns regarding traffic impacts upon Cowra Avenue, road appropriateness, proximity of school, inefficiencies of established buffers
- Green corridors are better suited on alternative routes (Fourteenth Street & Cowra Avenue) than proposed
- Lack of strategy for Investigation Area 3
- Request for clarification of fine grain boundaries of development cells and Green Wedge.

The issues raised and a detailed response to each are contained in the *Mildura East Growth Area Framework Plan: Vision & Key Directions – Response to Submissions* (attached to this report). The specific changes to the draft document arising from the responses are further identified in the *Mildura East Growth Area Framework Plan: Vision & Key Directions – Response to Submissions – List of Proposed Changes* (attached to this report).

Responses

In response to the submissions received, the issues raised have been assessed and based on the analysis undertaken, recommendations have been provided regarding whether the matters either warrant changes to the exhibited plan or not.

The responses can be summarised very simply as follows:

- Support noted from two submissions regarding proposed development cells.
- Issues clarified as requested for two submissions regarding delineation of precincts.
- Agreement to revise document in response to four submissions regarding apparent contradictions and lack of certainty in the 'green wedge' detail (including re-naming the 'green wedge'), relevant Environment Protection Authority (EPA) documents added to draft *Key Issues Report* and reference to the inclusion of the entire Cell B.
- No change recommended for eight submissions requesting additional land to be included in development cells.
- No change recommended for three submissions requesting change in development cell priority.
- No change recommended to eight submissions objecting to proposed light industrial on Cowra Avenue.
- No change recommended to eight submissions requesting alternative designation of green corridors on Cowra Avenue.
- No change recommended for three submissions objecting to scope and validity of 'green wedge'.
- No change recommended for three submissions requesting rezoning within 'Green wedge'.
- No change recommended to two Agency submissions outside of scope of study area.
- No change required for two submissions regarding study area land next to Marina to be investigated in next project stage.

Lower Murray Water

Lower Murray Water (LMW) requested further time to enable both their full understanding of the proposal and preparation and confirmation of their response. Given the importance to the successful outcome for the entire precinct, Council agreed and offered additional briefings to assist full understanding of the proposal and implications for both the remaining irrigation infrastructure and that to be retired.

Three further briefings were held regarding the proposal with relevant personnel and including members of the LMW board, at which the concerns of LMW were discussed.

A formal submission was received by Council on 14 April 2022. A copy of this submission is included as an attachment to this report.

Issues raised by Lower Murray Water (defined through ongoing discussion with LMW officers as indicated above) have been carefully considered and the proposed response is as follows:

- Lower Murray Water Issues:
 - General concerns of the impact of urban development including:
 - Loss of agricultural landowners who access products and services
 - The need to roll back irrigation and drainage infrastructure in an orderly manner
 - Specific concerns regarding Cell C, D and E with respect to the proximity of new development to the open channel and a preference that these cells are retained as farming.
- Recommended Response:
 - Framework should be seen as contributing to both general issues:
 - Improved certainty for land uses required to support ongoing agricultural uses
 - Development leading to reduction in irrigated land is not sufficient rationale for no development to occur and proposed cells do not preclude an orderly withdrawal.
 - Further work will be undertaken to review the future development of Cells C and D:
 - Careful consideration, including removal from development is needed, given submissions from landowners supporting development
 - Retaining Cell E is considered less problematic, as the cell is an extension of Nichols Point, with existing residential development, notwithstanding the irrigation infrastructure
 - Further work with LMW to work through technical issues based on this approach.

Conclusion

The project has been undertaken on the basis of robust preparation and research, including relevant consultation and thorough analysis to determine key directions for the Mildura East Growth Area. It is considered appropriate therefore, that Council should adopt the recommended responses to each of the submissions as contained in the *Mildura East Growth Area Framework Plan: Vision & Key Directions – Response to Submissions* and as contained in this report.

It is also appropriate that Council should adopt both the draft *Key Issues Report 2021* and the *Vision and Key Directions 2021* draft report subject to the changes identified in the *Mildura East Growth Area Framework Plan: Vision & Key Directions – Response to Submissions* and *Mildura East Growth Area Framework Plan: Vision & Key Directions – Response to Submissions – List of Proposed Changes* and proceed with the preparation of the Stage 3 Framework Plan in line with the recommended directions.

6. Time Frame

Timeline	Event
June 2021	Project commissioned
September 2021	Public Consultation for Round 1 (Survey)
October 2021	Key Issues Report prepared
November 2021	Public Consultation for Round 2 (Visioning workshops)
January – February 2022	Public Exhibition of draft Key Issues Report and the Vision and Key Directions draft report
April 2022 (deferred)	Adoption of Vision and Key Directions Report
June 2022 (deferred)	Adoption of Vision and Key Directions Report
July 2022	Adoption of Vision and Key Directions Report
August 2022 (tentative)	Project re-commences with preparation of detailed Strategic Framework Plan including further consultation rounds.

7. Strategic Plan Links

This report relates to the Council Plan 2021-2025 in the Strategic Direction:

Environment

Outcomes to be achieved:

- Protected and enhanced natural environment; and
- Increased community knowledge, skills and action to live sustainably.

Place

Outcomes to be achieved:

- A well-developed long-term land use vision;
- Sustainable infrastructure that meets the current and future community needs; and
- A transport network that is fit-for-purpose.

8. Asset Management Policy/Plan Alignment

There are no asset management implications associated with this report.

9. Implications

Policy

Once adopted the draft *Vision & Key Directions 2021* report will underpin the forthcoming *Framework Plan* which in turn will inform future strategic planning and urban design directions for the Mildura East Growth Area.

Legal/Statutory

There are no legal/statutory implications associated with this report.

Financial

All costs associated with the preparation of the project are contained within Council's operating budget.

Environmental

All environmental implications associated with the preparation of the project are contained within the draft *Vision & Key Directions 2021* report.

Social

All social implications associated with the preparation of the project are contained within the draft *Vision & Key Directions 2021* report.

Economic

All economic implications associated with the preparation of the project are contained within the draft *Vision & Key Directions 2021* report.

10. Risk Assessment

By adopting the recommendation, Council will be exposed to the following risks:

Risks	Controls	Residual Risk
The recommendations of the draft <i>Vision & Key Directions 2021</i> report may not meet the individual preference of each member of the community which may negatively affect Council's public image.	The recommendations of this report are based on current best practice strategic planning processes, methodology and procedures undertaken by independent experts including sufficient community consultation.	Medium

11. Conflicts of Interest

No conflicts of interest were declared during the preparation of this report.

Attachments

- 1 [↓](#) Mildura East Growth Area Strategic Framework: Adoption of Vision & Key Directions Report - Draft Key Issues Report
- 2 [↓](#) Mildura East Growth Area Strategic Framework: Adoption of Vision & Key Directions Report - Draft Vision and Key Directions Report
- 3 [↓](#) Mildura East Growth Area Strategic Framework - Adoption of Vision & Key Directions Report - Response to Submissions Summary Table - Vision & Key Directions
- 4 [↓](#) Mildura East Growth Area Strategic Framework - Adoption of Vision & Key Directions Report - List of Changes to Exhibited Documents
- 5 [↓](#) Mildura East Growth Area Strategic Framework – Draft Vision & Key Directions Report – Submission from Lower Murray Water



KEY ISSUES REPORT

Mildura East Growth Area Strategic Framework

PREPARED BY HANSEN PARTNERSHIP | 2021

INTRODUCTION

Mildura Rural City Council appointed Hansen Partnership to prepare the *Mildura East Growth Area Strategic Framework Plan*. The aims of this project, as outlined in the project brief are as follows:

- 1. To develop a framework which respond to the following principles:
 - Principle 1: Create diverse and vibrant new urban communities
 - Principle 2: Integrate transport and land use planning
 - Principle 3: Plan for local employment creation
 - Principle 4: Create Growth Corridors with high amenity and character
 - Principle 5: Protect biodiversity, waterways and cultural heritage values
 - Principle 6: Create integrated open space networks
 - Principle 7: Plan for environmental sustainability
 - Principle 8: Stage development to ensure the efficient and orderly provision of infrastructure and services

- 2. To deliver new development areas which
 - Objective 1: To establish a sense of place and community
 - Objective 2: To create greater housing choice, diversity and affordable places to live
 - Objective 3: To create highly accessible and vibrant activity centres
 - Objective 4: To provide for local employment and business activity
 - Objective 5: To provide better transport choices
 - Objective 6: To respond to climate change and increase environmental sustainability
 - Objective 7: To deliver accessible, integrated and adaptable community infrastructure

The project seeks to establish a clear and well-considered framework to guide the staging of rezoning, decisions on planning permit application and investment priorities in this important area, which exerts an influence on, and is influenced by, a number of settlements due to its location (see Figure 2 below where the study area is identified with a yellow / orange hatch).

This project will have a number of stages as outlined in the diagram below. One of the key outputs of this project is a Key Issues Report (this document) which is intended to provide a brief summary of the range of issues which have emerged during background analysis and as a result of feedback through consultation sessions.

Understanding these key issues will not only inform the subsequent drafting of the Vision & Key Directions in the next stage, but also inform an understanding of the steps needed and other work required to deliver any identified vision. These 'implementation' considerations are crucial and will be addressed in Stage 7.

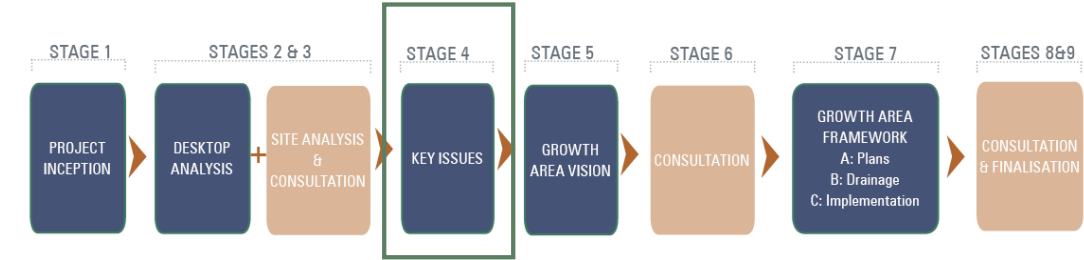


Figure 1: Project process

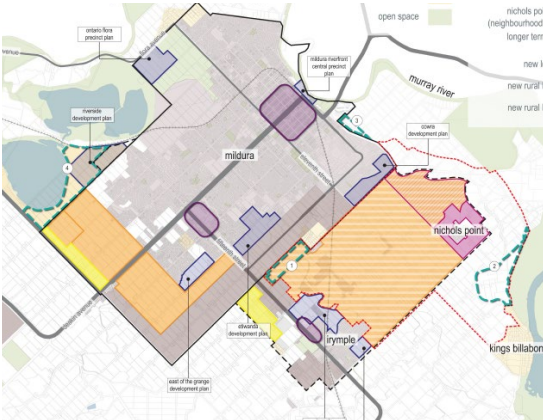


Figure 2: Mildura 'main urban area' (source: MHSS)

KEY ISSUES

LANDOWNER EXPECTATIONS

The Mildura East Growth Area is a very challenging area from a planning perspective. While it is zoned for farming use, it sits in a constrained environment, enclosed by the settlements of Mildura (to the north and west), Nichols Point (to the north-east), Kings Billabong (to the east) and Irymple (to the south). This, in combination with the size of the subdivision pattern, (4ha being very small from a farming perspective) and a long history of lot excisions has led to extensive residential development within the area. While many residents live in the area for lifestyle reasons, there are significant numbers of landowners who are looking to sell their land, to downsize or to fund their retirement. Still other have accepted that their agricultural enterprises are growing too challenging in the area and are looking to relocate elsewhere. There are therefore significant expectations when it comes to landowners and the development of their land for urban purposes, specifically for residential use. Without a clear direction, pressure for development will continue in the area and is likely to lead to ad-hoc and poor planning outcomes. This project is intended to mitigate those outcomes, but does mean there will be some landowners who find that the timeframes for the development of their land is not in keeping with their ambitions, or that their land does not form part of the proposed growth in this area as articulated by any plan for the area. It will be important that the outcomes are clearly communicated and that landowners are able to understand the rationale behind any decisions which may not align with their expectations. This will mean the implication of growth rates, for example, will need to be articulated clearly.

INTEGRATION AND COORDINATION OF LAND USES

One of the other key issues that framework will need to address also relates to the issues identified above - namely the proliferation of existing development and the small size of lots. These two factors, combined with a highly dispersed pattern of land ownership (i.e. most lots are individually owned) means that the coordination of any future development will be challenging and the framework will need to be carefully considered in how it integrates existing residential development with any new growth areas. While the process of preparing a Development Plan for areas as they are rezoned will support more detailed and place specific design outcomes, the framework must provide the key direction for how this occurs.

Importantly, the framework, through its Development Strategy component will need to address the issue of interim uses in areas identified as being subject to future urban development. The MHSS addressed this to a degree through the setting of parameters, but further guidelines is likely to be required as the future of the area becomes clearer. Failure to appropriately manage land in the intervening years can contribute to amenity issues including increased dust from poorly managed land and impacts on the visual amenity of the area, as well as impacting on optimal outcomes for these areas as they develop.

The area also includes some key features which will need to be integrated into planning, including a rail freight line which cuts diagonally through the area. While freight services are infrequent, the line nonetheless serves as a key barrier within the broader area and the framework will need to explore potential ways of integrating this feature. In addition, there is also, in close proximity to existing residential uses, a concrete batching plant. Recent permit approvals and associated investment suggest that this use is likely to remain in the study area in the short to medium term. Good planning practice suggests that further residential development should be avoided in the identified buffer area, although further investigation may be required in this area given that the number of existing residences in this buffer mean actions taken by the plant may already be mitigating many of the anticipated off site amenity impacts.



CHARACTER AND COMMUNITY

In looking to the future of this area, one of the issues which was identified, even through the MHSS, is that the location of the growth area essentially 'in-between' a number of settlements means that great care must be taken to avoid development in this area resulting in settlements with their own unique identities, such as Irymple and Nichols Point being absorbed in Mildura itself. In particular Nichols Point has a distinctly different character, resulting primarily from the settlement's larger lots sizes and greater canopy cover, which must be recognised by the framework. The issue of preserving and maintaining a clear sense of Irymple as a separate settlement is more challenging as a result of the issues outlined in the section below. In addition, despite policy aspiration, a sense of clear distinction has not been achieved along the Fifteenth Street corridor, and the sleeves of residential development along key road corridors connecting to Mildura to the north-west also impacts on any sense of separation. However, recent commercial development and ongoing work, as identified through the recently adopted Structure Plan to develop a community 'heart', are both contributing to a greater 'local' focus for the settlement.

AGRICULTURAL INFRASTRUCTURE AND INVESTMENT

The Mildura East subject site area is very large and includes a significant number of property owners and stakeholders. As a result, there is the potential for development in the area to roll out in a manner that is not conducive to achieving the best outcomes in terms of delivery and ongoing management of infrastructure. As a result of the area being part of the Mildura Older Irrigation Area, there is still significant agricultural infrastructure both drainage and irrigation present in the area. Consideration will need to be given to where and how development occurs so that farmers can have access to required existing irrigation infrastructure, while ensuring that future developments have access to the right urban infrastructure. While some potential exists for landowners in the area to access 'horticultural' rather than 'agricultural' water, this needs to be balanced with the need for ongoing stability and functionality of the operations of Lower Murray Water. For any areas proposed to transition to urban development he staging and program for rolling back agricultural infrastructure will need to be considered alongside the rollout of urban infrastructure given there is limited capacity to transition the existing infrastructure to suit more urban uses.

THE MILDURA / IRYMPLE INTERFACE AREA

Significant feedback has been provided to Council, not just through this project, about the appropriate future development of the Mildura-Irymple Interface area. The current planning framework for this area has a number of 'potential' options identified which has contributed to some sense of uncertainty. The area is very challenging as it requires the balancing of two important planning considerations – the locating of housing in areas with good access to services and facilities, and the retention and protection of a sense of place and separation between settlements.

The reality is that allowing residential development to 'fill the gap' between Mildura and Irymple on the basis of access to services and facilities, is to abandon the concept of Irymple as a separate settlement and to accept its absorption into Mildura, as another 'suburb', such as Mildura South. There is nothing to suggest that this is a future that would be supported by either the community or by Council, indeed the opposite could be said, and therefore a more nuanced consideration of this area is required. The interface area can, in fact, be considered in three distinct sections. First, and perhaps most important is the corridor along Fifteenth Street, where most people 'read' the separation between the two settlements. There is clearly some community concern about recent planning approvals in this area and their erosion of this sense of separation, and there have been no works within the 'public realm' to meaningfully signify any transition between settlements. This is likely to be partly a result of the corridors designation as a major highway, and as such, not subject to council control in terms of works within the road reserve.



Beyond the road corridor, to the south land sites outside the area subject to this study and is generally anticipated to remain as farming land, not being subject to the constraints which apply to land north of the corridor. This area to the north of the corridor is a crowded place (see Figure 3) with significant existing and approved development within the corridor but little sense of clear future direction. Notably, interface management in this area is going to be a significant challenge in the face of practice which seeks explicitly to avoid situations where residential development has an immediate abuttal to industrial land uses.

