



Mildura Rural City Council

Industrial Land Strategy Update

December 2006

Final Report

This Report has been prepared on behalf of:



Mildura Rural City Council

It has been prepared by:



O'Neil Pollock & Associates Pty Ltd

89 Eagles Road
Harcourt VIC 3453
Ph: 03 5474 2822
Email: opa@netcon.net.au

KPLAN

16 Esther Street
Preston VIC 3072
Ph: 9443 9299
Email: kplan@optusnet.com.au

Keaney Planning & Research Pty Ltd

66 The Esplanade
Maribyrnong VIC 3032
Ph: 93187662
Email: keanplan@bigpond.com

Development Services Branch

Mildura Rural City Council
108 – 116 Madden Avenue
PO Box 105
Mildura VIC 3502
Email: ds@mildura.vic.gov.au

Gary Davis Illustration & Design (Map Production)

72 Walnut Avenue
Mildura Vic 3550
Ph: 50227315
Email: gdesigns@optusnet.com.au

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ABBREVIATIONS / DESCRIPTIONS

The following abbreviations are utilised within this report.

MSS	Municipal Strategic Statement	DPO	Development Plan Overlay
LPPF	Local Planning Policy Framework	DDO	Design and Development Plan Overlay
SPPF	State Planning Policy Framework	DCPO	Development Contributions Plan Overlay
IN1Z	Industrial 1 Zone	ODP	Outline Development Plan
IN3Z	Industrial 3 Zone	POA	Public Acquisition Overlay
R1Z	Residential 1 Zone	VPO	Vegetation Protection Overlay
RUZ	Rural Zone		
PUZ6	Public Use Zone (Local Government)		
SUZ	Special Use Zone		
B4Z	Business 4 Zone		
DSE	Department of Sustainability and Environment		
LMW	Lower Murray Water		
MCMA	Mallee Catchment Management Authority		

NOTE: as of September 2006 **RUZ** was directly translated to **FZ** – Farming Zone.

Key Differences Between the IN1Z and the IN3Z

- The purpose of the Industrial 1 zone (**IN1Z**) is to provide for manufacturing industry and the storage and distribution of goods and associated uses. Within the zone "Industry" and "Warehouse" uses do not require a planning permit if certain conditions are met. (*Refer Clause 33.01 of the Mildura Planning Scheme*)
- The purpose of the Industrial 3 zone (**IN3Z**) is to provide for industries and associated uses in specific areas where special consideration to the nature and impacts of industrial uses is required. The purpose of the zone is also to avoid inter-industry conflict and to ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses. "Industry" and "Warehouse" uses require a planning permit. (*Refer Clause 33.03 of the Mildura Planning Scheme*)

1. Purpose of the Report

This report was commissioned by Mildura Rural City Council as a means of updating previous industrial strategies and investigations to determine if (and where) additional industrial land and any other consequential land rezoning can be strategically justified at this time.

2. Key Considerations / Planning Context

Numerous documents, strategies, reports and issues have been reviewed and investigated during the preparation of this update. The issues in respect to future industrial land provision arising from these investigations are highlighted in Section 2 (Refer Page 2). They include:

- The Local Planning Policy Framework of the current **Mildura Planning Scheme** that highlights the strategic importance of facilitating small-medium scale industrial and commercial activities in the Mildura urban area, in locations that are highly accessible to truck routes. The State Planning Policy Framework requires industrial development opportunities to be provided in urban growth areas where suitable access for employees and freight transport is available and where appropriate buffers to sensitive land uses can be established. It is therefore considered a strategic imperative to ensure that long term demand for service industry activity is provided in appropriate locations within the urban fabric of Mildura.
- The **Mildura Industrial Land Use Strategy, Oct 2003** projected a demand and take up of land for service industrial development opportunities in proximity to Mildura, which has now been exceeded.
- It is considered appropriate to now abandon the Industrial 1 zone (IN1Z) over the northern part of **Block H** and return it to the former Public Use Zone – Local Government (PUZ6) in recognition of:
 - the environmental constraints on the land, and
 - the practical difficulties and marginal economic viability of developing only part of the land for industrial purposes.

An associated implication is that an alternative site to ‘replace’ the land to be rezoned from IN1Z is considered strategically justifiable.

- The **Mildura Transport Plan for Long Term Regional Development, May 2005** supports a number of proposed initiatives that will affect the location of future industrial development including:
 - The development of an intermodal freight terminal at Thurla;
 - A rail bypass of Mildura/Merbein via Thurla and Yelta.
 - The development of a freight and passenger precinct at the Mildura Airport.

The Transport Plan has been adopted by Council. Future industrial land provision for large scale transport reliant uses and development should occur in locations which will benefit from the short, medium and long term transport initiatives articulated in the plan.

- Amendment C20 has been recently gazetted which will facilitate the development of a **Business Park at the Mildura Airport**. A Special Use Zone (SUZ) has been applied which will facilitate a range of business uses and developments, including industry. Due to its comparatively distant location, it is not anticipated that the Business Park will accommodate the pressing demand for service industrial development sites in Mildura.
- The **Mildura-Irymple Interface Study, May 2006** recommends that land on the eastern side of Benetook Avenue, between Fourteenth and Fifteenth Streets, be rezoned and developed for service industry via the application of the IN3Z. Additionally the study, which has been adopted by Council, highlights that the rezoning and development of this area of the municipality for service industry should be a priority and that "*subsequent rezoning of land in alternate locations for similar uses will only be considered once this land is exhausted*". The implication of these recommendations is that the Benetook spine between 14th and 15th Streets represents the number 1 priority / candidate for any future Industrial 3 rezoning in Mildura. Importantly, the study also acknowledges that Fifteenth Street, between Benetook Avenue and Cowra Avenue, is the most appropriate location for *a mix of higher amenity highway service and retailing based uses* due to its high profile and exposure and therefore recommends that the Business 4 zone be applied. The Study articulates the key objectives for the Benetook Avenue precinct as follows:
 - *To consolidate peripheral sale retailing and associated opportunities with(in) the core Fifteenth Street Precinct.*
 - *To establish Benetook Avenue as a high exposure service orientated commercial experience with ribbons of landscape between large building forms.*
 - *To create development form that provides a sense of frontage and street presence that portrays a sensible arrangement of back to back and fronts to street in a confined setting that minimises the detrimental impact on surrounding residential surrounds, through substantial landscape buffer within both business and residential sectors.*

The study also recommends the application of a Special Use Zone on Fifteenth Street, between Cowra Avenue and Sandilong Avenue, to "*accommodate a transition in activity and use towards Irymple*". The future of this area is stated as follows: "*to encourage the expansion of community related facilities including education, health etc, which will relate to the new community in the area in the future.*"

In light of the above the project team and Council consider that there is an opportunity for the Industrial Review to better integrate, reflect and advance the broader vision articulated in the Mildura-Irymple Interface Study, particularly in regard to:

- Advancing the preferred location for Business 4 development (eg along Fifteenth Street between Benetook Avenue and Cowra Avenue);
- Advancing service industry development along Benetook Avenue (between Fourteenth and Fifteenth Streets); and
- Advancing community uses on Fifteenth Street between Cowra and Sandilong Avenues.

In this regard a meeting between the project team and Mr Czarny of the Hansen Partnership occurred in November 2006 to clarify a number of the Study's overall findings and recommendations. The meeting confirmed:

- The legend of the "Framework Plan" contained in the Final Report (May 2006, page 17) incorrectly identifies land abutting the eastern side of Benetook Avenue, between Fourteenth and Fifteenth Street as future *Industrial 1 zoned* land. It should read Industrial 3 in line with references contained in the body of the report.
- The Framework Plan's nomination of B4Z on the western side of Benetook Avenue acknowledges the current zoning regime and the current Mildura Town Structure Plan. It was confirmed that Fifteenth Street is considered to be a preferred B4Z location. There would be merit in relocating / repositioning the recently approved 15.3 ha of B4Z land from Benetook Avenue to Fifteenth Street (between Benetook Ave and Cowra Avenue). Such action would be entirely consistent with the vision articulated in the Interface Study Framework if short, medium or long term demand for Industrial 3 zoned land in proximity to Mildura could not be accommodated fully on the eastern side of Benetook Ave. Such action would advance the vision and implementation of the Mildura – Irymple Interface Study recommendations.
- Having noted the above, it was highlighted that from an urban design perspective, Benetook Ave and Fifteenth Street has differing opportunities / needs. In response, differing statutory controls (overlay or policy) would be required to guide the physical form of development in the two locations.

Based on the above, the project team considers that the Benetook Spine (both east and west) between 14th and 15th Street is the number 1 priority / candidate for any future Industrial 3 rezonings to satisfy the urban light industrial service needs of Mildura.

The project team notes that the Benetook B4 rezoning was advanced in the absence of the Mildura-Irymple Interface Study recommendations and findings. In essence, the Benetook rezoning was supported by Council at the time due to the absence of any strategic justification / strategic support for extending the current B4Z along Fifteenth Street.

- The **Rail Land Reservation Assessment Thurla, Feb 2006** confirms the extent of land required at Thurla for the future extension of rail infrastructure to form the intermodal facility.
- The **Residential Development Plan – Etiwanda Report** highlights the need to develop appropriate guidelines and statutory controls for a "shared buffer" between residential, business and service uses.

3. Audit of Existing Industrial Areas

A detailed audit of existing industrial areas was undertaken for the Mildura, Irymple, Merbein and Red Cliffs industrial estates as well as industrial zonings at Thurla, Koorlong and Block H (Refer Section 3, page 13). Each audit reviewed subdivision and development activity between 2001 and 2005, determined existing vacant land supply and remaining development capacity, as well as forecasts of future need. The key conclusions of the audits include:

- It is considered necessary and strategically justifiable to rezone approximately 70 ha of land for service industrial purposes (IN3Z) within the Mildura urban area to satisfy the projected 2020 demand for service industry development in this part of the District.

- It is considered that there is no strategic justification / need to rezone any additional land in Irymple, Merbein or Red Cliffs for short – medium term industrial development purposes.
- There is strategic justification to “replace” the IN1Z land “lost” from Block H if this land is rezoned back to its former PUZ6 zoning.

4. **Assessment of Potential Industrial Areas**

Consultation with relevant agencies, landowners, and the development community helped inform considerations relating to the demand for new industrial locations and key criteria to assist site selection / evaluation. The results of the public consultation undertaken to date is documented in Section 4 of the report (Refer Page 31).

A rigorous evaluation / assessment of 14 investigation areas and 17 formal rezoning requests lodged in response to this review has been undertaken. The assessment criteria utilised to inform the selection of preferred ‘Urban’ and ‘Non Urban’ industrial rezoning is contained in Section 5.1 (Refer Page 30). The individual assessments are presented in Attachment 2 and Attachment 3 respectively. A summary of the conclusions reached regarding the assessments is presented in Section 5.2 (Refer Page 36).

5. **Draft Report (August 2006)**

A draft report dated August 2006 was prepared and circulated for public comment, which contained both urban and non-urban rezoning recommendations and accompanying recommendations regarding additional planning scheme controls to implement the findings of the review. They are documented at Section 6 (Refer Page 41).

A public forum / community briefing session was held in August 2006 to launch the exhibition of the draft report. The session was well attended due in part to formal invitations being sent to all persons who lodged a written submission to the study as well as to potentially affected land owners.

The draft report was placed on informal exhibition until 8th September (although submissions were received up to early October).