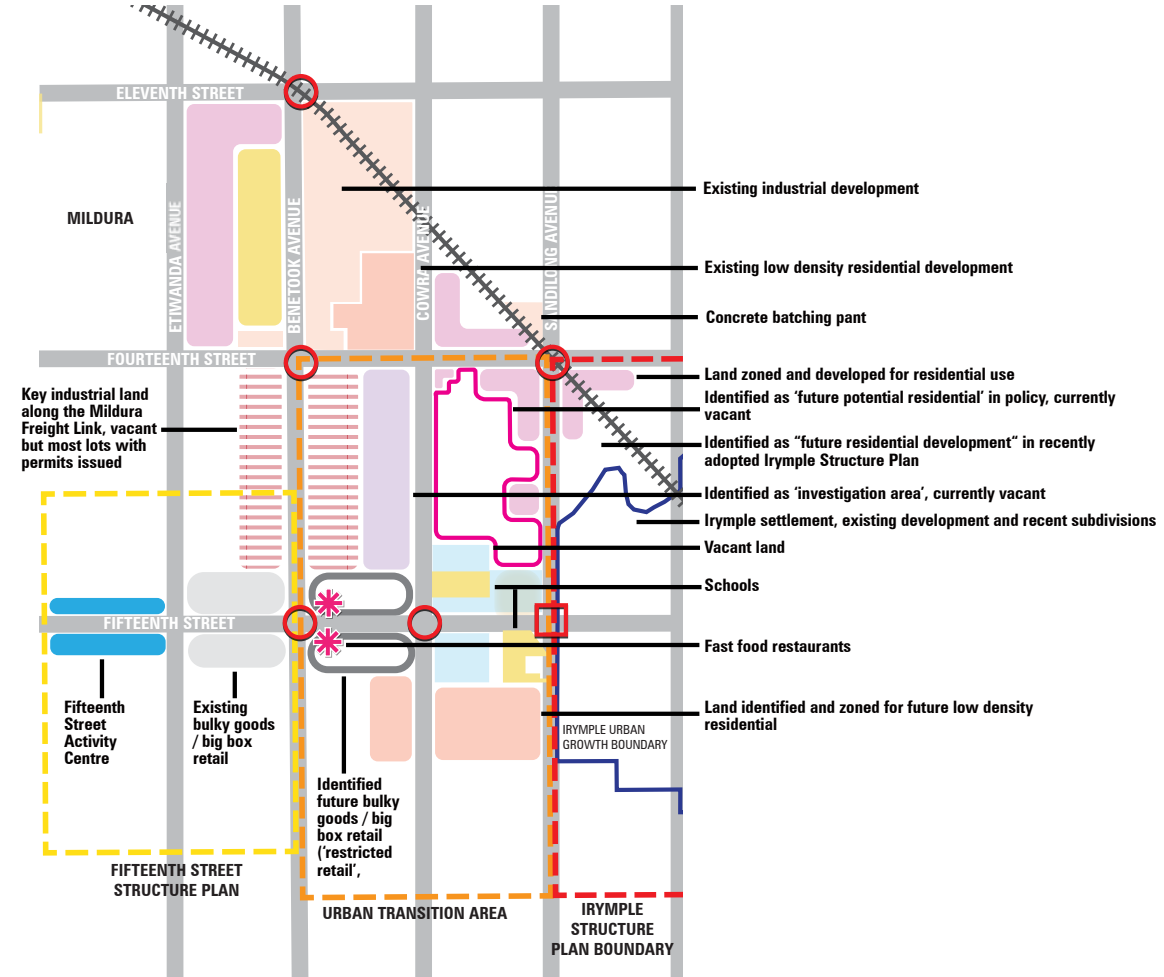


Figure 3: Mildura- Irymple Interface Area

COORDINATION OF DRAINAGE INFRASTRUCTURE

The existing topography within the study area varies between areas of steep fall to long reaches of flat fall and trapped low points. The undulating contours result in rainfall runoff draining in multiple directions and becoming trapped in various low points, providing a unique challenge for designing future stormwater infrastructure. Gravity drainage will not be viable in areas without large amounts of fill material. Pumping or alternative stormwater interventions may be required. The large flood event of 2011 provided valuable insights into where these areas of pooled water might be – and siting smaller drainage basins in these areas is likely to make a contribution to an effective broader system.

The study area is split across four catchments. The southern catchment drains to existing infrastructure such as the Irymple town retarding basins and the northern to the Etiwanda Wetland, both featuring their own constraints. The Irymple basins outlets are pumps with limited capacity, which will have to be carefully considered when determining the volume of runoff that is to drain to the basins and may need to be upgraded over time as development expands. Similarly, the frequency of inundation and the ability to treat water to best practice will limit the limit runoff volumes draining to the Etiwanda Wetland without any future augmentations, in the form of retention basins. As part of the Nichols Point Development Plan, an additional small wetland is proposed to the north of the settlement, but the catchment that drains to this area is relatively contained. In addition there are a couple of segments of the study area to the east which sit outside all these catchments, and part of the west which drain into the existing Mildura South system

INTEGRATION OF WATER SENSITIVE URBAN DESIGN OUTCOMES

Building upon BPENG, the Victorian Environment Protection Authority's Urban Stormwater Management Guidance (EPA, 2021) sets out urban stormwater flow volume performance objectives. These include requirements for harvesting / evapotranspiration and infiltration / filtering objectives. But these key outcomes have been developed for statewide application and some further consideration is required when contextualising them to the study area (and indeed to Mildura more broadly). It is recognised that groundwater tables and salinity levels in the area are elevated and that there are active drainage measures in place to divert irrigation leachate away from groundwater to mitigate salinity risks. Furthermore, Flow volumes into Lake Ranfurly and Lake Hawthorn have decreased significantly due to reduced rainfall through the millennium drought (BMT WBM, 2008) as well as through reduced discharges from irrigation drainage (Kate Lumb Consulting Pty Ltd, 2015). Future discussions of these requirements must consider the local context and ensure that they are achieving what they are set out to do (i.e. protect downstream ecosystems). In addition, local rainfall patterns make many of the more 'traditional' approaches to WSUD unfeasible in this area, and the framework will need to look in more detail about what locally specific opportunities could be pursued in the area.

POPULATION CHANGE AND THE IMPACTS OF COVID-19

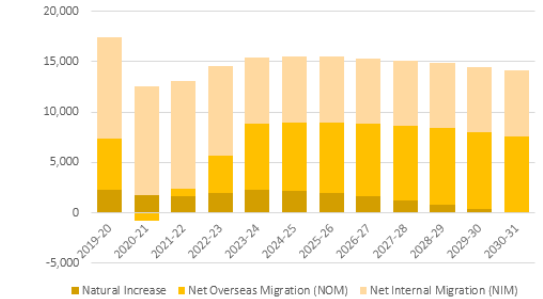
One of the crucial issues the framework needs to consider is the demand for housing – more broadly, and then in the study area specifically. While broad population projections are discussed further below, understanding the likely impact of COVID-19 on these past trends must also be acknowledged and considered. The Federal Government's Centre for Population Research released a population statement with updated projections in December 2020. It does not include LGA level forecasts however it includes a forecast statement that with the collapse in net overseas migration as a result of COVID-19, regional or non-metropolitan Victoria would have 20,600 people less in 2030-31 than had been forecast without COVID-19. The lag impact for regional Victoria in the short term is shown in the figure below, though this also shows an up-tick in growth in 2019-20.

Regional Victoria benefited from the net impact of changes in net internal migration patterns during Melbourne and Victoria's extended lockdown, though apparently more from less people leaving regional Victoria for Melbourne rather than a significant increase in people moving to regional Victoria. According to the Centre for Population Research in their 'Migration between cities and regions – A quick guide to Covid Impacts': 'The largest fall in people moving to Melbourne came from regional Victoria, which had a 13 per cent drop in departures in the six months to September 2020. This drop in departures drove the record largest six monthly net gain of people regional Victoria has experienced (8,600 people).'

Overall, due to the impacts of COVID-19, Australia's population is expected to be 4 per cent smaller in 2030-31 than what was projected before the pandemic, and more skewed towards an older population.



COMPONENTS OF POPULATION GROWTH IN REGIONAL VICTORIA POST COVID



Source: Centre for Population Research, Population Statement: Capital city and Rest-of-State Population Projections, 2019-20 to 2030-31, Commonwealth of Australia 2020, SGS calculations

Further analysis of relative population change between 2019 and 2020 was undertaken to assess the impacts of COVID-19 at a local level. Table 3 compares population change for Irymple SA2 (containing the East Mildura study area), Mildura Town and Mildura LGA, using ABS ERP data and VIF 19 data. This shows the up-tick in growth in the Irymple SA2 in 2019-20 (based on ERP). This up -tick was not present generally across either Mildura Town or the LGA as a whole.

	ABS Estimated Resident Population	VIF 19
Irymple SA2	2.10%	(N/A)
Mildura Town	0.20%	0.72%
Mildura LGA	0.28%	0.64%

Source: ABS and Victoria in Future (VIF) 2019

The extent to which Irymple itself received a specific COVID related development surge, given this didn't appear elsewhere in Mildura, is difficult to discern. It could be that the surge was more to do with internal migration and change and this being an 'up and coming area' (according to real estate agents). There is little from this comparative data, nor the broader consideration of population futures prepared by the Centre for Population, to suggest that Mildura overall is likely to benefit on an ongoing basis from the COVID impacts on regional population change. More likely is that there may be a short term lag on overall growth after which trends will return to something resembling pre-COVID conditions. Irymple and the study area itself may benefit from their intrinsic characteristics implying a shift in the location of growth within Mildura.

DWELLING SCENARIOS

The dwelling scenarios, which will underpin any identification of shorter term rezoning of land, all pivot from the projections prepared for Development Contribution Plans (DCPs) in recent years. These DCPs included detailed analysis of growth anticipated and are subject to independent review as they provide the evidence base for the financial contributions Council seeks from developers. As such, they are necessarily robust. The base case for new dwellings required in the area (outline in more detail in the Background Analysis reports) reflects the DCP projection, but 'upside' and 'optimistic' scenarios are also shown in the table below. The upside scenario has 50 percent more dwellings than the base case while the optimistic scenario has almost twice the dwellings of the base case, over the 25 year 2021-46 period. Under planning policy, generally only a 15 years supply of zoned land is suggested.

There are 276 dwellings per year projected for Mildura Town in the 2016-36 period in VIF19 (5510 overall). The study area would be contributing roughly 3.2% (base), 4.8% (upside) and 5.8% (optimistic) of the total Mildura Town growth on average on an annual basis in that 20-year period.

DWELLING FORECASTS BY BASE, UPSIDE AND OPTIMISTIC GROWTH SCENARIOS IN STUDY AREA

	2016	2021	2026	2031	2036	2041	2046	Change 2021 – 2036	Change 2021 – 2046
Base case	585	610	661	711	756	793	829	146	219
AAGR		0.85%	1.60%	1.48%	1.25%	0.96%	0.87%	1.44%	1.27%
Upside	585	623	698	774	842	898	951	219	328
AAGR		1.26%	2.32%	2.08%	1.70%	1.28%	1.15%	2.03%	1.71%
Optimistic	585	631	725	818	901	970	1035	270	403
AAGR		1.54%	2.79%	2.45%	1.97%	1.47%	1.31%	2.40%	2.00%

Source: SGS Economics and Planning 2021

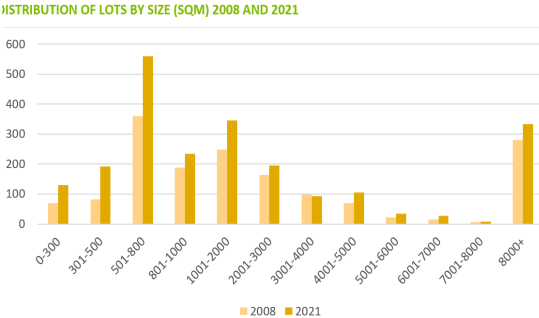


In the view of the teams economists, the base case scenario is still the most plausible, even considering the impacts of COVID on demand. A sustained surge of growth favouring the broader Irymple area would flow into the study area, in which case the ‘upside’ scenario might be in reach. The optimistic scenario is unlikely. To adopt either the upside or optimistic scenario for planning purposes would require some thought be given to implications for growth fronts and rates elsewhere in Mildura i.e. is this shifting growth internally or is it in addition to growth elsewhere.

DIVERSITY AND DENSITY

The growth identified in the previous discussion, will include housing for a variety of different households such as lone person, couple, and family with children. It is expected that there will be a range of detached dwelling types and lot sizes. Catering to downsizing and/or ageing households may be a focus, requiring more compact and lower maintenance forms of housing than has traditionally been provided. Intuitively these changes ‘make sense’ with fewer 8000+ sqm lots, as large lots get subdivided to create new house blocks. Some of the increase in other larger lots, particularly say above 4000sqm, like those left which are 8000+sqm, will be ‘residual’ lots following subdivision of their ‘parent’ larger lots.

The number and share of lots ‘created’ in each of the lot size categories between 2008 and 2021 is shown in the table below. While almost 70% are below 1000 sqm there is a reasonable spread above that, indicating a solid preference for a range of larger lot sizes (notwithstanding that some of these – particularly the larger lots - will be ‘residual’ lots as mentioned above).



Source: SGS Economics & Planning 2021

The table below shows a potential distribution of demand and ‘land take’ for each of the scenarios based on the observed share of new lots by size and the effective net densities calculated from the 2008-21 change. It suggests that the land take for the base case could be in the order of 27.8 ha (net) for lots up to 8000sqm, at the range of net densities shown, or 21.9 ha (net) if the average net density was 10 lots/ha. For the lots under 1000 sqm the land take is 8.3 ha for the base case.

CHANGE IN LOTS 2008 TO 2021 IRYMPLE DCP AREA

Lot size	2008	2021	Ch 2008-21	Share (excl 8000+)
0-300	70	130	60	10.0%
301-500	82	191	109	18.2%
501-800	359	560	201	33.5%
801-1000	189	234	45	7.5%
1001-2000	248	345	97	16.2%
2001-3000	164	196	32	5.3%
3001-4000	98	92	-6	-1.0%
4001-5000	69	105	36	6.0%
5001-6000	22	34	12	2.0%
6001-7000	15	27	12	2.0%
7001-8000	6	8	2	0.3%
8000+	281	334	53	100.0%
Total excl 8000+	1322	1922	600	

Source: SGS Economics & Planning 2021

ACCOMMODATING LOCAL EMPLOYMENT NEEDS

The table below shows the 'base case' requirement for employment floorspace, again based on the DCP projections. Very modest net additional floorspace for local shops is projected in the study area for the base case (only 34sqm over 20 years). This reflects the fact that the concentration of shops are in the existing town centres outside the study area, and the proximity of the study area to both the CBD (north section) and Fifteenth Street Activity Centre (south sections). However, local shops combined with more general 'retail' floorspace (5270 sqm) suggests the need for an additional supermarket and associated shops. This may or may not be provided in the actual study area, and may be expansion of other existing facilities. This would depend on future retail planning. It may also be in the form of some smaller 'dispersed' floorspace such as cafes co-located with community hubs or local parks, given that type of uses is included in 'retail' demand.

LOT DISTRIBUTION AND LAND TAKE BY STUDY AREA SCENARIO

Lot Size (sqm)	Effective net density (lots/ha)	Share for Planning	Base case (dwellings)	Land take (ha)	Upside scenario (dwellings)	Land take (ha)	Optimistic scenario (dwellings)	Land take (ha)
Up to 1000	18.4	70%	153	8.3	229	12.4	282	15.3
1000-3000	5.3	20%	44	8.3	66	12.4	81	15.3
3000-8000	2	10%	22	11.2	33	16.8	40	20.3
Total	7.8	100%	219	27.8	328	41.6	403	50.9
Total land take at 10/ha				21.9		32.8		40.3

Source: SGS Economics & Planning 2021

Additional industrial floorspace is suggested, though as mentioned above as proposed in the base case sequencing this is concentrated near the border of the Mildura South area to the south-west of the study area.

These estimates, particularly for local shops and retailing (which are dependent on the local population), would be adjusted upwards for the upside and optimistic scenarios if chosen for planning purposes.

SEQUENCING OF DEVELOPMENT AND BALANCING OF GROWTH

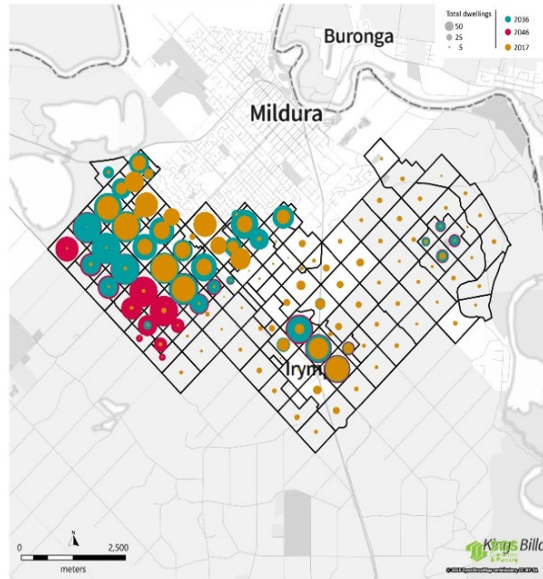
As part of the development of the Development Contribution Plans, work is undertaken to clearly document the sequencing of development broken down into small areas referred to as 'DCP charge areas'. While this sequencing does not form part of the actual Development Contribution Plan, it is an important input as it essentially shows the assumptions that Council has about where infrastructure will be required to be delivered and when. This helps Council in understanding where they will need to invest the funds they have collected from developers, alongside their own money to make sure the required infrastructure is developed to support growth.

While the assumed sequencing shown here for the base case can be factored into the structure planning for East Mildura, it is likely to need to be adjusted depending on assumptions regarding the density of development and infrastructure considerations. Alternatively, adjustments to the sequencing, including perhaps reflecting the upside and optimistic scenarios, may need to be identified to meet adjusted and updated planning and infrastructure delivery objectives.

Importantly however, sequencing of development in the broader Mildura Town (the 'main urban area') will be affected by the proposed Mildura East Growth Area. Additional development in the study area may shift concentrations of growth away from other growth areas. This process needs to be very carefully managed to ensure that identification of new areas for growth does not undermine Councils investment in infrastructure in other area. The current assumption shown in the figure below will need to be tested and may potentially need to be adjusted as the Development Strategy (implementation) of the framework plan is progressed.



RESIDENTIAL DEMAND FORECAST, 2018 - 2046



Source: SGS Economics & Planning 2021

ELEVENTH STREET CONGESTION AND TRAFFIC MANAGEMENT

While it is fair to say that traffic is not a major issues in the area, as it is for some other places, nonetheless ensuring appropriate traffic management outcomes are integrated into the framework plan will be required. Best Practice these days seeks to recognise that roads perform a range of different functions, with some road focussed on facilitating vehicle movement, but others preforming a range of functions with a much greater emphasis on pedestrian amenity etc (for example) a road within a town centre). This is reflected in the adoption by the Department of Transport of the 'Movement and Place' framework. While the plan will certainly look to that framework, it is unlikely given the characteristics of the study area, to have direct or widespread application. There are a number of areas which will be explored further in relation to traffic management though, including:

- Congestion of Eleventh Street and opportunities to reduce or divert this traffic.
- Management of rail line crossing points if development intensifies in these areas.
- Any key parameters for localised access and road arrangement or connections between different 'development cells' or precincts which may be identified.
- Key intersections such as Benetook Avenue / Eleventh Street and Cowra Avenue / Fifth Street will also be investigated.