6. **Issues Arising from Consideration of Submissions in Response to Draft Report**

In total 40 submissions were received in response to exhibition (including late submissions). Each submission has been assessed / evaluated by the project team (Refer Appendix 4). The submissions are summarised as follows:

Mildura Urban Area

- 11 submissions were lodged by (or on-behalf) of residents supporting Benetook Ave proposed IN3Z rezoning. The majority of these submitters seek clarification regarding buffer concept.
- 5 submissions were lodged by (or on-behalf of) residents opposing (part or all) of Benetook Ave proposed IN3Z rezoning. 3 of these submissions while opposing the proposed rezoning between 14th & 15th Streets stated that they did not oppose rezoning

- between 15th & 16th. They also noted that if the rezoning was to proceed between 14th and 15th they would prefer a depth of only 150 m.
- 6 submissions were also lodged by (or on behalf of) residents requesting additional rezoning in Mildura Urban Area. Following assessment of these submissions none of the additional sites put forward are considered appropriate for rezoning by the project team.
- 1 submission was lodged opposing the rezoning of the Council Depot on Benetook Ave.

Irymple Urban Area

- 2 submissions were lodged by (or on behalf of) residents supporting recommendations to designate sites in MSS for long term IN1Z development (Sub 18, 19)
- 2 submissions were lodged by (or on behalf of) residents reiterating their desire for short term IN1Z rezoning (Subs 17, 20). Following assessment of these submissions none of the sites subject of submissions are considered appropriate for short term rezoning by project team.

Non Urban Area

- The land owner of the proposed Kulkyne / Trevisco rezoning provided a submission in support of the draft recommendation. Following consideration of submissions, the project team recommends that the site area to be rezoned should be reduced to 205 ha to address native vegetation concerns. (Refer Appendix 4)
- 1 submission was received requesting a further rezoning at Karadoc (Sub 39). Following assessment the requested rezoning is not supported by the project team.
- 1 submission was received requesting short term rezoning at Thurla (Sub 29). Following assessment the rezoning of an additional 68 ha parcel at Thurla is supported at this time. (Refer Appendix 4)
- 1 submission was also received which provided additional information regarding the merits of rezoning at Sturt Highway South Merbein (Sub 31). Following assessment the project team does not support rezoning of this land at this time. Further investigations and resolution of issues is required. Both LMW and MCCMA raised concerns which are yet to be addressed. The project team recommends that the land be identified as a long term candidate for rezoning in the MSS.

Department and Agency Submissions

- 8 submissions were received from Departments, Utility or Service Authorities. The majority of submissions were supportive of the draft recommendations. Some clarification was requested on a number of issues. A key issue raised by DSE related to the consistency of the Draft Report with the findings of the Mildura-Irymple Interface study recommendations.

7. Post Exhibition Meetings, Modifications & Stake Holder Briefing

Having considered submissions in response to the draft report, the project team met with Mr Craig Czarny of Hansen Partnership to seek clarification regarding a number of the Mildura – Irymple Interface study recommendations. The focus of discussion, as highlighted in Sections 2.7 and 7.3 of this report, was on possible mechanisms to advance the recommendations / vision articulated in the Mildura Irymple Framework plan, particularly in regard to :

- Advancing the preferred location for Business 4 development (eg along Fifteenth Street between Benetook Avenue and Cowra Avenue) by “repositioning” the recently approved 15.3 ha of B4Z on Benetook Ave to Fifteenth Street;
- Advancing service industry development along Benetook Avenue by rezoning both sides of this designated Truck Route (between Fourteenth and Fifteenth Streets) to Industrial 3; and
- Advancing community uses on Fifteenth Street between Cowra and Sandilong Avenues by applying a Special Use Zone.
- Achieving the stated urban design outcomes in each of the above identified areas by the corresponding application of appropriate Overlay Controls.
- Being transparent about the long term potential residential development outcome for land between Cowra Avenue and the back of the proposed IN3Z land fronting Benetook Avenue.

Following the meeting with Mr Czarny, Mr John Keaney met with officers of the Department of Infrastructure to provide clarification regarding a number of issues raised in their submission and to outline the above proposed modifications to the Draft Report which the project team (and Mr Czarny) considers would:

- Achieve a more logical and sustainable outcome which would reflect the vision and the recommendations of the “Interface Study” and the findings of the “industrial study”.
- Rationalise the zoning regime on Benetook Avenue and Fifteenth Street;
- Implement the ‘non urban break’ recommendations of the Interface study by applying a Special Use Zone (Cowra to Sandilong)
- Identify long term residential and industrial expansion areas in accordance with the Interface Study.

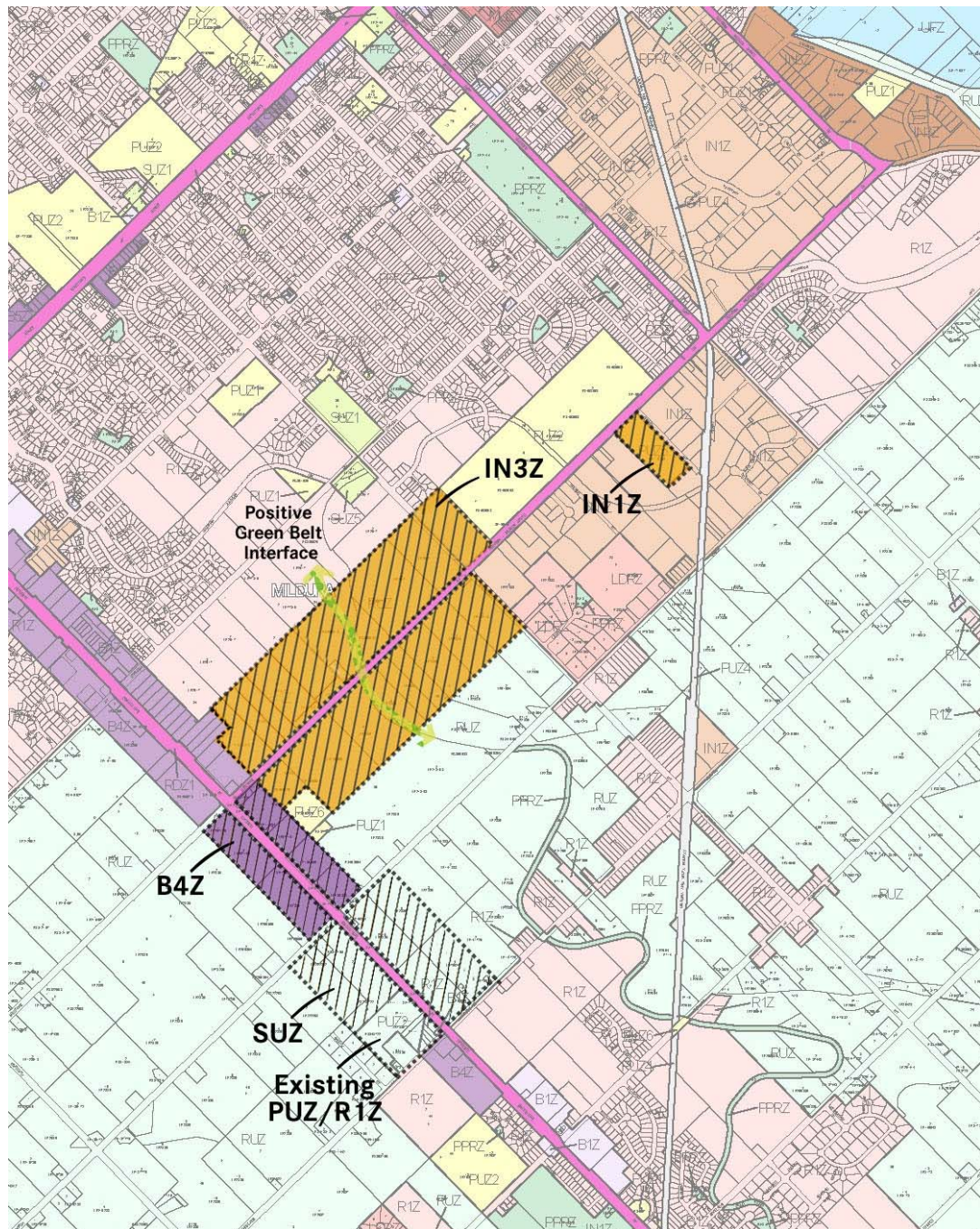
The departmental officers were generally very pleased regarding the marrying of the recommendations of the two strategic planning documents. On the basis of the discussions, the project team briefed full Council in October 2006 on the proposed modifications to the Draft Report. Council unanimously supported the modifications.

Based on the above highlighted discussions, the Project team advances the recommendations as documented below. It is noted that the recommendations as outlined in Section were discussed at a public forum to which all stakeholders, submitters and affected land owners of proposed IN3 and B4 rezoning were invited. This meeting occurred in Mildura on Thursday 7th December 2006.

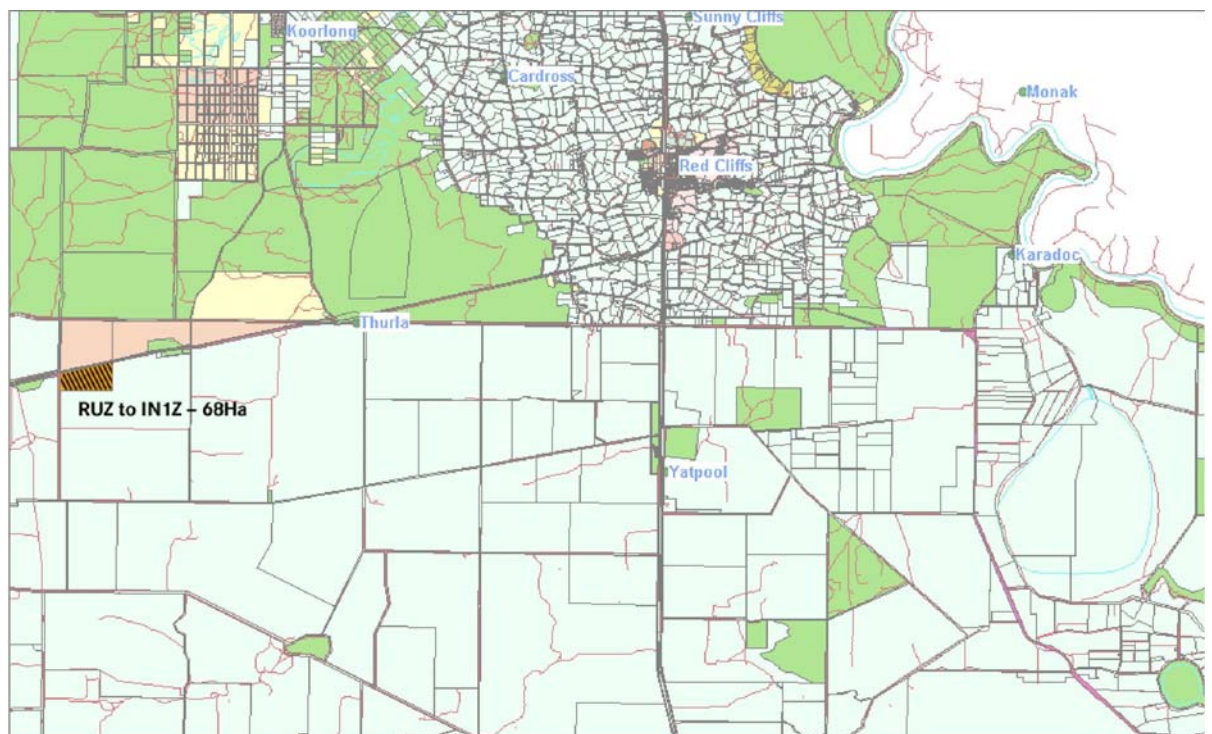
8. Final Recommendations

A comprehensive planning scheme amendment is recommended to be undertaken in order to implement a co-ordinated suite of industrial, business and special use rezoning supported by accompanying statutory controls including modifications to the Municipal Strategic Statements and new overlay controls. The planning scheme modifications are recommended to provide for the industrial development needs of the region over a 20 year planning horizon. Importantly, the recommendations seek to also advance the strategic directions for the growth of the region articulated in various accompanying strategic planning documents including, but not limited to the Mildura-Irymple Interface Study.