INFRASTRUCTURE FUNDING AND DELIVERY

As outlined above in relation to the sequencing of growth, the delivery of infrastructure is generally undertaken as partnership between Councils and developers. This generally taken the form of developers providing 'local' infrastructure, but also making a financial contribution to Council so the council can take on the delivery of bigger infrastructure projects which have a benefit across a much wider area – essentially coordinating the delivery of this infrastructure as well as making their own financial contribution. Given there are public funds involved in the delivery of this infrastructure, it is important that it provide in a way which delivers 'net community benefit'. This means the investment in infrastructure should benefit the whole community rather than just a single landowner or developer. In addition, the framework plan will need to think about what other infrastructure may be required in these areas (for example, might electric vehicle charging station be required) and how those may need to be integrated or funded. The rate of development in Mildura, which means that funds for infrastructure flow more slowly from development contributions, can create 'funding holes' for council. It will be important for the framework to therefore identify other funding streams that might be available for works in the area, considering things like active transport / health and wellbeing / climate resilience and adaptation etc, all of which may offer opportunities for Council to source funding to deliver components of any vision for the area.





EMISSIONS REDUCTION (GAS, TRANSPORT, ENERGY EFFICIENCY)

Mildura rural Council is one of many Councils across the State, and indeed globally, who have declared a climate emergency. This declaration recognises that scientific evidence clearly requires that we change the way we do things, including planning, to contribute to steep cuts in greenhouse gas emissions, and transition to zero emissions by 2050, if not sooner. This transition is in line with the State government target of net zero emission by 2050 embedded in Victoria's Climate Change Act 2017. While much of the 'planning' steps required to deliver net zero communities will happen at the smaller scale (for example through the Development Plans, nonetheless the framework has the potential to identify some key steps and set in place requirement for the Development Plans which will support these outcomes. Importantly, it can also suggest outcomes such as avoiding connections to gas for new communities and look to integrate existing work such as the Sustainable Subdivisions Framework, currently being trialled by Mildura Council, alongside many others.

CLIMATE CHANGE AND URBAN HEAT

One of the critical issues that must be addressed through this framework plan is how to ensure that development in this area remain 'liveable' in the coming decades. Mildura is already subject to reasonably extreme weather, being one of the hottest places in Victoria. Under climate change scenarios the region is likely to experience twice as many days above 40 degrees. This is very significant and will have major impact on the health and wellbeing of the community unless adaptation measures are factored into not only new development, but also existing development. The 'tools' for responding to heat, and in particular, to counter the 'urban heat island effect', where this heat is exacerbated by urban development are well known. These include, significantly increasing the amount of vegetation, and in particular canopy vegetation (i.e. trees which cast shade), incorporating water into the landscape and choosing material which have a high 'solar reflectance index' – meaning they reflect rather than absorb heat (i.e. lighter colours rather than darker colours). Using permeable materials which allow water to seep into the soil rather than running off is also important. All these measures will need to be explored through the framework plan, and appropriate measures identified either through the framework plan or as items to be addressed by the next level down of planning. Importantly, consideration will also need to be given to how subdivision and the housing itself is delivered to ensure that new residents' (particularly older residents) are not exposed unnecessarily to higher temperature, or face unsustainable financial costs to run mechanical cooling systems. This might mean consideration of localised energy systems or neighbourhood battery storage to provide cheap and secure power to new residents.

SCHOOLS AND OPEN SPACES

With new residents in any area, there is generally a need for new services and facilities to go along with this growth. Within this area, capacity issues at both public primary schools (Nichols Point and Irymple) in the area have been identified. Delivery of new schools is based on catchment numbers of students and catchment areas are adjusted periodically. It is understood that the Department of Education has acknowledged the need for an additional school in the 'stage two' development of Mildura South. While it is unlikely a new school would be developed in the area, this must be confirmed once the rate of development and the areas where growth is expected have been finalised. These future growth expectation will need to be communicated to the department to inform their future planning. A need for other services such as maternal child health services etc were also identified. While the preference is for these services to be co-located with primary schools, where there are existing constraints to that occurring, it may be necessary to identify preferred locations for any additional services. Similarly, there may be a need for other community facilities, which often assist in provide a 'focal' point' for new neighbourhoods, and can be co-located with other facilities such as local parks and playgrounds to support sustainable urban development. Anecdotal evidence also suggested that local 'active recreation' facilities were also at capacity and therefore that any new development may need to also consider new facilities such as ovals. This type of infrastructure is best identified as part of a broader recreation or open space strategy which considers all the facilities available across a much broader area, but there may be benefit in identifying a preferred location should a new facility be required, as well as looking at the links for new and existing communities to those existing facilities.

NEW ACTIVITY CENTRES

Often in planning growth areas, there is an 'activity centre' identified which is the preferred location of various non-residential uses, including shops, cafes, community uses etc. Locating all these together lets people access these facilities and services in a sustainable manner, combining trips and support community development though bringing everyone together and encouraging informal social interaction. However, the suitability of establishing an activity centre is dependent on the need for a sufficient quantum of retail floorspace to justify this, and the figures generated as part of the background work suggest that a new activity centre within this area would not be viable. The framework will therefore need to look at how to deliver safe and attractive connections for new development areas to existing services and facilities, ideally promoting active transport choices. It will also need to consider how those informal social interactions which are generated by an activity centre might be provided as the area develops so that neighbourhood connectivity is fostered.

PEDESTRIAN, CYCLE AND PUBLIC TRANSPORT INFRASTRUCTURE

Safe and attractive pedestrian linkages through the area were one of the key issues identified through consultation, in particular in accessing schools. There is very little existing infrastructure in the area, despite it 'connecting' a number of different settlements. While Koorlong Avenue, Eleventh Street and Fourteenth Street have been identified as priority on-road cycle routes, how this plays out and connects to other infrastructure, and the form this 'on-road' path takes will be important to consider. Connections along Fifth Avenue, linking the CBD to Kings Billabong via Nichols Point have also been flagged by the community as an important consideration through previous projects and will need to inform consideration. It will be important as well, given the 'rural' feel of the area has been identified as an important part of the areas character, to consider 'how' these connections can be provided in a way which respects that character. Looking at integrated outcomes that think about climate resilience, biodiversity, integrated water management and visual amenity alongside the functional requirements to support active transport will also support better outcomes for the area. Understanding where future growth will occur may also provide an impetus for improved public transport within this area, providing greater connections for existing communities as well as embedding sustainable transport use in new communities. Understanding likely bus routes is important in ensuring that directions around key road configurations support the particular needs of bus operators.

REINTRODUCING BIODIVERSITY

The area has very little remaining of its existing biodiversity values, being a highly modified landscape as a result of its agricultural history. As the area changes and develops over time, there is the potential for the vision for the area to also consider opportunities for the area to actually restore some of the lost biodiversity values. The use of indigenous plant species is not only beneficial in that they are adapted to the context and climate, but also provide a strong link to a sense of place which has been missing in some of the areas recent development areas. Considering opportunities to reintroduce biodiversity can also reflect local Aboriginal values and enhanced opportunities for greater awareness of culture, as well as provide increased opportunities for tourism. Tourism opportunities may also be supported by considering links through the area to the Murray River corridor, and / or the creation of habitat corridors.





VISION AND KEY DIRECTIONS

Mildura East Growth Area Strategic Framework

PREPARED BY HANSEN PARTNERSHIP | 2021

INTRODUCTION

Hansen Partnership has been engaged by the Rural City of Mildura to prepare a strategic framework for the future growth and development of the land identified as the Mildura East Growth Area (MEGA). Additional specialist expertise has been provided by SGS Economics and Planning and E2Designlab.

This is the third in a series of reports which have been prepared to help shape the future of this area.

The contents of this document have been informed by a wide range of influences, including background analysis and engagement with both key stakeholders and the community. Figure 1 below identifies where we are in this process.

This document is not the Framework Plan, but seeks to articulate some of the key aspects that will be incorporated into that document for the purposes of testing these with the community and key stakeholders.

WHAT IS THE MILDURA EAST GROWTH AREA?

The Mildura East Growth Area relates to 1,050 hectares of land to the southeast of the settled extent of Mildura, encompassing the land between Mildura and the townships of Irymple and Nichols Point (see Figure 3 overleaf).

While nominally a 'farming area' as a result of its primary zoning, the land contained within the growth area is more accurately described as having a rural-residential settlement pattern, with denser development on subdivided lots along the key corridors of Eleventh Street and Fourteenth Street. While a substantial proportion of the land remains under vine, anecdotal evidence suggests only a small proportion of the vines in the area are part of larger scale farming ventures. This is unsurprising given the issues that larger scale agricultural producers face in areas which contain significant densities of residential development, and the underlying subdivision pattern of the area.

The *Mildura Housing and Settlement Strategy* (MHSS, 2014), which has informed the Mildura Planning Scheme, identified that there was a need for the future of this area to be resolved. It also identified that there may be benefit more broadly, of considering a second development 'growth' front to support a diversity of development, considering the wider 'main urban area' as shown in Figure 2. This recognises that the MEGA does not operate in isolation but sits within a cluster of settlements, which must all be considered in determining the future of this area.

It is noted that the project is also providing guidance in relation to a separate parcel of land close to the Mildura Marina, but that land is not subject to this Vision & Key Directions report. The area requires further work to bring to the same baseline footing of understanding as MEGA and as the areas are not contingent, this will accordingly emerge later in the project.

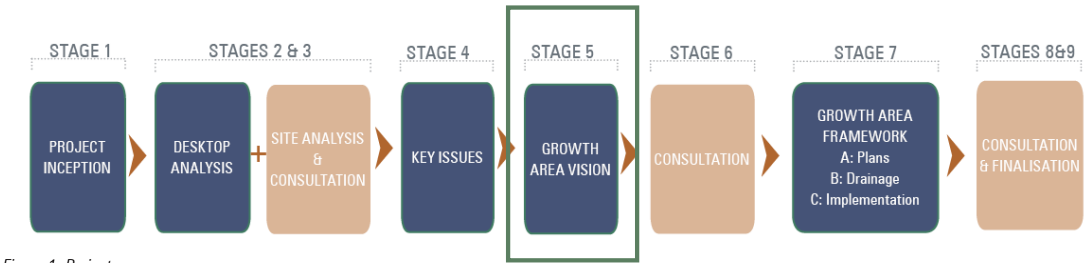


Figure 1: Project process



Figure 2: Mildura 'main urban area' (source: MHSS)

WHY IS A FRAMEWORK NEEDED?

As a result of the issues identified above and in the Key Directions Report, the area has been subject to considerable development pressure over time and the development of a Framework Plan for the area can achieve a number of important outcomes, including:

- It will **provide clarity to landowners** within the area as to the potential timeframes for any development in the area. While this may not align with the ambitions of all landowners, it will nonetheless allow them to make their own plans with a greater understanding of what will occur in the area.
- It will **support those who do wish to pursue ongoing agricultural production** in the area in understanding where residential development is likely to occur and over what time periods, as well as infrastructure providers such as Lower Murray Water.
- It will ensure that the location and staging of development **aligns with where drainage infrastructure can be provided** in an effective and affordable manner, mitigating some barriers to development.
- It will provide a clear picture of land use and activity in the area, and **allow for the early planning of services, facilities and linkages** to ensure a well serviced and connected community in the future.
- Importantly, it will look to provide some clear guidance around how the area can develop in a more sustainable manner, particularly setting in place 'key moves' designed to **increase the amount of canopy vegetation** in the area in advance of new development, increasing climate resilience.
- It can **provide some resolution to areas which have been subject to ongoing contention**, such as the Mildura Irymple 'interface area'.

PURPOSE OF THE VISION AND KEY DIRECTIONS REPORT

Establishing an overarching 'Vision' for the forthcoming Framework Plan, through consultation and discussion with key stakeholders, as well as analysis and understanding of best practice planning outcomes, is an important first in the planning process.

By hearing from stakeholders, and considering how their aspirations for the area can be aligned with the 'facts' established through background analysis a level of robustness can be established. Articulating key ideas in a document is also critical in allowing key stakeholders and the community to understand and appreciate not only the 'vision', but also the 'key directions' proposed to deliver that vision, as well as the rationale behind both of those.

This is particularly important in the context of the Mildura East area, where a large area was identified for 'investigation', only a small portion of which will see development over the coming decades. Ensuring that the areas identified for growth are the ones which provide the greatest overall benefit to the broader community and to future residents, prior to fully documenting the Framework Plan makes sure the project is heading in the right direction. Exhibiting this document for public and stakeholder feedback allows everyone time to review and digest the proposed approach to development in the area, and let the project team know their thoughts so any issues can be addressed..

The key directions put forward in this document will provide an overview of the principal objectives and guidance for how the framework will respond to the range of influences documented in the Key Issues Report which preceded it (and is also exhibited).

WHAT'S IN THE VISION AND KEY DIRECTIONS REPORT?

This document is broken into two key sections.

The first section outlines the feedback received from the community and other stakeholders on what the vision might look like for the area. From that feedback a draft 'Vision' has been identified for testing. The second part of the document is framed around five key 'themes', as follows:

- Development and Drainage
- Landscape and Environment
- Movement
- Activity and Interfaces
- Society and Culture

Each of these themes contains a brief introduction, and a series of key objectives. How these key objectives will be delivered is then expressed through a number of 'key directions' which are also shown spatially on an accompanying plan.

Importantly, the document also identifies under each theme 'What will the Framework Plan need to do?' This section identifies the additional details or investigations that will be needed as the three final documents (the Framework Plan, Drainage Plan and Implementation Plan) are progressed. These are all important considerations the project team is aware of and which will need to be resolved to effectively deliver on the identified key directions.



Figure 3: Mildura East Growth Area Study Area



Project Ref: xxxxxx
Dwg No.: UDD-001
Scale: 20,000 @A3
Date: 00.00.00
Revision: A

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Mildura East Growth
Area Strategic
Framework Plan
Aerial Map

Legend

- Study Area
- Main road
- Local road

THE CONTEXT

This area is a complex one, subject to various interventions and influences over many years. While a more in-depth discussion of these matters can be found in the associated Background Analysis Report, a brief summary of some key matters is provided here.

MILDURA HOUSING & SETTLEMENT STRATEGY

While the MHSS identified potential staging of development in MEGA (Figure 5), it was clear that this was indicative and that any staging would be guided by a future Framework Plan. No presumption should be made based on those indicative diagrams, particularly given the “very long term” designation given to some of those areas. This project is assessing the appropriate outcomes from a first principles basis.

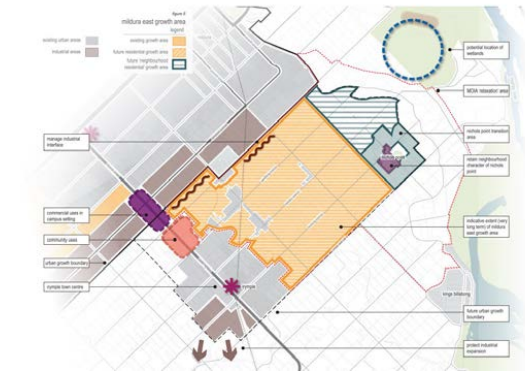


Figure 4: Mildura East Growth Area (nominal area)

One of the key aspects raised in the MHSS in relation to this area and which has guided the development of the project brief, was the importance in considering the catchment for drainage, as well as more localised drainage conditions when determining the appropriate areas for, and staging of, growth. Importantly, the MHSS also sought to recognise that the area to the north, including Nichols Point, had a distinctly different character which should be respected and retained as any development in the area occurs (see Figure 4).

As a result of MHSS implementation, while the zoning of much of the land remained unchanged, a range of other policy changes were made. Some of these related to more permissible development within the area in recognition of its future potential as a growth area, and associated siting guidelines were developed by council. These controls will need to be revisited as part of the implementation of this project to assess if they remain appropriate for the area.

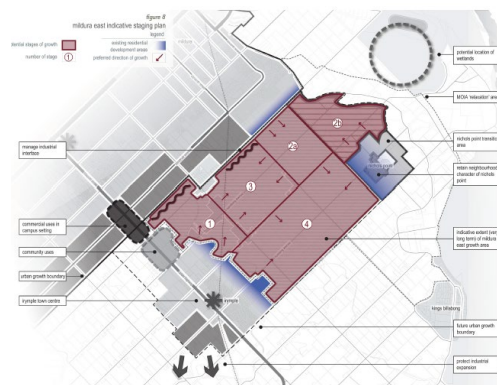


Figure 5: Mildura East Growth Area - potential staging

In addition, much of this land is located within the Mildura Older Irrigated Area, which has resulted in a Special Control Overlay being applied to the land. This is in recognition of the demand which has occurred for development within this area which is incompatible with current policy which envisages this area as purely agricultural.

‘THE INTERFACE’ AREA

It is of significant importance to the community of Irymple that that settlement retains a sense of individuality and separation from Mildura. Policy to deliver this ‘separation’ has been embedded in the Mildura Planning Scheme for about 15 years. However, much of the land in this area is identified as being ‘subject to further investigation’ or ‘potential future’ leading to a lack of certainty in relation to this area. The lack of integration of planning for this area with planning for Irymple (which has a separately defined study area) exacerbates this. Recent development within the area has been seen by some stakeholders as eroding this sense of separation, particularly along the Fifteenth Street corridor. While this project only looks at land north of Fifteenth Street, the *Vision and Key Directions* report, nonetheless seeks to provide some further clarity and to introduce some new ideas as to how to more effectively deliver a sense of separation between the two settlements, while also recognising the high level of access to services and facilities land within this interface area enjoys. The issues associated with this area are discussed in more detail in the *MEGA Key Issues Report*.