The recommended 'Urban Area' rezonings are shown graphically below.



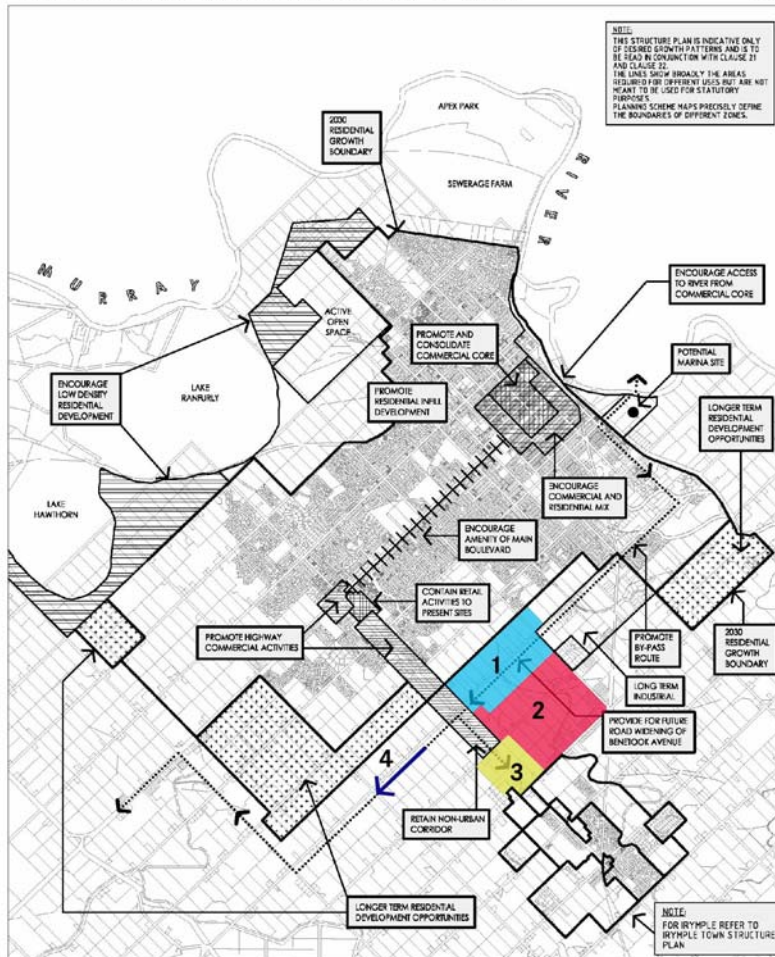
In addition to the urban area rezoning, the following non-urban Industrial rezoning is recommended.



The recommended rezonings are supported by other planning scheme modifications including:

- Insert a revised Mildura Structure Plan (at Clause 2.04-2) to reflect the changes proposed by the Industrial Land Strategy Update and the Mildura-Irnyple Interface Study based on the plan below.

MILDURA TOWN STRUCTURE PLAN



- 1 Encourage service industry and associated commercial activities
- 2 Potential long term residential development at mix of densities
- 3 Encourage development of community based uses
- 4 Potential long term industry

- Prepare and insert a revised Irnyple Structure Plan (at Clause 2.04-2) to reflect the changes proposed by the Industrial Land Strategy Update regarding long term industrial development locations / preferred rezonings.
- Revise text at Clause 21.04-4 (Objective 4 and accompanying Strategies) to update the strategies for industrial land provision.

- Incorporate new text and statutory controls to give effect to the findings and recommendations of the Mildura-Irnyple Interface Study.
- Remove IN1Z from Block H and replace with PUZ6
- Prepare and apply Development Plan Overlays for the Fifteenth Street and Benetook Corridors. The schedule should articulate the outcomes sought in regard to design, interface and buffer treatments;
- Amend the Schedule to DDO2 (Town Entrances) and the Schedule to DDO4 (Industrial Areas) to reflect necessary modification associated with the above action;
- Insert in the appropriate schedule:
 - specified distances between an external wall of an industrial building and the external wall of any habitable dwelling (with the distance being shared between the two zones – Refer Swan Hill Amendment C24);
 - specified landscape treatments;
 - easements for service infrastructure; and
 - location and width of service roads.
- In undertaking the above tasks invite land owners in the affected areas (including Mr Sutherland and Ms Riedl and/or Mr Freeman on their behalf) to contribute to the drafting of the controls;
- Liaise with Vic Roads regarding the application of the Public Acquisition Overlay to facilitate the road widening of Benetook Avenue between 14th and 15th Streets;
- Apply a Public Acquisition Overlay over the recommended Greenbelt/Open Space Corridor located mid block between 14th and 15th Streets;
- Prepare a Development Contributions Plan and apply a Development Contributions Plan Overlay for the new industrial rezoning along Benetook Avenue to facilitate the equitable cost recovery of Council funded Stormwater and local road infrastructure as well as costs associated with the acquisition of the recommended Greenbelt / Open Space Corridor;
- Amend the Schedule to DDO4 (Industrial Areas) to:
 - Incorporate the IN1Z rezoning on Kulkyne Way; and
 - Remove reference to Block H.
- Prepare and Apply a VPO on the Kulkyne Way IN1Z rezoning.

1.0 INTRODUCTION

This report was commissioned by Mildura Rural City Council as a means of updating earlier industrial strategies and reports that include the:

- Mildura Industrial Land Use Strategy, October 2003, Maunsell Australia Pty Ltd and Doug March and Associates (the Maunsell report); and the
- Investigation Report to Identify Potential Industrial Land, October 2005, Ron Dudley (the Dudley report).

The key tasks undertaken during the course of the project are identified below and form the basis of the report:

- investigations to determine the appropriate long term use/development and zoning of Block H, given its native vegetation constraints;
- an audit of existing industrial estates in Mildura, Irymple, Merbein and Red Cliffs (as well as other large lot green field industrial sites) to determine the quantum of land available for future subdivision / development;
- review and update of Maunsell estimates of supply and demand in the above locations;
- consultation with relevant stakeholders, focus groups and agencies to confirm demand and identify possible sites to accommodate demand;
- detailed planning assessment of investigation areas identified in the Dudley Report that focused on infrastructure and servicing capacity
- detailed planning assessment of investigation areas and rezoning requests lodged; and
- drafting of conclusions and recommendations for the review by and discussion with stakeholders in the community.
- assessment of all submissions lodged in response to the Draft Report (Aug 2006)
- meeting with the principle author of the Mildura – Irymple Interface Study to discuss complementary options to advance the vision and outcomes sought.
- meeting with DSE regional office staff in Bendigo to discuss issues raised in their submission and to discuss proposed modifications to better integrate the findings of this work with the Mildura-Irymple Interface Study.
- briefing of full Council highlighting issues raised in submissions and proposed modifications to Draft.
- one-on-one briefings with landowners potentially affected by proposed modifications to the draft report
- community and stakeholder information session to outline final recommendations

This document represents the Final Report. Following consideration by Council at its January 2007 Ordinary Meeting, it is anticipated that a comprehensive Planning Scheme Amendment will be prepared to implement the recommendations documented in Section 8.

2.0 PLANNING CONTEXT

The Mildura Planning Scheme provides important strategic context and direction regarding the provision of industrial land and development in the Municipality. The current strategic direction articulated in the Scheme was informed by the Mildura Industrial Land Use Strategy, October 2003, (the Maunsell report).

Since the preparation of the Maunsell report, and the subsequent Dudley report, a number of further investigations, studies and strategies have been undertaken and a number of issues have arisen that have a bearing on industrial land development in Mildura. The implications of these matters have been considered during the preparation of this report and an overview of them is provided below.

2.1 Strategic direction provided by the Mildura Planning Scheme

2.1.1 Overview

Clause 17.03 of the State Planning Policy Frameworks includes the objective:

- *To ensure availability of land for industry and to facilitate the sustainable development and operation of industry and research and development activity.*

The Clause establishes that:

- *Planning authorities should zone land for industrial development in urban growth areas where good access for employees and freight transport is available and where appropriate buffer areas can be provided between the proposed industrial land and nearby sensitive land uses.*

Clause 21.04-4 of Mildura's Local Planning Policy Framework reinforces the SPPF via the following Objective under the heading Economic Development:

- *To provide an adequate supply of industrial zoned land and direct future industrial development to appropriate locations.*

Strategies to achieve this objective include, but are not limited to, the following:

- *Concentrate industrial development in areas highly accessible to truck routes.*
- *Encourage small-medium scale local and regional industrial and commercial activities in Mildura.*

The above strategies clearly indicate that a key platform of the Mildura's Planning Scheme is to "encourage small to medium scale local and regional industrial activities in Mildura".

2.1.2 Status

Current Mildura Planning Scheme

2.1.3 Implications

The Local Planning Policy Framework of the current Mildura Planning Scheme highlights the strategic importance of facilitating small-medium scale industrial and commercial activities in the Mildura urban area in areas that are highly accessible to truck routes. The State Planning Policy Framework requires industrial development opportunities to be provided in

urban growth areas where good access for employees and freight transport is available and where appropriate buffers to sensitive land uses can be established.

Based on the above it is considered a strategic imperative to ensure that long term demand for service industry activity is provided in appropriate locations within the urban fabric of Mildura.

2.2 Mildura Industrial Land Use Strategy (The “Maunsell Report”)

2.2.1 Overview

The *Mildura Industrial Land Use Strategy, October 2003* (Maunsell Report) developed a strategic and statutory planning framework to facilitate appropriate industrial land use and development within the Rural City of Mildura. The study identified the industrial opportunities that exist for the area and provided Council, Government, developers and the community with planning direction and a policy framework to realise these opportunities. The findings of the study were translated into Amendment C28 to the Mildura Planning Scheme.

Among other things, the study provides:

- an overview of industrial planning undertaken in Mildura;
- a summary of the key issues gained from consultations;
- the findings of an industrial audit which also highlighted industrial land development constraints;
- an overview of emerging industrial development opportunities and strategic directions for both existing and future industrial development;
- potential policy options in response to the issues that have been identified, as well as options for Council's role in facilitating industrial development; and
- potential rezoning changes to facilitate industrial development.

Based on the analysis undertaken by Maunsell, the report found the following:

...it is assumed that the likely demand for undeveloped industrial land is likely to be an average of 2.5 – 3.0 ha per annum over the next 20 years. (page 87).

The conclusion of the report was that there was a requirement for additional industrial zoned land in order to facilitate the accommodation of particular industrial activities and especially for those activities requiring large land areas distant from urban areas.

Key issues that were identified in the Maunsell report which had a bearing on industrial land development opportunities included:

- The need to identify future Greenfield sites and other sites to accommodate future industrial development. Sites identified included Thurla, Block 'H' and Mildura Airport.
- The proposed Sturt Highway truck by-pass along Benetook Avenue and its possible extension to Seventeenth Street in proximity to the Airport Business Technology Park (and its redevelopment consistent with the Airport Master Plan). It was noted that this route will improve regional transport networks and will be a key influence in developing sustainable land use strategies.
- Relocation of Mildura's Freight Gate.

It is considered important to highlight that in relation to the provision of *urban industrial needs*, the study acknowledged at page 111 that within Mildura Industrial Precinct:

- *The primary emphasis should be on activities servicing local urban needs and also those of industrial and commercial activities in the wider region with most enterprises on a small to medium scale. In particular, an opportunity exists to encourage the development of peripheral sales and commercial uses along Benetook Avenue between Fourteenth and Fifteenth Streets. (Emphasis added).*

The study identified a series of emerging opportunities for industrial development within the municipality following the industrial audit, discussions with state government agencies, business operators, servicing authorities, Council officers and feedback from focus groups, Council presentation and stakeholder workshops. These emerging opportunities identified were:

- Relocation of the Mildura Freight Gate; (Note: Council's endorsed position is that the Freight Gate should be relocated to Thurla)
- Block H;
- Mildura Airport Business Technology Park; and
- Thurla.