NICHOLS POINT

While Nichols Point is nominally within the Study Area, it is noted that a separate Development Plan has recently been prepared and adopted by Council for the settlement and its surrounding area. This Development Plan is replicated at Figure 6. Development around the existing town center is anticipated to be on lots of around 1800sqm, reflecting the existing character of the settlement and drainage infrastructure has been sized accordingly.

While there was feedback received in relation to some more specific matters pertaining to Nichols Point, as an adopted council plan which has been subject to its own consultation processes, the Vision in this document for Nichols Point merely reflects that established through that document and more local matters can (such as the future of the old school site), and should be, addressed through more locally specific documents, such as the Nichols Point Community Plan.

The lots which will be available for development as a result of the adoption of the Development Plan (which allows subdivision applications to be lodged with Council) has been taken into account as part of the calculations on demand for dwellings in this area (see teh MEGA Background Analysis reports).

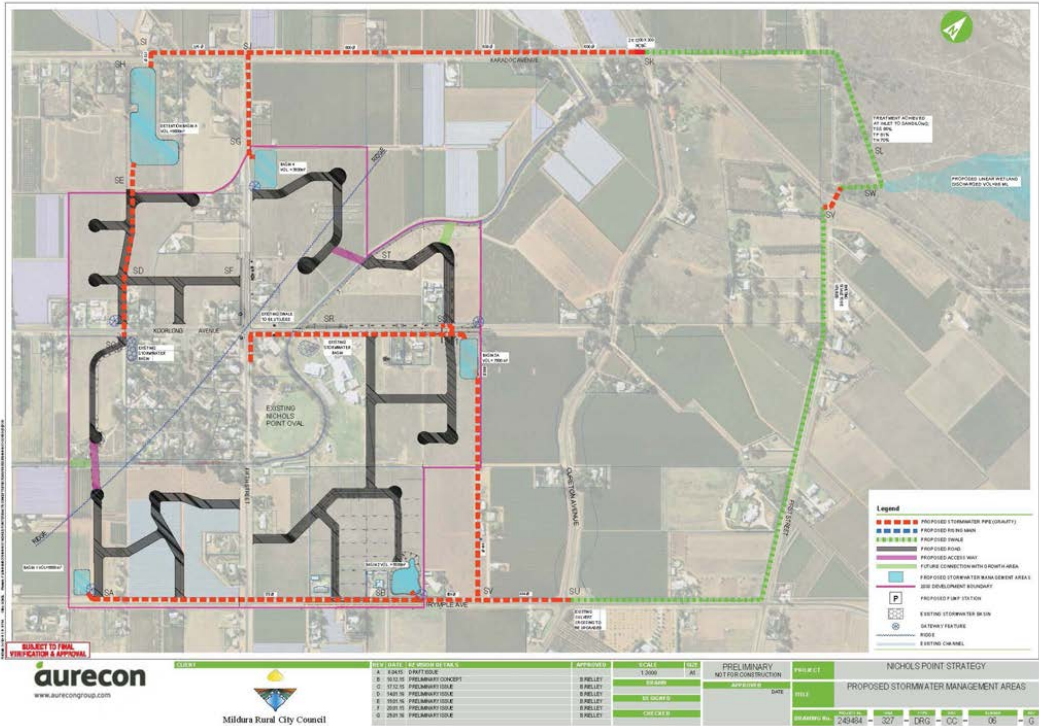
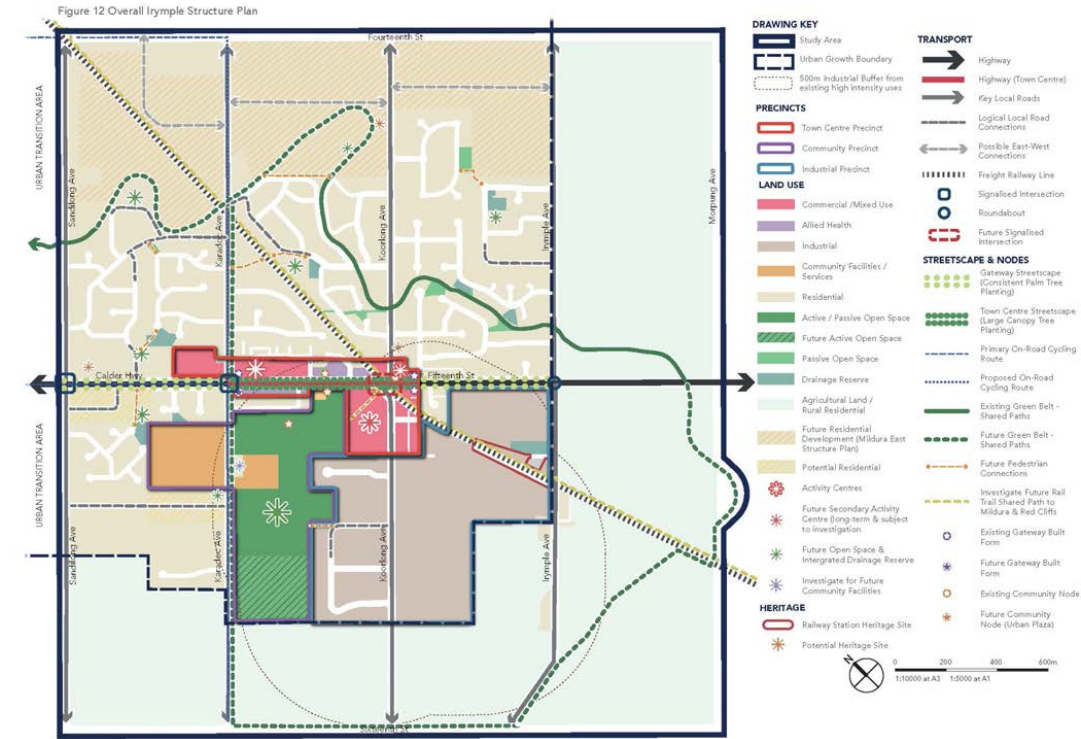


Figure 6: Nichols Point Development Plan (2021)



39 Irymple Structure Plan and Urban Design Framework 2021-2036

Figure 7: Irymple Structure Plan (2021)

IRYMPLE

A separate project has recently seen the completion and adoption of an updated Structure Plan for Irymple. This project established a new 'vision' for that township and outlined a number of relevant strategies which this document has had regard to.

The Plan considered the need for additional residential land within Irymple and concluded that, with the proposed rezoning of two 4ha lots within the existing settlement boundary, there was enough land to provide for at least 15 years supply of land for that settlement.

While there was no expansion of the existing Urban Growth Boundary identified a number of areas to the north of the UBG were shown on plans as "future residential development".

There were also a number of other matters such as the location of local open spaces identified through that Plan which are considered.

THE VISION

Community consultation has heavily shaped the Vision outlined in this document, and the Key Directions contained within this document, and which will guide the development of the Growth Area, have been drafted accordingly.

A number of rounds of consultation have been undertaken and ideas have been proposed through all sessions - none of these ideas have gone to waste, and many of them are reflected in the content of this document. However, the second phase of consultation, held at the commencement of the Vision & Key Directions phase, did seek to engage directly with the community and other key stakeholders in drawing out specific aspirations for development in the area.

PRINCIPLES

- Create diverse and vibrant new urban communities
- Integrate transport and land use planning
- Plan for local employment creation
- Create growth corridors with high amenity and character
- Protect biodiversity, waterways and cultural heritage values
- Create open space networks
- Plan for environmental sustainability
- Stage development to ensure the efficient and orderly provision of infrastructure and services

The feedback was received through the sessions undertaken over the course of two days (10 and 11 November 2021) and with a number of groups. Importantly, these inputs have also been balanced with the important components needed to deliver on the key principles which underpin this project, outlined in the project brief and included here in the highlight box.

Aspirations for the future of the Growth Area centered on developing an area that is accessible and connected, promoting safe and active transport, is embedded in notions of integration with the natural environment and is resilient in response to a changing climate.



Figure 8: Community visioning session - wordcloud

VISION STATEMENT

The Mildura East Growth Area will provide an alternative outlet for growth in Mildura's 'main urban area', ensuring that development responds to known barriers in a manner which promotes orderly development. This orderly development will support the provision of integrated and affordable delivery of infrastructure within the growth area.

Development in the precinct will improve connections between the three settlements of Mildura, Irymple and Nichols Point, and out to Kings Billabong while retaining the unique identities of each township and responding to existing patterns of development. Connections to these settlements from the growth area will be targeted to provide easy access to existing higher order activity centres for new residents.

The heart of the precinct will be retained as a non-urban 'green wedge' surrounded by a series of interconnected villages, which deliver a range of accommodation opportunities in areas with great access to services and facilities. Mildura's 'green wedge' will become a focus for tourism, niche agriculture, hobby farms and projects which enhance the areas biodiversity.

Development within the Mildura East Growth Area will respond to the pressures of a changing climate in a region of extreme weather, supporting the resilience of existing and new communities and delivering a 'different' style of development, and a renewed focus on increasing canopy vegetation as part of a broader urban forest.

This focus on vegetation will see the early delivery of a series of Canopy Corridors through the precinct as well as the slow evolution of a Green Web across the proposed development cells, connecting a series of Local Nodes. These Local Nodes will be focussed on integrated drainage outcomes set within local open space, all connected to a series of new linear open spaces which reflect the areas agricultural history through retained irrigation channels. The nodes, and the connections between them, will link existing and future communities and facilitate social interactions across all parts of the community.

The area's aboriginal history and broader landscape characteristics will be celebrated through public realm works within the precinct, with the areas unique mallee vegetation reinforcing a sense of place and connection to the broader landscape .



DEVELOPMENT & DRAINAGE FRAMEWORK

Understanding the evidence behind required land supply in Mildura East is crucial to framing the development of the Framework Plan. While there are very modest requirements for additional land, understanding the sequencing of development is fundamental to ensuring the development of a healthy urban environment. Also critical is the alignment of this development with drainage, given the barrier the delivery of timely and affordable drainage infrastructure creates in Mildura's growth areas. Also notable in considering development and drainage is the need for a diversity of housing type, which was communicated clearly through engagement stages, reflected in the evidence base, and is consistent with the findings of the *Mildura Housing and Settlement Strategy*.

Development and drainage are closely interlinked. Drainage infrastructure is required to enable development to occur and this needs to occur in an orderly manner so that new development areas can link into existing drainage and urban areas. At the same time, there needs to be a sufficient level of development within each catchment to justify the drainage infrastructure required. There is also a need to provide flexibility, allowing development to occur within different areas and to accommodate the varying intentions, needs and timing of different landholders.

OBJECTIVES

- To ensure the development of the area occurs in an orderly fashion based on evidence based demand.
- To recognise and respond to the fragmentation of land and potential barriers to on-the-ground development.
- To support a diversity of development types.
- To support consolidated expansion of existing settlement areas rather than dispersed development.
- To deliver effective and affordable drainage assets.
- To optimise opportunities to manage existing and future water needs.
- To support healthy and valued waterways and WSUD assets and to improve resilience against extreme weather events.

KEY DIRECTIONS

- 1 Deliver a "supply buffer"** beyond the required 15 year requirement through consideration of the 'upside' growth scenario (see Highlight Box on Page 13) and barriers created by lot fragmentation.
- 2 Only rezone land within the Mildura East Growth Area beyond the initial stages identified where there is a demonstrated demand. **Staging should be fixed** but the **timing of any rezoning** of the identified 'development cells' will be **contingent on demonstrated demand**.**
- 3 Align the extent of development cells with catchment boundaries** to facilitate affordable and orderly delivery of drainage infrastructure
- 4 Support the development of a new major piece of drainage infrastructure at the intersection of Cowra Avenue and Cureton** and explore opportunities to integrate with a new parkland at this key and highly visible junction.
- 5 Maximise use of new drainage infrastructure proposed** through other projects in Irymple (south of Henderson Reserve) and a new wetland to the north of Nichols Point in preference to the development of other major new drainage infrastructure.
- 6 Recognise the need, due to the relatively flat topography of a series of smaller drainage basins** within development cells and seek to integrate these with open space and active transport networks to form a 'green web' through new development areas



- 7 **Respect and support existing infrastructure** essential for existing and ongoing farming operations including irrigation and drainage channels.
- 8 **Provide a mix of lot sizes** to accommodate diverse housing preferences reflecting current patterns of demand with approximately a 70/30 split between conventional and larger 'lifestyle' lot development.

WHAT DOES THE FRAMEWORK PLAN NEED TO DO?

- Develop a clear set of criteria for how 'demand' in the MEGA will be calculated and assessed to underpin future rezoning decisions & establish process for monitoring supply of land which recognises the different markets for larger lots.
- Identify a clear set of 'content' to ensure that Development Plans within the different parts of MEGA are prepared in a consistent manner.
- Assess findings to date from piloting of the Sustainable Subdivisions Framework to ensure integration of local issues with the higher level Framework Plan.
- Once sequencing, land requirements and densities have been confirmed through this exhibition period, the Framework Plan will need to identify implications for the proposed infrastructure and its roll-out considering the assumptions in the relevant DCP, including future changes to planning for infrastructure.
- Explore levers to encourage consolidation of lots and support orderly development, including potential funding sources for catalytic infrastructure.

WHAT ELSE?



Table 1 details the characteristic of the 'development cells' being considered as part of this project. As is clear from the capacity inherent in these cells when compared to the demand outlined on the following pages, only a few of these cells are likely to be developed in the period to 2046. These cells are:

- CELL A, north of Cowra Avenue which has been rezoned for general residential and CELL F, also rezoned and subject to the Nichols Point Development Plan.
- CELL G, which would provide for identified non-residential demand.
- CELL P, which would provide a generous buffer of conventional residential land, building on recent development demand. This lot also contains an existing already zoned linear open space reserve.
- CELL B, which would provide a larger lot and alternative development front adjacent to existing zoned land. This cell also accommodates catalytic drainage infrastructure important to the broader area.

DEVELOPMENT CELL	TOTAL AREA	EXISTING LOTS	AVAILABLE LAND
A (Conventional)	29.12	1.18	27.94
B (Larger lot)	53.69	8.48	45.21
C	35.73	3.22	32.51
D	34.68	3.43	31.25
E	25.51	4.05	21.46
F	70.12	7.08	63.04
G (Light industrial)	23.77	0.49	23.28
H	14.8	1.15	13.65
I	18.37	3.02	12.35
J	27.51	10.77	16.74
K	29.63	0.89	28.74
L	28.28	1.71	26.57
M	18.71	5.25	13.48
N	18.06	3.61	14.44
O	40.49	3.32	37.17
P	30.13	3.82	26.32
Q	24.92	2.19	22.73

Table 1: Development cell capacity

REZONING REQUESTS

Requests for rezoning have been received for a number of parcels within the Study Area. Requests for rezoning are not being considered by the project at this stage. Those requests will be considered once the agreed staging of development has been finalised.

It is noted however, that rezoning has been requested across a broad range of locations within the Study Area, and indeed, outside the Study Area. It is therefore highly likely that many of these requests are unlikely to be supported on the basis of orderly planning principles, even if rezoning is identified as an outcome of this project.

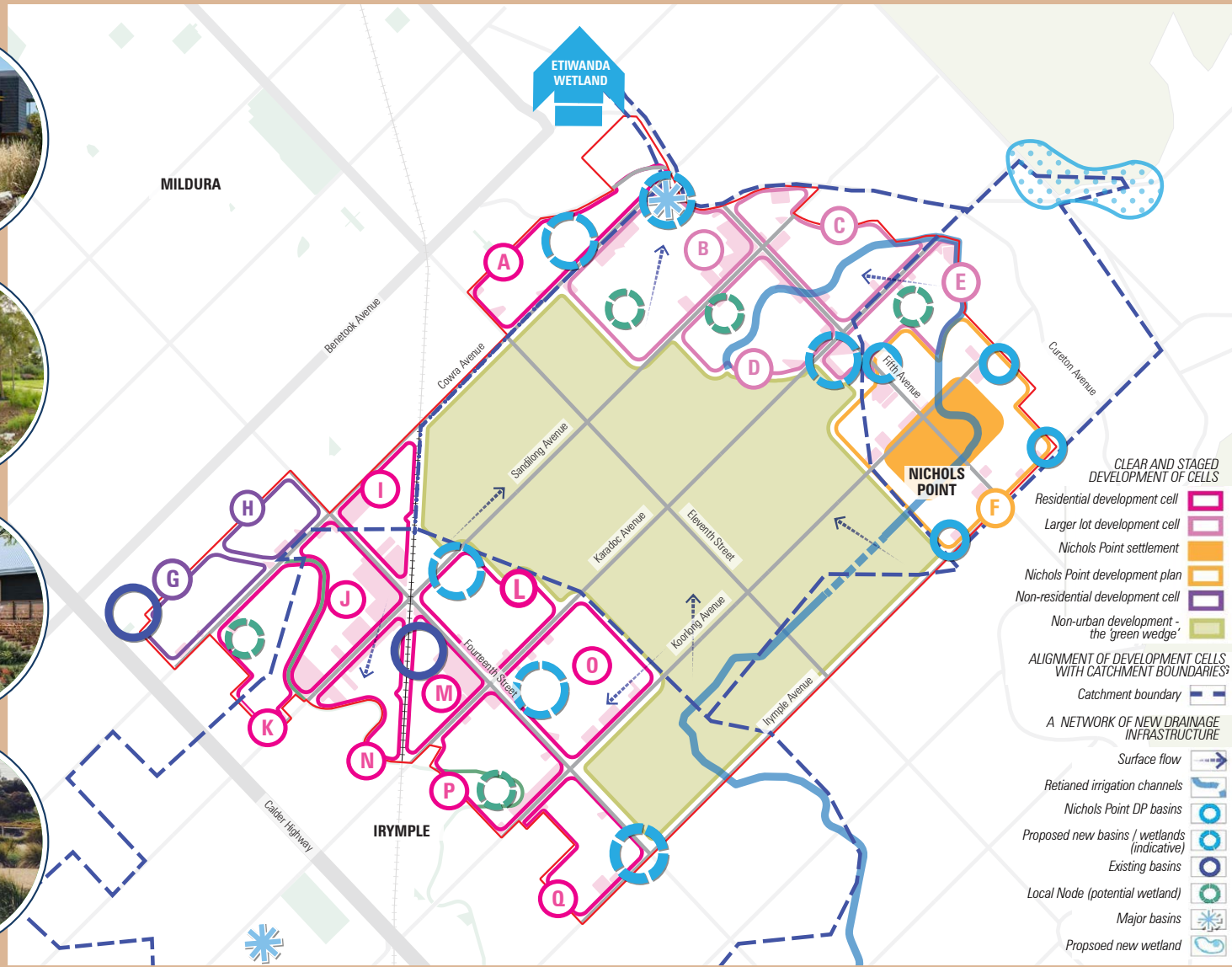


Figure 9: Key directions: development and drainage

DEVELOPMENT ASSUMPTIONS

Key Assumptions

Projections of future dwelling and employment related floorspace were prepared for the Mildura East Growth Area. Population growth data shows there was generally no COVID related surge in growth for 2019-20 in the Mildura Town or LGA overall, using previous VIF19 estimates of growth rates as a reference, though a surge was observed in the Irymple Statistical Area (SA2) that contains the East Mildura study area.