2.2.2 Status

The Mildura Industrial Land Use Strategy, October 2003 was adopted by Council in October 2003.

2.2.3 Implications

The recommendations of the Maunsell report were absorbed into Amendment C28 which was exhibited by Council in 2004 (Refer 2.2).

2.3 Amendment C28 Panel Report

2.3.1 Overview

Amendment C28 sought (among other things) to implement the recommendations of the Maunsell report, through various changes to LPPF, zones and overlays.

The Panel that was appointed to consider submissions generally supported Council's industrial proposals although it recommended that:

- the scale of the proposed IN1Z rezoning of Block H (the old Irymple township) be reduced in response to native vegetation issues affecting the site (see below); and that
- the area of the proposed IN1Z rezoning at Thurla be increased to accord with the Thurla Structure Plan.

Notably, the Panel concluded that it "*supports the overall intent of the Industrial Policy for the municipality. In particular, it will provide a supply of land to attract industries that require larger site areas, that are best isolated from sensitive uses, such as residential.*"

The Panel's recommendations were supported by Council and subsequently approved by DSE.

2.3.2 Status

Amendment C28 was approved in July 2005.

2.3.3 Implications

While the C28 Amendment resulted in the rezoning of approximately 600 ha of land industrial purposes (Thurla 340 ha, Block H 260) it highlighted the need to further investigate the industrial development potential of Block H in terms of native vegetation (Refer 2.3 below).

2.4 Block H

2.4.1 Overview

Block H (the Old Irymple Township site) is an area of 552 hectares bounded by Twenty Third and Twenty Fourth Streets, and San Mateo and Ash Avenues. The land is owned by Mildura Rural City Council (apart from a grid of unmade streets that are Crown land). Part of the site has previously been quarried, and a drag racing strip and off road club is located at the north-west end of the site.

The *Mildura Industrial Land Use Strategy* noted that Block "H" provided an excellent opportunity to accommodate industrial activities that require significant landholdings and/or buffer distances subject to its vegetation assets being taken into consideration. The Maunsell Report supported the rezoning of all of Block H from the PUZ6 zone (Public Use – Local Government) to the Industrial 1 Zone.

The subsequent *Mildura Industrial Land Implementation Strategy –Development Cost Report, October 2004* (Maunsell) provided a planning and staging blueprint for infrastructure provision and potential funding/financial strategies for Block "H". The Block H Concept Plan was developed as part of the Strategy. As part of this process, preliminary environmental investigations were undertaken by Dr Ian Sluiter of Ogyris Research to identify potential environmental values at Block "H". Following a field assessment undertaken by Dr Sluiter of the flora and fauna values of Block "H" it was identified that the best land potentially available for the development would be the previously quarried ground which comprises approximately 30% or 180 hectares of the site. In the context of the Native Vegetation Framework it was acknowledged that conservation offsets would need to be provided by Council for any land which may be identified for clearance.

In order to facilitate the future development of Block "H" the study recommended that changes be made to the Local Planning Policy Framework and that it be rezoned from Public Use Zone 6 – Local Government (PUZ6) to Industrial 1 (IN1Z).

In response to the report and to these native vegetation issues, and in addition to the Industrial 1 rezoning, Council proposed a Design and Development Overlay (DDO) for Block "H" as part of Amendment C28 to acknowledge the importance of the native vegetation and to require a detailed flora and fauna survey prior to any development proceeding.

The Department of Sustainability and Environment (DSE) and Mallee Catchment Management Authority (MCMA) objected to the rezoning in Amendment C28 and presented strong submissions to the Panel arguing that inadequate consideration had been paid to native vegetation protection by the Maunsell report as it relates to Block H. The DSE submission stated:

The Department of Sustainability and Environment does not support the rezoning of Block H (Old Irymple Township) to Industrial 1 Zone.

- *The Mildura Industrial Land Use Strategy which identified the possible rezoning of Block H (Old Irymple Township) did not completely identify the environmental issues relating to the proposed rezoning.*
- *A detailed flora and fauna Assessment had not been provided at the exhibition of the Amendment...*
- *Council's submission indicated that following a cursory field assessment undertaken by Dr Sluiter, it was identified that the best land potentially available for the development would be previously quarried ground at the site. It must be noted that even these areas are subject to the Native Vegetation Framework and net gain considerations...*

The Department does not consider that in the context of the Block H site that a modified Design and Development Overlay will effectively protect the biodiversity values of the area...

The Amendment C28 Panel Report "saw merit in both the points of view" noting that on the one hand, the Planning Authority's industrial strategy was basically sound, with the availability of the large area at Block H forming a significant part of this strategy. Furthermore, the Panel noted that Block H already contained a relatively noisy pursuit in its drag racing strip. On the other hand however, the Panel acknowledged that the environmental values at Block H were fundamental to Council's consideration of any proposed industrial development.

The Panel concluded that:

- *The protection afforded to environmental values by the proposed Design and Development Overlay, and the raft of protection already provided by Native Vegetation Framework and net gain considerations, should provide sufficient protection of the environmental value of the site. Also, development will not be able to proceed until environmental considerations are dealt with effectively, even if the site is included in an Industrial 1 Zone.*
- *The area proposed to be included in the Industrial 1 Zone at Block H (when considered in conjunction with Thurla) is likely to be far more than what will be required in the foreseeable future, and therefore could be reduced, to allow the necessary detailed surveys of native vegetation to be carried out.*
- *The practical problems with development of the site, such as the need to restructure the subdivision (requiring a Restructure Overlay), close roads (requiring a Road Closure Overlay) and have them transferred from the Crown to the Planning Authority would seem to preclude development in the short term. These matters will have to be addressed if Block H is to become a viable alternative for large-scale industrial development in the medium term.*

The Panel favourably considered that a proposed "fall back" position of Council involving a reduced area that would provide it with the time to have the necessary study of the vegetation undertaken and a more detailed strategy prepared for this area.