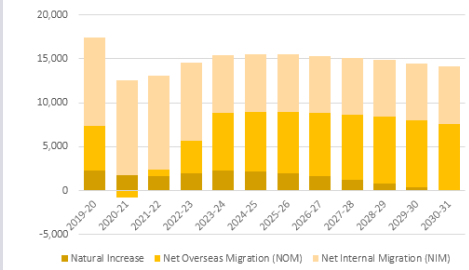
POPULATION GROWTH RATES FOR SELECTED AREAS 2019-2020 – ACTUAL (ABS) AND PROJECTED (VIF19)

	ABS Estimated Resident Population	VIF 19
Irymple SA2	2.10%	(N/A)
Mildura Town	0.20%	0.72%
Mildura LGA	0.28%	0.64%

Source: ABS 2021 and Victoria in Future (VIF) 2019]

The Centre for Population suggests that regional areas are not likely to benefit from COVID related impacts on an ongoing basis after short term positive and negative disruptions. They assume that any initial uplift in growth will fall away as the impact of reduced international immigration flows through more generally.

COMPONENTS OF POPULATION GROWTH IN REGIONAL VICTORIA POST COVID



Three different dwelling growth scenarios were prepared for the study area (base case, upside and optimistic).

The projections were based on small area work undertaken in 2018 by SGS Economics and Planning as an input to Council’s Development Contribution Plans (DCPs), which in turn drew from the Victorian Government’s Victoria in Future population and dwelling projections. The DCP work identified dwelling projections at a fine grain, small ‘DCP charge’ area level, for Mildura’s growth areas including the Mildura East study area.

Similarly, retail, commercial and industrial area forecasts for the study area were projected by DCP charge area, drawing from SGS’s Small Area Model (SAM).

DWELLING FORECASTS BY BASE, UPSIDE AND OPTIMISTIC GROWTH SCENARIOS IN STUDY AREA

	2016	2021	2026	2031	2036	2041	2046	Change 2021 – 2036	Change 2021 – 2046
Base case	585	610	661	711	756	793	829	146	219
AAGR		0.85%	1.60%	1.48%	1.25%	0.96%	0.87%	1.44%	1.27%
Upside	585	623	698	774	842	898	951	219	328
AAGR		1.26%	2.32%	2.08%	1.70%	1.28%	1.15%	2.03%	1.71%
Optimistic	585	631	725	818	901	970	1035	270	403
AAGR		1.54%	2.79%	2.45%	1.97%	1.47%	1.31%	2.40%	2.00%

Source: SGS Economics & Planning 2021

Future Housing Needs

The base case scenario shows demand for 146 dwellings within the study area in the next 15 years, between 2021 and 2036. This would reflect an overall annual growth rate of 1.44 per cent, reflecting the forecasts for the study area from the DCP work. An upside scenario would see growth of 219 dwellings at a growth of 2.03 per cent each year while the ‘optimistic’ scenario would see growth of 270 dwellings at 2.40 per cent each year. In our view the base case is most likely but planning for the upside scenario would allow for a supply buffer.

An indication of the future distribution of these dwellings (by lot size) to identify the potential 'land take' can be determined by looking at the change in lot sizes in the area. The table below shows the potential distribution of housing demand and 'land take' for each of the scenarios based on the observed share of new lots by size and the effective net densities calculated from the change in 2008-2021. It suggests that the land take for the base case could be in the order of 27.8 ha (net) for lots up to 8000sqm, at the range of net densities shown, or 21.9 ha (net) if the average net density was 10 lots/ha. For the lots under 1000 sqm the land take is 8.3 ha for the base case.

LOT DISTRIBUTION AND LAND TAKE BY SCENARIO IN STUDY AREA

Lot Size (sqm)	Effective net density (lots/ha)	Share for Planning	Base case (dwellings)	Land take (ha)	Upside scenario (dwellings)	Land take (ha)	Optimistic scenario (dwellings)	Land take (ha)
Up to 1000	18.4	70%	153	8.3	229	12.4	282	15.3
1000-3000	5.3	20%	44	8.3	66	12.4	81	15.3
3000-8000	2	10%	22	11.2	33	16.8	40	20.3
Total	7.8	100%	219	27.8	328	41.6	403	50.9
Total land take at 10/ha				21.9		32.8		40.3

Source: SGS Economics & Planning 2021

Future employment needs

The table below shows the 'base case' demand for employment floorspace. A very modest increase in the floor space of local shops is forecast (only 34sqm over 20 years). This reflects the existing concentration of shops in the town centres outside the study area. However, the combined demand for 'local shops' and 'retail' floorspace suggests the need for an additional supermarket and associated shops. This may or may not be provided in the study area and depends on future retail planning.

Additional industrial floorspace is forecast, however, based on the assumptions for sequencing of development, this is to be concentrated near the border of the Mildura South area, to the south-west of the study area.

These estimates, particularly for local shops, could be adjusted upwards for the upside and optimistic scenarios if chosen for planning purposes.

EMPLOYMENT FLOORSPACE DEMAND (SQUARE METRES) IN STUDY AREA (BASE CASE)

	2021	2026	2031	2036	2041	2046	Change 2021-2046	AAGR 2021-2046
Local shops	9	17	24	32	38	43	34	6.7%
Retail	918	1862	2952	4144	5192	6154	5236	7.9%
Industrial	17849	19976	22264	24668	27196	29852	12003	2.1%
Office	50	173	295	402	493	572	522	10.2%

Source: SGS Economics & Planning 2021



LANDSCAPE & ENVIRONMENT FRAMEWORK

The study area is not currently notable for any particular landscape or biodiversity values, having a mostly rural character with the majority of land developed for housing, vacant or under vine. Road corridors contain the majority of canopy vegetation and provide a strong basis for the key directions relating to Landscape and Environment.

The slow rate of development in this area provides a key opportunity to actively restore some of the natural values of this area, which in turn support economic development through increased tourism opportunities and also contributes to overall community health and wellbeing. The reintroduction of canopy vegetation is particularly important in response to climate change, but there are much broader opportunities to consider how the environment is addressed through the public realm and contributes to a sense of place. Delivering multi-beneficial outcomes through key interventions is an underlying principle behind many of these directions.

Importantly, utilisation of existing and proposed drainage and transport infrastructure to bolster the open space network through canopy coverage and integrated wetlands will be a key facet of development in this area, along with an increased focus on locally relevant and climate resilient landscape outcomes.

OBJECTIVES

- To establish a hierarchy of green corridors connecting the open space network.
- To ensure that the area contributes to urban heat reduction and the maintaining human health and wellbeing through periods of extreme heat.
- To restore lost biodiversity within the central core of the precinct and support opportunities to provide habitat for local species.
- To deliver comprehensive network urban forest corridors.
- To protect the Murray River and its floodplain from the impacts on more intensive development.
- To use landscape interventions to establish a sense of place.

KEY DIRECTIONS

- 1 Develop Eleventh Street, Sandilong Avenue and Koorlong Avenue as 'Canopy Corridors'**, with road shoulders developed as part of a broader urban forest network intended to increase liveability and support biodiversity outcomes.
- 2 Prioritise the delivery of shaded canopy within edge road reserves** to create a welcoming urban environment when viewed from within the 'green wedge'.
- 3 Establish a web of blue-green corridors** connecting existing and proposed drainage basins / wetlands that facilitates active transport and connects the open space network.
- 4 Strongly support appropriate uses with the 'green wedge' which enhance and restore the areas biodiversity** or contribute to increase canopy cover with the area.
- 5 Recognise the transition point in the landscape** to the north formed along the drainage line which offers views to the river floodplain beyond Cureton Avenue.
- 6 Use landscape interventions to connect key recreational assets** to support access from the study area.
- 7 Build on existing connections** to deliver landscape corridors which contribute to biodiversity outcomes.





- 8 Ensure that development planning integrates appropriate measures to ensure that new residential areas are designed to **support environmentally sustainable development**.
- 9 Ensure all drainage infrastructure is delivered in a manner which **considers opportunities to provide multi-beneficial outcomes**, improvement amenity, liveability or environmental outcomes.

WHAT DOES THE FRAMEWORK PLAN NEED TO DO?

- Explore the appropriate configuration of forest roads, balancing existing conditions and multiple purposes.
- Confirm location of larger and smaller basins in response to feedback and consider characteristics of connections between nodes.
- Identify more specific opportunities for delivering biodiversity outcomes and potential funding streams to support initiatives on private land.
- Identify key components of drainage infrastructure delivery, including staging and financial considerations through the Drainage Plan and Development Plan content.

WHAT ELSE?



ACTIVITY & INTERFACES FRAMEWORK

Given the current and historical farming conditions of much of the land within the identified Growth Area, a considered approach to appropriate land use controls must inform the development of the Framework Plan. It is evident from a comparison of the identified demand, even with a very generous lens on, that the majority of land within this area will not be needed to accommodate growth for many many decades to come. The central part of the growth area is also within its own drainage catchment and would require very significant investment in infrastructure to development, which is not possible to justify given the other land available. It is important therefore that a clear vision is identified for this area, which these key directions seek to do.

The anticipated level of demand necessitates a variety of land use controls be implemented to ensure consolidated development in appropriate areas of early stage settlement. Crucial to this staging is to ensure the long-term settlement areas have the appropriate land use controls applied, ensuring clarity of use for residents and compatibility with development prospects. Equally important is the recognition of the careful management needed in the interface are to address both the sought after sense of separation, but also responses to industrial interfaces.

OBJECTIVES

- To provide a clear sense of identity and broader range of permissible but compatible non-residential uses for land within the centre of the precinct.
- To ensure the distinctive identity of the existing settlements is maintained.
- To reinforce residential interfaces to ensure landscape vistas are maintained and enhanced.
- To encourage a diverse range of activity across the precinct and facilitate connections between activity nodes.

KEY DIRECTIONS

- 1 Recognise that land surrounded by Nichols Point, Irymple and Mildura and within which there is extensive residential development is unlikely to serve a wholly agricultural purpose and that the **application of the Farming Zone may need to be reviewed.**
- 2 Identify land that is unlikely to be developed within 30 years as a 'green wedge' to **ensure that landowners within this area have clarity about uses which will be supported on their land.**
- 3 Consider land within the 'green wedge' area for **larger scale but compatible uses**, which may not be able to be accommodated within existing urban areas, with a focus on the Eleventh Street corridor.
- 4 **Establish strong landscape buffers at urban and non-urban interfaces**, further supporting development of Mildura's urban forest.
- 5 Rezone land to provide an additional pocket of **light industrial land** within the study area where it can **contribute to a sense of 'separation'** between the settlements of Irymple and Mildura
- 6 **Establish a linear urban forest at the interface of residential and non-residential** uses where it can support a meaningful sense of transition between settlements.

- 7 Link this urban forest to a **new program of streetscape works** to respond to urban form changes and delineate settlement boundaries
- 8 **Establish a series of Local Nodes** to encourage local activity and interaction within development cells.
- 9 Seek to **transform current barriers to future linkages** which support greater connectivity over time.

'GREEN WEDGES'

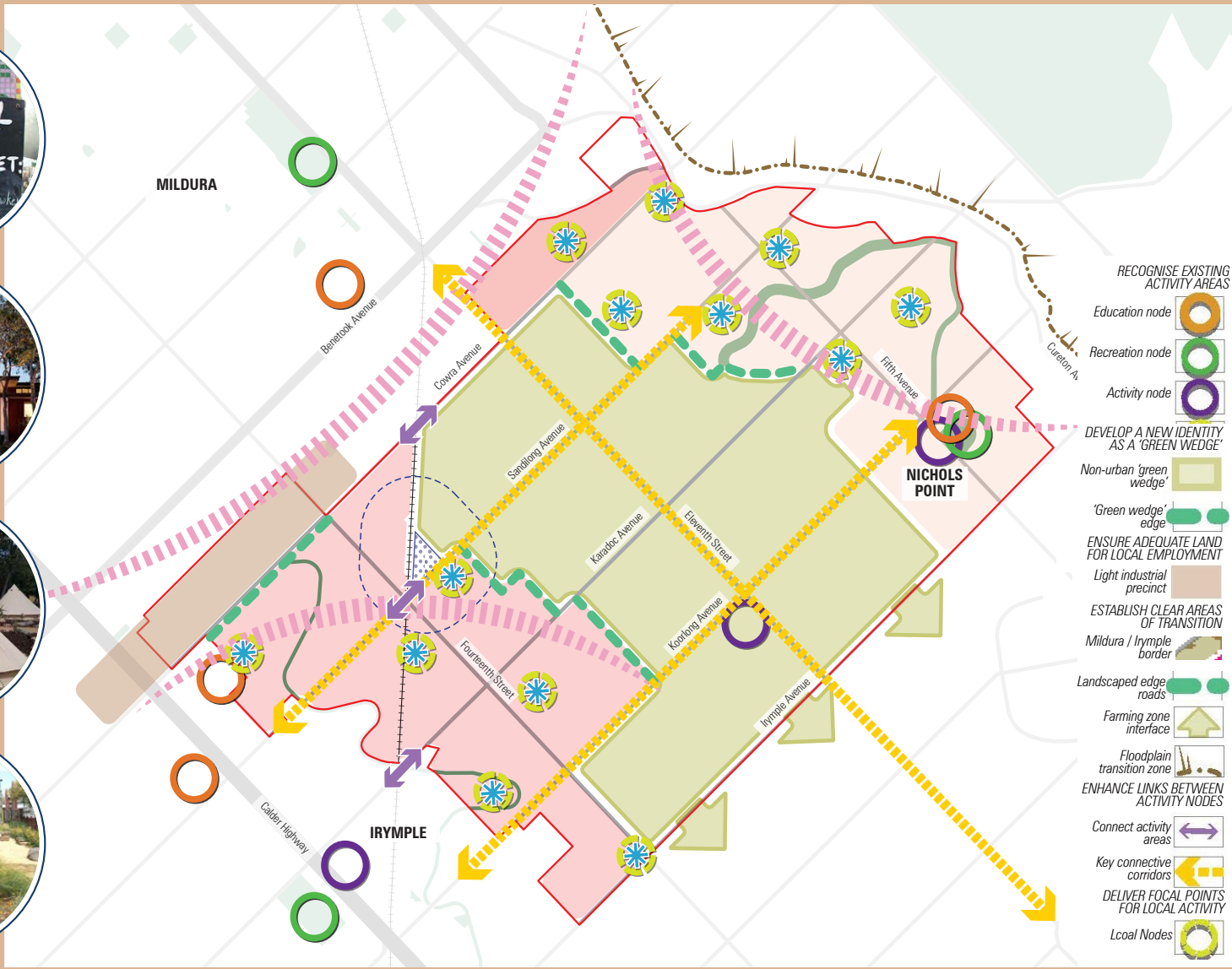
In metropolitan planning, the concept of 'green wedges' has long been established. While these areas are all unique they are areas which contain a mixture of agriculture and low density activity, with a focus on 'non-urban' activity.

They are subject to two specific zones and legislated requirements for their management. While it is not proposed to rezone the land identified as 'green wedge' to the Green Wedge Zone (which can only be applied to land within the Melbourne UGB), nonetheless the aspirations and existing and potential future characteristics of green wedge land are aligned.

WHAT DOES THE FRAMEWORK PLAN NEED TO DO?

- Establish key aspects of any brief for streetscape works
- Explore options for the delivery of the proposed linear forest and opportunities to deliver integrated water management outcomes.
- Confirm appropriate zoning for Mildura's 'green wedge' through a thorough examination of options, considering that the Green Wedge Zone cannot be applied. The zone would need to be more flexible than the current Farming Zone but support a 'non-urban' range of uses.

WHAT ELSE?



MOVEMENT FRAMEWORK

In the transition of parts of the Mildura East Growth Areas into an urban residential environment, a considerate approach to how movement will be arranged has been taken. The key directions seek to provide a framework of movement with a focus on multipurpose green movement corridors linking both settlements and existing key destinations. The key directions also seek to extend public transport opportunities into this area to facilitate more sustainable forms of transport.

The long term potential of the rail corridor to provide a direct separated active transport link to the CBD is significant enough that it must be explored further, considering the existing and future use of this corridor. Drainage channels, urban forest buffers and other key features of the proposed vision are all linked together to facilitate the movement of people through the various development cells, with a deliberate focus on aligning pedestrian movements with green spaces and access to shade.

The key directions do not directly address local road networks as the cells have been deliberately framed to support the delivery of connected networks through any development plan preparation.

OBJECTIVES

- To provide for a safe transportation network for all through a clear hierarchy of road users and transport modes.
- To prioritise active modes of transportation along dedicated trails
- To prioritise road traffic along key movement corridors.
- To retain a separation of road uses incompatible with local neighbourhoods.
- To provide for a universally accessible movement network that gives access to community and social infrastructure.

KEY DIRECTIONS

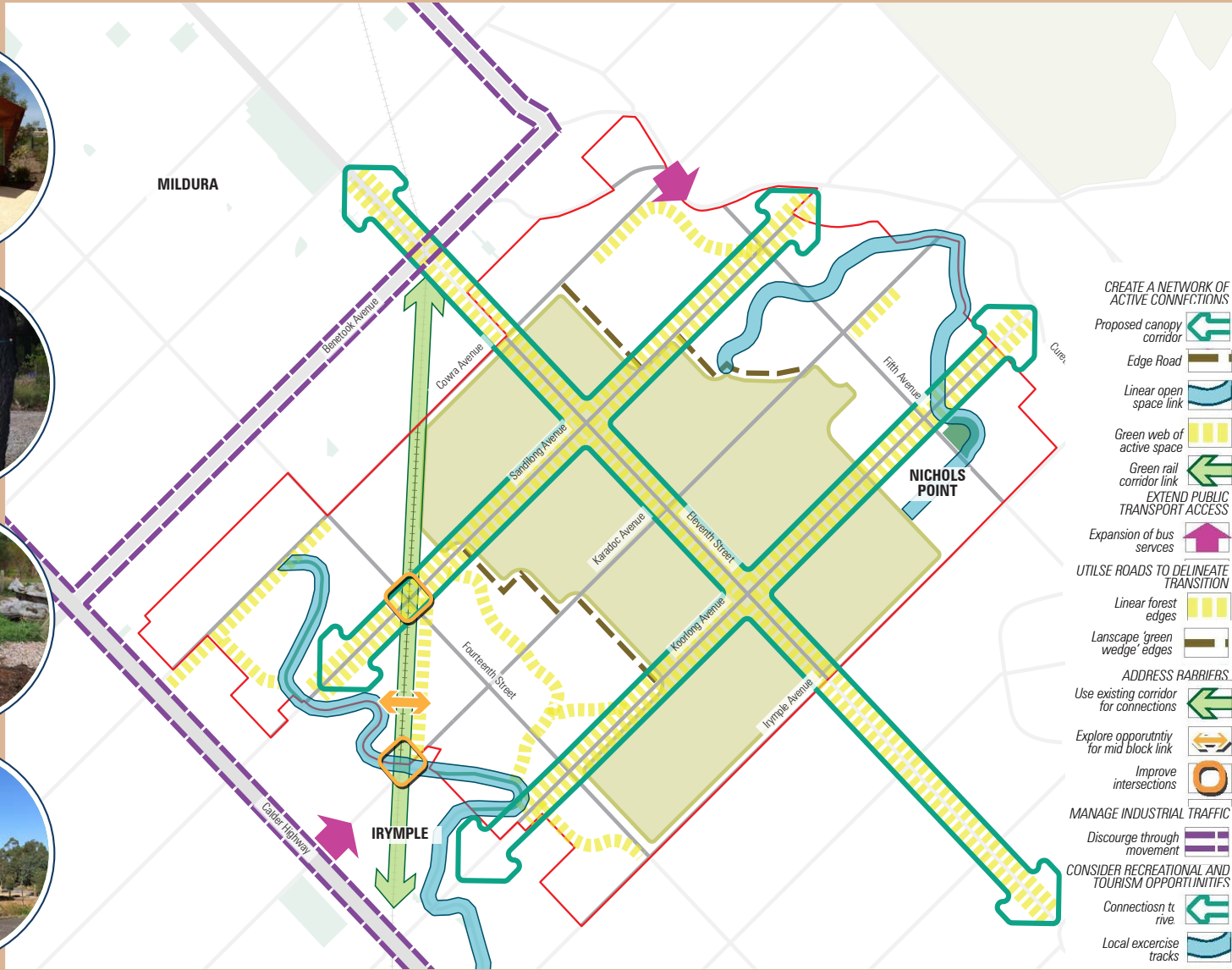
- 1 Recognise Eleventh Street, Karadoc Avenue and Sandilong Avenue as **'Canopy Corridors'**, providing cool and safe pedestrian and bicycle links alongside road carriageways and delivering key inter-urban links.
- 2 Align and connect existing and proposed key movement corridors to create a **cohesive network of pedestrian friendly corridors throughout the area**, and connecting to key destinations both in and beyond the Study Area.
- 3 Continue to use road treatment to **discourage heavy vehicle through traffic** from using roads in the area, other than the Mildura Freight Link (Benetook Avenue) and the Calder Freeway to the south.
- 4 **Expand existing bus services to connect Mildura to Nichols Point and Irymple.** DELWP, MCMA and future development will also benefit. If feasible, deliver increased frequency of these services in advance of residential population to support modal shift.
- 5 **Provide edge roads with generous canopy tree planting in development cells** adjoining the 'green wedge' to mark interface. Edge roads will allow public to access and enjoy rural landscape from urban vantage point and the security/surveillance that offers.

- 6 Utilise **key connections within development north of Irymple** to make use of existing Street and Avenue network and existing rail crossing points to create a connected network of local streets within development cells.
- 7 Improve the safety, function and amenity of **pedestrian crossing points of freight line** at Karadoc Avenue and Sandilong Avenue / Fourteenth Street and explore opportunities for a mid block crossing point.
- 8 Explore opportunities to use the proposed network of open space active transport linkages to **deliver exercise or tourism trails**.
- 9 Consider the **integration of electric vehicle charging points** within key corridors or at key nodes.

WHAT DOES THE FRAMEWORK PLAN NEED TO DO?

- Establish any more significant upgrades to roads required beyond standard requirements to inform Development Contribution updates.
- Deliver a clear set of criteria to guide development of localised road networks within development cells.
- Provide examples of preferred and non-preferred street configurations within development cells
- Identification of preferred (indicative) streetscape cross-section for Canopy Corridors and exploration of opportunities for early delivery to support climate resilience and existing community needs.
- Through discussion with Department of Transport, resolve parameters for delivery of the proposed rail link and management of safe crossing points.

WHAT ELSE?



SOCIAL & CULTURAL FRAMEWORK

Accommodating staged development, the provision of cultural and social infrastructure within the Growth Area should be reflective of the identified needs of the existing community and accommodate future residents. The particular characteristics of the area and the likely rate at which development occur make this area somewhat different from more traditional growth areas. As such there is not proposed to be a new activity centre or large scale commercial facilities proposed. Resident will instead be provided with enhanced links to existing areas of activity supporting and enhancing those areas. They will interact with their local neighborhoods through a considered series of local nodes, offering places to connect and move through the neighborhoods as the develop over time. Some of these nodes may develop over time to accommodate some small scale nonresidential uses such as a medical center, child care centres or local cafes if there is demand and appetite for such development identified through The relevant planning processes for each of the development cells.

The key directions also seek to instill a strong sense of place through a range of measures focused on recognising the particular landscape and historic features which distinguish Mildura for all other Victorian regional centers.

OBJECTIVES

- To celebrate local context to create place specific outcomes.
- To ensure that sufficient community facilities and services are provided to service new communities.
- To foster social interactions, both formal and informal, within new and existing communities.
- To retain the distinct identifies of settlements within the Main Urban Area of Mildura.
- To support community health and wellbeing outcomes through the creation of cool and attractive active space corridors.

KEY DIRECTIONS

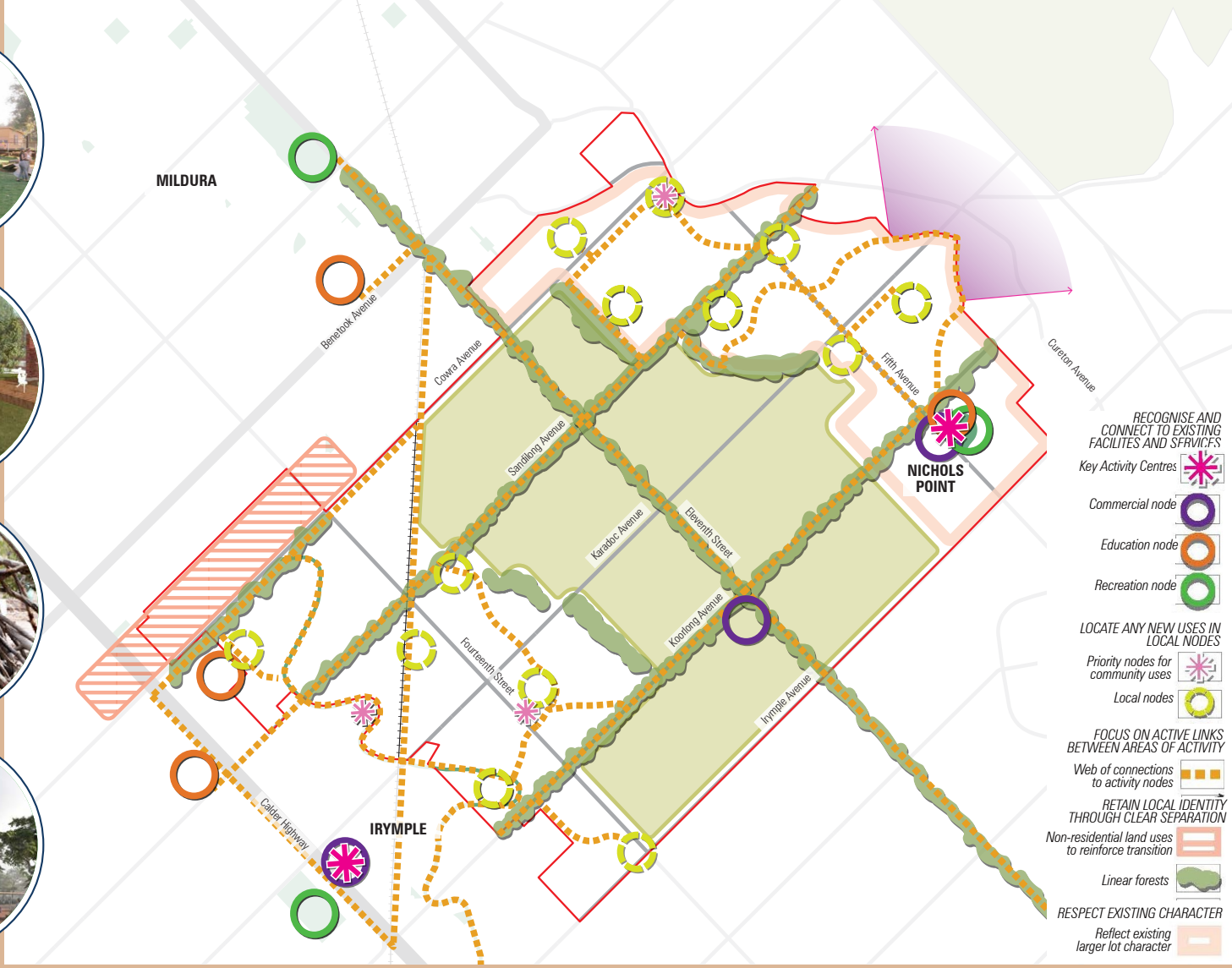
- 1 Create a **new 'identity' for land between the two proposed development fronts** to recognise and support a broader range of uses which respect existing agriculture and restore and enhance the areas biodiversity.
- 2 Avoid continuous residential development between Irymple and Mildura to **retain a sense of separation** and use linear forests and streetscape upgrades to create a strong sense of visual if not spatial separation.
- 3 **Protect and celebrate the existing valued character of larger, more vegetated lots** around Nichols Point by directing more 'conventional' residential development to the south of the precinct.
- 4 **Strengthen existing community hubs** to service increased populations in preference to identifying new activity centres.
- 5 Ensure most **residential development is within 400m of wetland/open space** node or linear open space.
- 6 Combine existing and proposed wetland/ drainage corridors and active transport corridors to **form a 'green web' of linkages connecting key destinations**, supported by small-scale infrastructure such as seating to facilitate social connections.

- 7 **Locate social and cultural assets where the web intersects** and form focal points where opportunities for multiple assets combine in the one location.
- 8 **Retain a sense of openness** towards the Murray River floodplain.
- 9 **Bring the mallee into Mildura East** through mallee forest corridors, the use of indigenous understorey plantings and unsealed tracks alongside more 'urban' infrastructure.
- 10 **Increase recognition of local Aboriginal culture and connection to the land** and work with local representatives to explore opportunities within the area to celebrate connections to Country and to enhance broader understanding and recognition of the areas history, including for visitors.
- 11 **Identify local points of interest** and, where possible integrate these with local design outcomes and story boards, for example, a 'plane' themed playground close to identified WW2 plane crash sites.

WHAT DOES THE FRAMEWORK PLAN NEED TO DO?

- Provide details as to how the 'mallee' landscape character could be integrated into landscape and streetscape works in a practical and attractive manner.
- Once development cells are confirmed assess the need for any additional community services and the preferred 'local node' for their location.
- Explore opportunities to support biodiversity outcomes on private land in a way which is compatible with landowner aspirations.
- Consider required setbacks or other mechanisms required to deliver linear forest.
- Set key parameters for streetscape works to celebrate distinction between Irymple and Mildura in collaboration with Department of Transport / VicRoads.
- Spatially locate any areas of historic interest so they are carried through to the Development Plan phase. Do you know any? Let the team know!
- Identify a set of key 'themes' which celebrate local history to be integrated in to local design outcomes during any development phase

WHAT ELSE?



NEXT STEPS

This *Vision and Key Directions Report* will be exhibited publicly over the summer of 2022.

During this time, interested parties will be invited to provide written feedback to the Council on the content of this document, or to provide their thoughts via a survey. This process is intended to let the project team know if they are on the right track prior to the drafting of the Framework Plan.

It's important if you agree with something to let the team know so it can be retained in the Framework Plan. And if you disagree with one of the objectives or key directions - or even some of the assumptions - then make sure you let the team know why so they can provide you with an appropriate response.

The team will be in Mildura during the exhibition period to answer any questions you might have or to hear your thoughts about how we might be able to effectively deliver the 'vision'.

So keep an eye out for correspondence and make sure you let the team know what you think!



MILDRUA EAST GROWTH AREA FRAMEWORK PLAN: VISION & KEY DIRECTIONS – RESPONSE TO SUBMISSIONS				
Name	#	Issues	Response	Change Req
Roy Costa for B McGlashan [REDACTED]	1	<p>Requests land be rezoned to residential (GRZ1)</p> <p>Land in question behind residential allotments on Fourteenth Street and Sandilong Avenue, within development cell N</p> <p>Suggests the land at address is given priority for rezoning, based upon observed demand, existing infrastructure due to adjacent residential development, and current development of subdivisions to the south</p> <p>Suggests a housing demand in excess of 370 dwellings p/a throughout the municipality</p> <p>Notes the popularity of Irymple for subdivisions accommodating this growth</p>	<p>Demand identified will be reviewed on an ongoing basis as this project develops and if projections exceed the quantum of land identified then adjustments will be made. However, given an oversupply has currently been identified, this is unlikely to lead to the identification of further land for development, at least in the first stage.</p> <p>If demand is in excess of what is projected and all zoned land is developed, then additional land can then be rezoned on the basis of that evidence for demand as outlined in the draft.</p> <p>In relation to Irymple's land supply – a specific project was recently undertaken which resulted in the adoption of the Irymple Structure Plan by Council. This document assessed the available land in Irymple and identified two parcels for rezoning and did not identify the need for any further land to be rezoned (i.e to the north or west). This document should be referred to in addressing issues related to the supply of land in Irymple and any perceived shortfall.</p> <p>It is also noted that Cell N is more complex to develop than Cell D given the existing constraints and residential development.</p>	N
Roy Costa for Callipari and Roccisano [REDACTED]	2 & 2A	<p>Submission 2: Requests land be rezoned to residential (GRZ1)</p> <p>Land is adjoining existing residentially zoned land and has previously been identified in Council strategies as future residential land</p> <p>Suggests a housing demand in excess of 370 dwellings p/a throughout the municipality</p> <p>Submission 2A:</p>	<p>The submitters support expressed in the later submission (2A) is noted.</p>	N

		Supports the proposed identification of Cell B and requests immediate rezoning.		
Paul & Grace Butler	3	<p>Objects to the suggested rezoning of land for light industrial use due to existing houses and the potential for heavy vehicle traffic.</p> <p>Questions suitability of land for industrial development when vacant industrial lots remain adjacent to development cell on Benetook Avenue and seeks understanding of the identified demand</p> <p>Questions why there is a need to provide a separation between Irymple and Mildura, believing Benetook Avenue provides sufficient separation.</p> <p>Concerned rates would be higher under a light industrial zoning</p>	<p>The issues of rates is not a valid planning consideration, however, it is noted rates would be higher under a residential than industrial zoning.</p> <p>In response to the submissions, it is clear that there will be benefit in the Framework Plan providing greater detail as to how the proposed light industrial uses will intersect with existing residential lots and how amenity will be protected.</p> <p>The area in question has good access to Fifteenth Street and potential management of traffic will be considered through the development of the Framework Plan (noting a traffic consultant is available), including potential options for responses such as a service lane. It is further noted that there is already a considerable amount of industrial development which fronts Cowra Avenue – much of it heavier industry than proposed in the document.</p>	Y
Urban Synergistics for Macri Land	4	<p>Investigation Area 3</p> <p>Objects to the lack of inclusion/discussion of issues and opportunities of Investigation Area 3 V&KD report, following indication that it would be considered.</p>	<p>No response required – Council should ensure contact to advise that no future plans have been identified for that area at this stage and that contact will be made directly with stakeholders in that area as part of the Framework Plan stage.</p>	N
Andrew Buffon (Brickworks)	5	<p>Investigation Area 3 – seeking input on future plans for their land in that area</p>	<p>No response required – Council should ensure contact to advise that no future plans have been identified for that area at this stage and that contact will be made directly with stakeholders in that area as part of the Framework Plan stage.</p>	N

Roy Costa for A & R Parker [REDACTED]	6	<p>Requests land be rezoned to commercial/industrial Land within suggested Green Wedge</p> <p>Suggests the suitability of land for commercial/industrial use due to frequent traffic & position between industrial, commercial & residential land to the north-west & south-east along Eleventh Street</p>	<p>If there are particular uses that are proposed, then provision of more specific details would be beneficial.</p> <p>Rezoning of the land to commercial or industrial zones is not supported by the demand assessment. Should all existing commercial and residential land be utilised, an assessment of the preferred locations for additional and would be undertaken as part of relevant planning processes (i.e an Industrial Land Use Study) and is the appropriate pathway to identify if this land has strategic justification to underpin any rezoning – it does not at the current time.</p>	N
EPA	7	<p>Identifies the importance of separation distances, and notes reports acknowledgement of concrete batching plant.</p> <p>Questions how the separation distances have been responded to given adjacent areas shown as future residential.</p> <p>Separation distances of 300m identified at 53.10 (excess 5000tonnes p/a), EPA recommends 100m</p> <p>Requests further consideration of residential development adjoining</p> <p>Requests visual representation in key issues report of the buffer and to include reference to the recommended separation distances set out in EPA Publication 1518</p> <p>Also notes the potential for Farming land to be subject to contamination which may need to be addressed through rezoning processes</p>	<p>Separation distances are acknowledged as important in the documents, and will be addressed further through the framework plan. It is noted, however, that the area identified for future residential growth already includes a significant number of existing dwellings.</p> <p>Additional reference to relevant documents and a visual representation of the buffer will be added to the Key Issue Report.</p> <p>Management of potential contamination of farming land will be addressed via the framework plan.</p>	Y

Department of Jobs, Precincts and Regions	8	<p>Supports the overall intent and purpose of framework plan</p> <p>Reiterates comments on earlier draft pertaining to extractive industry:</p> <ul style="list-style-type: none"> - Identify possible key resources & extractive opportunities and establish a model for extraction - Ensure areas of farming land are retained - Identify transport links used by existing Extractive Industry Operations 	<p>No earlier comments have been received re extractive industries. The location in close proximity make extractive industries potentially problematic and may not be supported.</p> <p>It is also proposed to retain a number of areas to allow potential for farming but to broaden potential uses due to the characteristics of the land which make viable long term farming challenging.</p>	N
Lower Murray Water <i>(late submission)</i>	9	<p>Submission to follow. Ongoing discussions with LMW have indicated the following concerns.</p> <p>General concerns regard the impact that any urban development has, being:</p> <ul style="list-style-type: none"> • Loss of agricultural landowners who access products and services • The need to roll back irrigation and drainage infrastructure in an orderly manner <p>More specifically Cells C, D and E have been identified as problematic as a result of the proximity of new residential development in proximity to the open drainage irrigation channel. Risk management by the organisation means that under grounding of the channel is being pursued in the existing NP DP area. Preference for LVM would be that these areas are retained as farming land on the basis that this:</p> <ul style="list-style-type: none"> • Reduces the intensity of development around the irrigation channel • Retains agricultural land in close proximity to key assets reducing the likelihood of those land parcels compromising other areas of agricultural land 	<p>The Framework should be seen as contributing to addressing both the 'general' issues.</p> <ul style="list-style-type: none"> • by clearly defining that large parts of the area will not develop for 50 plus years, the certainty required to support ongoing agricultural uses in the area will be increased • any development around Mildura is likely to lead to a reduction in irrigated land but this is not sufficient rationale for no development to occur. <p>The roll back of irrigation and drainage infrastructure is again, a natural consequence of any development, the next stages of the project will include ongoing discussions with LMW. However, it is noted that the proposed cells do not preclude an orderly winding back of infrastructure, notwithstanding the issue discussed below.</p> <p>Further work will be undertaken to review the future development of Cells C and D. This will need to be carefully considered as submission have been received from landowners in this area who support the identification of this land for future residential development. Some extension of Cell B could be considered.</p> <p>It is considered retaining Cell E is less problematic as the cell is an extension of Nichols Point and the irrigation channel runs along the edge, rather than through the cell. Furthermore, there is already proposed or</p>	Y

		<ul style="list-style-type: none"> Retains a link between agricultural land to the north and the central 'green wedge' area where agriculture is expected to continue 	<p>existing residential development along portions of the channel edge within this cell. However, there is an existing pump which has a line running through the Cell. Options for managing the pump line will need to be explored in the Framework Plan stage</p> <p>Further work will be undertaken with LMW to work through issues as part of the preparation of the Framework Plan and the Drainage Plan to ensure technical issues are addressed. Issues relating to the protection of existing infrastructure and future servicing of land will continue to be discussed and resolved in more detail through the next phase of this project.</p>	
Peter Middleton [REDACTED]	10	<p>Land on Eleventh Street in designated Green Wedge</p> <p>Suggests the framework plan does not deliver the proposed net community benefit, and impacts expectation of land value of landowners</p> <p>Queries the delivery of net community benefit on the basis of: Reduction in areas under vine Encouraging native vegetation rather than crops</p> <p>Opposes green wedge designation, suggests lack of environmental and biodiversity values in study area & similarities between Melbourne green zones, and lack of clarity surrounding supported uses (non-residential vs. non-urban)</p> <p>Notes 'devaluation' and the effect of framework plan on property market in Mildura and public expectation of rezoning</p> <p>Questions potential impact on tourism & property values of restoring natural features and native planting</p> <p>Questions inclusion of irrigated land in development</p>	<p>Expectations of landowners or concerns about the devaluation of land are not a valid planning considerations. It is noted that land in question is current zoned for Farming and so there would be no devaluation.</p> <p>Previous decisions by Council, for instance the development of Mildura South, are not relevant to this project. This project must consider the best outcomes, and part of that is balancing the existing infrastructure commitments made by Council, as well as basis strategic planning principles which seek to avoid an oversupply of land and to ensure the orderly delivery of infrastructure to new communities.</p> <p>Given the existing Farming Zone it is inaccurate to state that designating the area a 'green wedge' is commensurate with a back zoning. See following comments regarding a clear need for further clarification of the green wedge concept, noting the submitter seems to have misunderstood many of the proposed aspects.</p> <p>In relation to the concerns underlying net community benefit it is noted there is no proposal to replace agriculture with native vegetation and work will continue to ensure LMW assets are protected and managed as the area transitions. All other concerns identified would relate to any development on any parcel in the area.</p> <p>Further detail around the 'green wedge' should be provided to make it clearer that the anticipated rates of growth in Mildura (supported by the</p>	Y

		<p>cells and inclusion of vacant land in Green Wedge</p> <p>Suggests inefficient use of existing water infrastructure in framework plan's encouragement of native vegetation planting through incentives</p> <p>Suggests urban heat is best mitigated through re-irrigation of vacant blocks</p> <p>Concerns of increased traffic congestion on Eleventh Street, contradicting principles of Green Wedge</p> <p>Questions logic of staging and not flagging area around Eleventh Street (main arterial road) for development first</p> <p>Seeks clarification on horticultural water vs. agricultural water</p> <p>Questions claim of road corridors providing majority of canopy vegetation</p> <p>Identifies error on Movement Framework Key Direction 1 – should read Koorlong rather than Karadoc</p>	<p>most recent ABS statistics) demonstrate that residential or commercial development cannot be supported across the whole precinct. The 'green wedge' designation seeks to both provide landowners with a greater degree of certainty and to identify a future vision for the area that can contribute to the broader area. It is not intended to replicate Melbourne's green wedges. The designation of a 'green wedge' is <i>indicative</i> of the type of <u>future vision</u> for this area – it is not intended to be a reflection of the current conditions of the land.</p> <p>Work will be ongoing with LMW to manage the transition / retention of water infrastructure in the area, but the contradiction between rezoning of land to residential alongside suggestions for re-irrigation is noted.</p> <p>Commentary regarding the benefits of agriculture in the area are noted. There is no proposal to replace existing agricultural uses with native vegetation if there is a desire by the landowners to continue agricultural uses – in fact, agricultural uses are the preferred use of this land and are likely to be supported by a greater degree of certainty that the area will not transition to residential uses over the coming decades – a reduction in speculation is likely to improve the availability of land for agricultural purposes. The same would also be true for the take up of incentives noted by the submitter. No specific incentives or proposals have been put in place for what will occur on the green wedge land and the resolution of this and any associated issues will be part of the purpose of the next stage of work, which includes further consultation.</p> <p>Traffic on Eleventh Street has already been identified as an issue and the 'green wedge' designation is unlikely to significantly affect this, but traffic expertise will inform the next stages of work and Eleventh Street will be a focus.</p> <p>Details of the Canopy Corridors will be included in the following stages and open for further comments and refinement. The width of the road corridors has been considered and is sufficient for anticipated use. Prior to any development of these, there would be a design phase during which adjoining landowners would certainly be encouraged to participate.</p>	
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			<p>In the context of planning, 'canopy' refers to tree canopy which provides shade rather than mid level vegetation or vines.</p> <p>Error in the naming of streets noted and will be corrected.</p>	
<p>Roy Costa for JW & AM Muller</p> <p>[REDACTED]</p>	11	<p>Principal concern centred around staging of development</p> <p>Requests prioritisation of rezoning of land to larger lot residential zone</p> <p>Land within development cell C</p> <p>Suggests existing surrounding development context is one of larger lot residential, and unsuitable for agricultural use</p>	<p>Noted, but the characteristics identified by the submitter could be used across most of the study area.</p> <p>Cell C is likely to rely in the development of infrastructure within Cell B to manage drainage and so if not appropriate as the first Cell. Cell C would also fail to achieve a number of other objectives relating to provision of larger scale parkland and activation of existing zoned land.</p> <p>In addition, feedback from LMW indicates Cell C may need to be redesignated as 'green wedge' if consideration is given to protection of LWM infrastructure and service delivery.</p>	N
<p>Michael Malcotti for Est Late S & M Malcotti</p> <p>Roy Costa for M Malcotti</p>	12, 12A & 12B	<p>Objects to green wedge designation</p> <p>Land within green wedge area, behind commercial and residential development on Eleventh Street, and points to retail potential of the strip</p> <p>Requests rezoning to larger lot residential</p>	<p>Further detail around the 'green wedge' should be added to the Vision document to make it clearer that residential or commercial development cannot be supported and the green wedge designation seeks to provide a clear range of other uses (beyond the highly restrictive Farming Zone which currently applies) provided overarching objectives are met. It is not intended to replicate Melbourne's green wedges.</p> <p>There is not strategic justification for rezoning of this land to support higher density residential development. There has been no demand identified for additional retail uses or a new activity centre.</p> <p>It is further noted that the identification of the land as a green wedge does not differ from its current zoning (farming).</p> <p>Characteristics identified to support a rezoning to residential development are shared by much of the study area.</p>	N

<p>Steven McGlashan [REDACTED] (Save Cowra Avenue)</p>	13	<p>Objects to light industrial rezoning</p> <p>Cites traffic concerns between Eleventh and Fifteenth Streets, past residential development and a school</p> <p>Suggests illogical zoning of industrial and residential is inefficient in terms of existing drainage infrastructure and future buffering required</p> <p>Suggests future conflict of industrial/residential</p> <p>Objects to designation of green corridors along Eleventh Street and Sandilong Avenue, suggests alternatives Cowra Ave and Fourteenth Street</p>	<p>The rationale for the identification of this land is outlined in the Vision & Key Direction document.</p> <p>A 'light industrial' zoning provides for a flexible range of uses appropriate in this area. It is also noted that this provides a transition or 'buffer' between the existing industrial uses along Benetook and the residential and community uses on the opposite (south-eastern) side of Cowra Avenue. Using a road corridors and linear forest to provide a buffer between residential and industrial uses is a preferred planning outcome.</p> <p>Traffic will be considered further in the development of the Framework Plan, but it is noted the area has easy access to Fifteenth Street corridor and that existing industrial development already fronts Cowra to the north of the proposed area.</p> <p>The Industrial 3 zone is designed to act as a buffer between more traditional 'industrial uses' as along Benetook and residential / community uses. The alternate proposed would mean a more direct interface between industrial and residential development without the benefit of a road separation. This would also further compromise the development of the industrial land fronting Benetook which will be encouraged by the proposed changes.</p> <p>The identification of the Canopy Corridors has been carefully considered in terms of serving the broader movement needs of the community.</p>	N
<p>Mal Giddings [REDACTED] (Save Cowra Avenue)</p>	14	<p>Objects to light industrial rezoning</p> <p>Cites traffic concerns between Eleventh and Fifteenth Streets, past residential development and a school</p> <p>Suggests illogical zoning of industrial and residential is inefficient in terms of existing drainage infrastructure and future buffering required</p> <p>Suggests future conflict of industrial/residential</p>	<p>The rationale for the identification of this land is outlined in the Vision & Key Direction document.</p> <p>A 'light industrial' zoning provides for a flexible range of uses appropriate in this area. It is also noted that this provides a transition or 'buffer' between the existing industrial uses along Benetook and the residential and community uses on the opposite (south-eastern) side of Cowra Avenue. Using a road corridors and linear forest to provide a buffer between residential and industrial uses is a preferred planning outcome.</p> <p>Traffic will be considered further in the development of the Framework Plan,</p>	N

		<p>Objects to designation of green corridors along Eleventh Street and Sandilong Avenue, suggests alternatives Cowra Ave and Fourteenth Street</p>	<p>but it is noted the area has easy access to Fifteenth Street corridor and that existing industrial development already fronts Cowra to the north of the proposed area.</p> <p>The Industrial 3 zone is designed to act as a buffer between more traditional 'industrial uses' as along Benetook and residential / community uses. The alternate proposed would mean a more direct interface between industrial and residential development without the benefit of a road separation. This would also further compromise the development of the industrial land fronting Benetook which will be encouraged by the proposed changes</p> <p>The identification of the Canopy Corridors has been carefully considered in terms of serving the broader movement needs of the community</p>	
<p>A & M Trimboli [REDACTED] (Save Cowra Avenue)</p>	15	<p>Objects to light industrial rezoning</p> <p>Cites traffic concerns between Eleventh and Fifteenth Streets, past residential development and a school</p> <p>Suggests illogical zoning of industrial and residential is inefficient in terms of existing drainage infrastructure and future buffering required</p> <p>Suggests future conflict of industrial/residential</p> <p>Objects to designation of green corridors along Eleventh Street and Sandilong Avenue, suggests alternatives Cowra Ave and Fourteenth Street</p>	<p>The rationale for the identification of this land is outlined in the Vision & Key Direction document.</p> <p>A 'light industrial' zoning provides for a flexible range of uses appropriate in this area. It is also noted that this provides a transition or 'buffer' between the existing industrial uses along Benetook and the residential and community uses on the opposite (south-eastern) side of Cowra Avenue. Using a road corridors and linear forest to provide a buffer between residential and industrial uses is a preferred planning outcome..</p> <p>Traffic will be considered further in the development of the Framework Plan, but it is noted the area has easy access to Fifteenth Street corridor and that existing industrial development already fronts Cowra to the north of the proposed area.</p> <p>The Industrial 3 zone is designed to act as a buffer between more traditional 'industrial uses' as along Benetook and residential / community uses. The alternate proposed would mean a more direct interface between industrial and residential development without the benefit of a road separation. This would also further compromise the development of the industrial land fronting Benetook which will be encouraged by the proposed changes</p>	N

			The identification of the Canopy Corridors has been carefully considered in terms of serving the broader movement needs of the community	
<p>Maxine and Robert Marshall [REDACTED] (Save Cowra Avenue)</p>	16	<p>Objects to light industrial rezoning</p> <p>Cites traffic concerns between Eleventh and Fifteenth Streets, past residential development and a school</p> <p>Suggests illogical zoning of industrial and residential is inefficient in terms of existing drainage infrastructure and future buffering required</p> <p>Suggests future conflict of industrial/residential</p> <p>Objects to designation of green corridors along Eleventh Street and Sandilong Avenue, suggests alternatives Cowra Ave and Fourteenth Street</p>	<p>The rationale for the identification of this land is outlined in the Vision & Key Direction document.</p> <p>A 'light industrial' zoning provides for a flexible range of uses appropriate in this area. It is also noted that this provides a transition or 'buffer' between the existing industrial uses along Benetook and the residential and community uses on the opposite (south-eastern) side of Cowra Avenue. Using a road corridors and linear forest to provide a buffer between residential and industrial uses is a preferred planning outcome.</p> <p>Traffic will be considered further in the development of the Framework Plan, but it is noted the area has easy access to Fifteenth Street corridor and that existing industrial development already fronts Cowra to the north of the proposed area.</p> <p>The Industrial 3 zone is designed to act as a buffer between more traditional 'industrial uses' as along Benetook and residential / community uses. The alternate proposed would mean a more direct interface between industrial and residential development without the benefit of a road separation. This would also further compromise the development of the industrial land fronting Benetook which will be encouraged by the proposed changes</p> <p>The identification of the Canopy Corridors has been carefully considered in terms of serving the broader movement needs of the community</p>	N
<p>Leslie Waters [REDACTED] (Save Cowra Avenue)</p>	17	<p>Objects to light industrial rezoning</p> <p>Cites traffic concerns between Eleventh and Fifteenth Streets, past residential development and a school</p> <p>Suggests illogical zoning of industrial and residential is inefficient in terms of existing drainage infrastructure and future buffering required</p>	<p>The rationale for the identification of this land is outlined in the Vision & Key Direction document.</p> <p>A 'light industrial' zoning provides for a flexible range of uses appropriate in this area. It is also noted that this provides a transition or 'buffer' between the existing industrial uses along Benetook and the residential and community uses on the opposite (south-eastern) side of Cowra Avenue. Using a road corridors and linear forest to provide a buffer between</p>	N

		<p>Suggests future conflict of industrial/residential</p> <p>Objects to designation of green corridors along Eleventh Street and Sandilong Avenue, suggests alternatives Cowra Ave and Fourteenth Street</p>	<p>residential and industrial uses is a preferred planning outcome..</p> <p>Traffic will be considered further in the development of the Framework Plan, but it is noted the area has easy access to Fifteenth Street corridor and that existing industrial development already fronts Cowra to the north of the proposed area.</p> <p>The Industrial 3 zone is designed to act as a buffer between more traditional 'industrial uses' as along Benetook and residential / community uses. The alternate proposed would mean a more direct interface between industrial and residential development without the benefit of a road separation. This would also further compromise the development of the industrial land fronting Benetook which will be encouraged by the proposed changes</p> <p>The identification of the Canopy Corridors has been carefully considered in terms of serving the broader movement needs of the community</p>	
<p>Dawn Goullet [REDACTED] (Save Cowra Avenue)</p>	18	<p>Objects to light industrial rezoning</p> <p>Cites traffic concerns between Eleventh and Fifteenth Streets, past residential development and a school</p> <p>Suggests illogical zoning of industrial and residential is inefficient in terms of existing drainage infrastructure and future buffering required</p> <p>Suggests future conflict of industrial/residential</p> <p>Objects to designation of green corridors along Eleventh Street and Sandilong Avenue, suggests alternatives Cowra Ave and Fourteenth Street</p>	<p>The rationale for the identification of this land is outlined in the Vision & Key Direction document.</p> <p>A 'light industrial' zoning provides for a flexible range of uses appropriate in this area. It is also noted that this provides a transition or 'buffer' between the existing industrial uses along Benetook and the residential and community uses on the opposite (south-eastern) side of Cowra Avenue. Using a road corridors and linear forest to provide a buffer between residential and industrial uses is a preferred planning outcome.</p> <p>Traffic will be considered further in the development of the Framework Plan, but it is noted the area has easy access to Fifteenth Street corridor and that existing industrial development already fronts Cowra to the north of the proposed area.</p> <p>The Industrial 3 zone is designed to act as a buffer between more traditional 'industrial uses' as along Benetook and residential / community uses. The alternate proposed would mean a more direct interface between industrial and residential development without the benefit of a road separation. This</p>	N

			<p>would also further compromise the development of the industrial land fronting Benetook which will be encouraged by the proposed changes</p> <p>The identification of the Canopy Corridors has been carefully considered in terms of serving the broader movement needs of the community</p>	
Jason Earle (Earle Civil)	19	<p>Objects to light industrial rezoning</p> <p>Suggests Cowra Avenue as more appropriate for linear forest corridors than industrial development</p> <p>Cites current student bicycle usage, inappropriateness of Cowra Ave for heavy vehicle traffic, existing drainage issues, unsuitable infrastructure</p> <p>Not a consideration within the scope of the framework plan – Comments on prior planning decisions regarding buffer area impacting landowners</p> <p>Suggests unsuitability of Eleventh Street as an active corridor w/ bicycle & pedestrian use, suggests Fourteenth as more appropriate alternative</p>	<p>The rationale for the identification of this land is outlined in the Vision & Key Direction document.</p> <p>A 'light industrial' zoning provides for a flexible range of uses appropriate in this area. It is also noted that this provides a transition or 'buffer' between the existing industrial uses along Benetook and the residential and community uses on the opposite (south-eastern) side of Cowra Avenue. Using a road corridors and linear forest to provide a buffer between residential and industrial uses is a preferred planning outcome..</p> <p>Traffic will be considered further in the development of the Framework Plan, but it is noted the area has easy access to Fifteenth Street corridor and that existing industrial development already fronts Cowra to the north of the proposed area.</p> <p>The Industrial 3 zone is designed to act as a buffer between more traditional 'industrial uses' as along Benetook and residential / community uses. The alternate proposed would mean a more direct interface between industrial and residential development without the benefit of a road separation. This would also further compromise the development of the industrial land fronting Benetook which will be encouraged by the proposed changes</p> <p>The identification of the Canopy Corridors has been carefully considered in terms of serving the broader movement needs of the community</p> <p>Eleventh Street has also been carefully considered as an active transport corridor. The preparation of the Framework Plan will provide further detail on how this will be delivered, which can be considered further by submitters during exhibition of that document.</p>	N

CR & Cl Cooke [REDACTED]	20	Requests priority rezoning to residential Land within development cell O	Commencing development with Cell O would not be in accordance with the principles of orderly planning which Council is required to follow.	N
Roy Costa for A & A Panagiotaros - [REDACTED]	21	Request land be rezoned for urban use (commercial / industrial). Land opposite an industrial estate, and suggests characteristics means it is a logical choice for additional similar development. Objects to 'green wedge' designation as not agricultural area.	While the characteristics of the land are noted, it is the objective of this project to identify the areas which provide the best strategic outcomes, given numerous requests for urban development will be received. There is no demonstrated demand for additional industrial development beyond that which can be accommodated in the area identified in the V&KD report, which has more advantages than the land subject to the request. Any future identification of Industrial land may be identified through an Industrial or employment land study, which would consider more holistically the optimal location for such uses. It is further noted the land is currently under vine as is adjoining parcels.	N
Richard Sexton [REDACTED]	22	Supports the framework Requests rezoning to residential at appropriate time Land within development cell N	Support noted.	N
V & M Ghidinelli [REDACTED]	23	Land within development Cell P and Green Wedge Supports rezoning to residential in cell P Requests rezoning of land within Green Wedge to residential, citing observed decline in economic viability of land	Support noted. The viability of the land for farming is also acknowledged and is a reason alternate uses may be facilitated. However, there is not sufficient demand to identify any further land for residential or commercial development, beyond Cell already identified, which have more strategic justification.	N
Colin & Sandra Clarke [REDACTED]	24	Land within Green Wedge planted with natives and used for bees. Objects to Green Wedge designation given impact on future financial plans.	The proposed green wedge does not change the current status of the land (which is zoned for farming).	N

Lorraine Argus & Ian Tinker [REDACTED]	25 25A	<p>Requests clarification on boundary of development cells</p> <p>Land on Koorlong Avenue within/adjacent to development cell O</p>	<p>This parcel is likely to be outside but it should be noted that further work undertaken through the development of the Drainage Plan will confirm this, as the indicative cell edge alignment relates to the Irymple catchment.</p>	N
David Arnold	26	<p>Objects to light industrial rezoning</p> <p>Cites traffic concerns between Eleventh and Fifteenth Streets, past residential development and a school</p> <p>Suggests illogical zoning of industrial and residential is inefficient in terms of existing drainage infrastructure and future buffering required</p> <p>Suggests future conflict of industrial/residential</p> <p>Objects to designation of green corridors along Eleventh Street and Sandilong Avenue, suggests alternatives Cowra Ave and Fourteenth Street</p>	<p>The rationale for the identification of this land is outlined in the Vision & Key Direction document.</p> <p>The Industrial 3 zone is designed to act as a buffer between more traditional 'industrial uses' as along Benetook and residential / community uses. The alternate proposed would mean a more direct interface between industrial and residential development without the benefit of a road separation. This would also further compromise the development of the industrial land fronting Benetook which will be encouraged by the proposed changes</p> <p>Traffic will be considered further in the development of the Framework Plan, but it is noted the area has easy access to Fifteenth Street corridor and that existing industrial development already fronts Cowra to the north of the proposed area.</p> <p>The Industrial 3 zone is designed to act as a buffer between more traditional 'industrial uses' as along Benetook and residential / community uses. The alternate proposed would mean a more direct interface between industrial and residential development without the benefit of a road separation. This would also further compromise the development of the industrial land fronting Benetook which will be encouraged by the proposed changes</p> <p>The identification of the Canopy Corridors has been carefully considered in terms of serving the broader movement needs of the community.</p>	N
William & Helen Panagiotaros [REDACTED]	27 & 27A	<p>Identifies that previous studies identified all land in Cell B, down to Eleventh Street as future residential land. Queries why this land has not been rezoned while other parcels have been.</p>	<p>The previous study identified by the submitter is acknowledged but has not been translated into the Mildura Planning Scheme. Mildura South was identified as the key growth front and is where council investment in infrastructure has been directed for the last decades. The Mildura Housing</p>	Y

		<p>Requests clarification as to when this was changed and why lots closest to Eleventh Street have been excluded.</p> <p>Queries why land was purchased in area prior to public knowledge of this Vision document</p> <p>Queries delivery of the green wedge and how this will be facilitated.</p>	<p>and Settlement Strategy identified the potential for a second growth front, but this needs to be based on identified demand and cannot compromise existing council investment in infrastructure in Mildura South.</p> <p>Given the final boundary of the catchment it is reasonable to consider the inclusion of part of this area as Cell B, and to use further work through the Drainage Strategy to identify the final boundary of this Cell. Noting also feedback received from LWM regarding other cells identified. This would not change the anticipated 'larger lot' designation of this area, and would not guarantee the whole area would be included but that it would be investigated further as part of the Framework Plan / Drainage Plan stage.</p> <p>Comments re consultation noted and are relevant to the undertaking on engagement during the next phases of the project. They will be given due regard, and direct notification of landowners is likely to occur both at the Framework stage and also as part of any subsequent planning scheme amendment.</p> <p>Further detail around the 'green wedge' should be added to the Vision document to make it clearer that residential or commercial development cannot be supported and the green wedge designation seeks to provide a greater level of certainty and a clear vision for the area on that basis. The designation of a 'green wedge' is indicative of the type of future visions for this area – it is not intended to be a reflection of the current conditions of the land.</p>	
<p>Sandra Ferry (Principal, Henderson College)</p> <p>[REDACTED]</p>	28	<p>Requests information on:</p> <ul style="list-style-type: none"> - Specifics of Public Realm Master Plan Focus Area - Types of buildings in light industrial area - Potential for additional canopy corridors - Potential loss of frontage due to the road development and linear urban forest development - Impacts on existing entry points 	<p>Further details on the masterplan focus area will be provided through the Framework Plan but would be subject to its own process which would include consultation with key stakeholders such as Henderson College.</p> <p>Industrial 3 Zone is a 'light' industrial area and is likely to accommodate sheds, small retail shop fronts. More recently a greater range of uses are establishing in I3Z areas including other 'community' uses such as dance studios, churches etc. The form of building is likely to vary. If a need for a setback of buildings to allow for landscaping in the front setbacks to screen development is required, this can be achieved through the application of</p>	N

		<p>Would like to know if traffic on Cowra has been considered and if a service road is likely.</p> <p>Would like to know who would be responsible costs.</p>	<p>planning controls such as a Design and Development Overlay.</p> <p>Further investigations of traffic will occur as part of the development of the Framework Plan and pedestrian safety will be a key concern. Similarly development costs will be born by those who develop their land or paid for by Council rates. Further detail on this would be provided in following stages</p> <p>Ideally there would be canopy vegetation provided along all street corridors but it is important that the framework identifies key corridors for early action.</p> <p>There will be no impact on Henderson College in terms of frontage etc, and the details of these interfaces would be resolved through finer grain design, which would involve consultation with the College as a key landowner.</p>	
DoT	29	<p>Outside of scope of study area – notes opportunities to improve the urban design along transition area of Mildura/Irnyple</p> <p>Supportive of Eleventh Street movement corridor designation - Necessity of bicycle corridor along Eleventh Street to be designed for all ages and abilities, and connect with local networks</p> <p>Development of active transport adjacent to rail must consider successful freight network operation</p> <p>Bus service expansion to study area supported, but may require to be staggered based on settlement demand</p>	<p>Opportunities for improvement noted.</p> <p>Support for Eleventh street corridor noted, and further design principles etc will be developed through the Framework Plan</p> <p>The rail corridor active transport route has been anticipated to occur alongside continuing, albeit infrequent, freight rail services.</p> <p>Bus services would certainly be staggered but key routes connecting existing residential pockets may be explored as part of Framework Plan.</p>	N
DET <i>(late submission)</i>	30	<p>Identifies that DET is the landowners of college lease lands within the study area</p> <p>Identifies that the need for additional schools etc cannot be confirmed at this stage, but that</p>	<p>Unlike many other areas of Mildura, there are only a handful of college lease lands within the Mildura East area, but engagement with DET on the future of these parcels should be continued through the Framework Plan preparation.</p>	N

		conversations should continue.	<p>It is unlikely that the rate of quantum of population within this area would require the establishment of a new school. However, it is understood that both Irymple and Nichols Point PSs are at or near capacity so the need for expansion of these schools will need to be monitored as the area develops.</p> <p>It is also noted that a new school is proposed for the second stage of the Mildura South Growth Area, south of Sixteenth Street and Deakin Avenue which may provide an alternate school for some students currently accessing the Irymple PS. More detailed figures on expected populations across time will be included in the Framework Plan.</p>	
James Goldsworthy for Peter and James Kedmenic - [REDACTED] [REDACTED]	31	<p>Outlines the intentions of the document and support these.</p> <p>Supports the identification of Cell P for the purposes of residential development.</p>	Support noted.	N

MILDRUA EAST GROWTH AREA FRAMEWORK PLAN: VISION & KEY DIRECTIONS – RESPONSE TO SUBMISSIONS – PROPOSED CHANGES	
Page #	Change
9	Vision Statement carried through to Phase 2 (Framework Plan preparation) will remove references to ‘green wedge’ and utilise an alternate terms which reflects the ‘non-urban’, but diversified vision for the area with a higher amenity and tourism value (following the example of areas like the Barossa Valley and increasing connection between the ‘main urban area’ and Kings Billabong). References to the interaction between linear open space and open irrigation channels needs to be softened to reflect LWM concerns about risk management and impacts on agriculture.
12	References to Cells C and D would need to be removed and identification of Cells reassess / renamed as part of Phase 2 Size of Cell B would need to be adjusted to reflect proposed expansion. If Cell B is split into two cell in response to drainage management, an additional Cell would be added
13	Cells C and D would be removed on any Framework Plan. Cell B will be expanded north to Cureton and south to Eleventh Street. Depending on drainage impacts, this may result in the Cell being split into two stages. Cell E may be adjusted based on resolution of pump line issues but this will be investigated as part of Phase 2. Additional sub-catchment boundaries may also inform outcomes.
15	The Framework Plan calculations of land requirements will also include reference to most recent ‘new build’ data from Council and most recent ABS data releases – neither of these require change to the V&KD, but provide additional support of the current projections.
16	The Framework Plan will refer to green corridors, rather than ‘blue green’ corridors
18	Green link along the open irrigation channel in Cells E, D and C will be removed. If Cell E is retained, a connection from the proposed local node to the open space corridor within the Nichols Point Development Plan are will be added. The irrigation channel would be shown as blue as per channel in the ‘green wedge’ area. Extent of ‘non-urban area’ / green wedge would be adjusted to reflect the removal of Cell C and D and location of ‘edge’ landscape treatments consequentially adjusted.
19	References to ‘green wedge’ will be phased out during the Framework Plan stage and so Key Directions 2 and 3 would need to be adjusted accordingly to reflect the intention of this area as a ‘non-urban’ area, accommodating agricultural, tourism, biodiversity and other compatible, and campus style uses.
20	As per above, references to ‘green wedge’ area will be modified through the second phase of this project. References to appropriate zoning for consideration will be clarified, but would include consideration of zones such as the Special Use Zone, which would allow the outcomes in this area to reflect its unique characteristics.
21	Boundaries of areas would be adjusted to reflect changes to Cells B, C and D.
24	Adjustments to mapping t reflect changes to cell boundaries, green wedge references and irrigation channel.
27	Adjustments to mapping t reflect changes to cell boundaries, green wedge references and irrigation channel.
Also note proposed change to <i>Key Issues Report</i> (which will be updated) to include the buffer related to the existing concrete batching plant.	

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14 April 2022

2022/023062

MR PETER DOUGLASS
STRATEGIC PLANNING COORDINATOR
MILDURA RURAL CITY COUNCIL
PO Box 105
MILDURA VIC 3502

Dear Sir

MILDURA EAST GROWTH AREA STRATEGIC FRAMEWORK - DRAFT VISION & KEY DIRECTIONS REPORT

Thank you for the ongoing consultation and the opportunity for Lower Murray Water (LMW) to provide comment on the Mildura East Growth Area (MEGA) Strategic Framework - Draft Vision & Key Directions report prepared by Hansen Partnership.

LMW understands and supports the need to establish a clear framework to guide staging of rezoning and decisions on planning applications and investment opportunities within the study area. A clear framework will assist LMW's long-term planning and future infrastructure investment across the MEGA.

Through the consultation process LMW has discussed the complexity of our rural infrastructure and issues associated with managing irrigation and rural drainage within the study area whilst supporting residential development. We have indicated that to enable us to roll back rural infrastructure from residential development our preference would be for development to sequence in an orderly manner from the existing residential fronts in Mildura East and infill the land between Cowra Ave, Sandilong Ave, 14th Street and 5th Street.

The MEGA Draft Vision & Key Direction report has identified land between Mildura East and Nichols Point as future development fronts whilst maintaining a 'green wedge' between the Nichols Point and Irymple settlements. The report notes that land within the 'green wedge' will continue to require access to LMW's rural water services. This would require LMW to retain significant infrastructure (open irrigation channel, re-lift pump station and rural drainage) within land proposed for future residential development to enable irrigation supply to the 'green wedge', and also maintaining services to the farming land north of Cureton Ave (outside the study area).

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LMW strongly opposes changing the land use from farming to low density residential for the areas identified as C, D & E in Figure 9 of the Draft Vision & Key Direction. These areas contain vital rural irrigation infrastructure that is required to be maintained to provide rural water supply to land within the 'green wedge', and to the north of Cureton Ave, as well as the proposed development cells C, D & E. It is not appropriate to have this infrastructure, which includes an open irrigation channel and re lift pump station, located in residential land. The cost to augment LMW's irrigation network to accommodate residential development that segregates irrigated farmland would be significant and an unreasonable financial burden on our rural customer base. The land within cells C, D & E is prime horticultural land due to the sandy loam soils located predominately along the elevated sections of cells C,D &E.

In order for LMW to provide cost effective services to our irrigation customers we require high-capacity utilisation of the existing irrigation and drainage assets. By developing residential areas which segment irrigation areas but still require essentially the same assets to provide services, negatively impacts on LMW's ability to provide cost effective services. If LMW can decommission irrigation assets in an orderly manner as residential development expands, the reduction in capacity utilisation can be offset by a reduction in asset base. This can not be achieved under the current proposal.

In summary, LMW believes the parcels of land identified and cells C, D & E should remain zoned as farming land. Additionally, if there is a requirement to identify alternate land within the MEGA for residential purposes, this should be the land between Cowra Ave, Sandilong Ave, 14th Street and 5th Street as it allows LMW to roll back rural infrastructure as the Mildura East development front extends. This would avoid having rural infrastructure within residential areas and the many operational risks this presents.

LMW remains committed to continuing the open dialogue which has and is continuing as this important piece of work is progressed.

Should you require further information please contact me on 5036 2151 or via email David.Girdwood@lmw.vic.gov.au

Yours faithfully



DAVID GIRDWOOD
GENERAL MANAGER INFRASTRUCTURE SERVICES