The Panel recommendation was:

- *That the Industrial 1 Zone in Amendment C28 be limited to land bounded by Mercer, Webb, San Mateo and Ash Streets. (Approximately half of the total site)*
- *That the 'Block H' Structure Plan be amended by adding the following annotation "Stage 2 industrial development opportunities subject to further analysis of vegetation."*
- *Adopt DDO4 (as amended).*

2.4.2 Status

The Block H site was approved in accordance with the Panel's recommendations and is now partly within an IN1Z with a Design and Development Overlay (DDO4). However, since approval of Amendment C28 it is increasingly apparent that its wholesale redevelopment for industrial purposes will be inhibited by the native vegetation issues and the DDO requirements. An additional matter is the cost of infrastructure provision. It is considered that development of only part of the site will impinge on the economic viability of development.

In the context of the current review, discussions were held with officers of DSE and MCMA in March 2006. The discussions confirmed their earlier advice that due to native vegetation considerations development of the site for industrial development purposes is not supported.

2.4.3 Implications

It is considered appropriate to now abandon the Industrial 1 zone over the northern part of Block H and return it to its former Public Use Zone – Local Government (PUZ6) in recognition of:

- the environmental constraints on the land, and
- the practical difficulties and marginal economic viability of developing only part of the land for industrial purposes.

An associated implication is that an alternative site to 'replace' the land to be rezoned from IN1Z is considered strategically justifiable.

2.5 Mildura Transport Plan for Long Term Regional Development, May 2005, GHD Pty Ltd

2.5.1 Overview

The report was commissioned by the Sunraysia Mallee Economic Development Board (SMEDB) and the Mildura Airport to provide a broad economic feasibility and cost benefit study following the outline given in the Mildura Transport Strategy Paper of August 2004.

The report provides an indicative staging plan for the various infrastructure and other works that were recommended. The main elements include:

Stage 1

- Thurla Intermodal Terminal/Industrial Park development.
- Rail line upgrade from Ballarat to Mildura and interim passenger terminal station at Irymple; construction of rail spur to Thurla.

- Sturt Highway deviation down Meridian Road and along Morkella Road and Millewa Road to the Calder Highway.

Stage 2

- Continuation of the Sturt Highway deviation from the Calder Highway through to a new bridge over the Murray River and a connection to the existing NSW section of the Sturt Highway.

Stage 3

- Extension of the rail line from Thurla to Yelta.
- Removal of the existing rail line from the centre of Mildura following the relocation of the Merbein Intermodal terminal to Thurla.

Stage 4

- Construction of a rail spur into Mildura Airport.
- Construction of a New Terminal Station for rail passenger services at Mildura Airport.
- Removal of the rail line from Irymple to Red Cliffs.
- Construction of the standard gauge rail link from Yelta to the transcontinental line at Sayers Lake (NSW).

2.5.2 Status

Adopted by Council at its May 2005 Ordinary Meeting.

2.5.3 Implications

The study supports a number of proposed initiatives that will affect the location of future industrial development including:

- The development of an intermodal freight terminal at Thurla;
- A rail bypass of Mildura/Merbein via Thurla and Yelta.
- The development of a freight and passenger precinct at the Mildura Airport.

2.6 Mildura Airport Master Plan 2000-2015 and Amendment C20

2.6.1 Overview

A Master Plan and Business Park Concept Plan for the Mildura Airport was prepared and adopted by Council in December 2000.

The Master Plan makes provision for the development of a variety of airport / aviation and appropriate non-aviation related activities in a business park environment.

Amendment C20 was gazetted in late 2006 to implement the recommendations of the Master Plan. It rezoned the airport precinct from PUZ and RUZ to a new SUZ (Mildura Airport). The first 'purpose' of the SUZ is: "*To provide for the use of the land for the purpose of an airport and complementary uses*".

Within the SUZ, Industry is a Section 2 – ‘Permit required’ use. In this context it is considered important to note that the Mildura Airport Policy which was modified via Amendment C20 specifies that *both aviation related and non-aviation (including industrial / warehouse) development will be encouraged within the Mildura Airport precinct in accordance with the Master Plan*. It also states the *“proposed uses, developments and subdivisions within or around the Mildura Airport will not prejudice or interfere with the operation or development of the airport in anyway.”*

2.6.2 Status

As highlighted above Amendment C20 was adopted by Council at its June 2006 Ordinary Meeting and has now been gazetted. A planning permit was issued in Dec 2006 for a 6 lot subdivision on the business park component of the Master Plan.

2.6.3 Implications

The project team highlight that it is Council's intention that development at the Airport will be principally focused on aviation and airport related uses although it is acknowledged that there is scope for non-aviation related development. Consultation undertaken during the preparation of this industrial review emphasised stakeholder / developer opinion that the airport precinct will **not** accommodate urban Mildura's pressing light industry and service industry demand / needs. It was stressed that the airport is outside Mildura's urban area, is distant from the Mildura CBD and is distant from Mildura's existing light industrial and commercial concentrations.

The project team shares the view of Mildura's development community, that while development of the Airport business park is supported and encouraged, it is not likely to attract nor accommodate Mildura's light industrial and commercial service needs.

It is considered that the 59 ha of land within the “technology / business park” will satisfy a particular demand for small, medium and large industrial / business development purposes which do not require *immediate* access to urban Mildura. Based on these findings, the project team concludes that the SUZ provision at Mildura Airport should rightly be excluded from the “Urban” supply side of the industrial land assessment documented in Section 3 of this report.

2.7 Mildura-Irnyple Interface Study, May 2006, Hansen Partnership Pty Ltd

2.7.1 Overview

The Mildura-Irnyple Interface Study seeks to *“Provide Council with a long term Vision and accompanying Urban Design Framework to guide future planning scheme policy and controls, subdivision, development and use in this important area of Mildura.”*

The Study includes numerous observations and recommendations in relation to future development along Fifteenth Street and Benetook Ave and the provision of additional business and industrial land in this location.

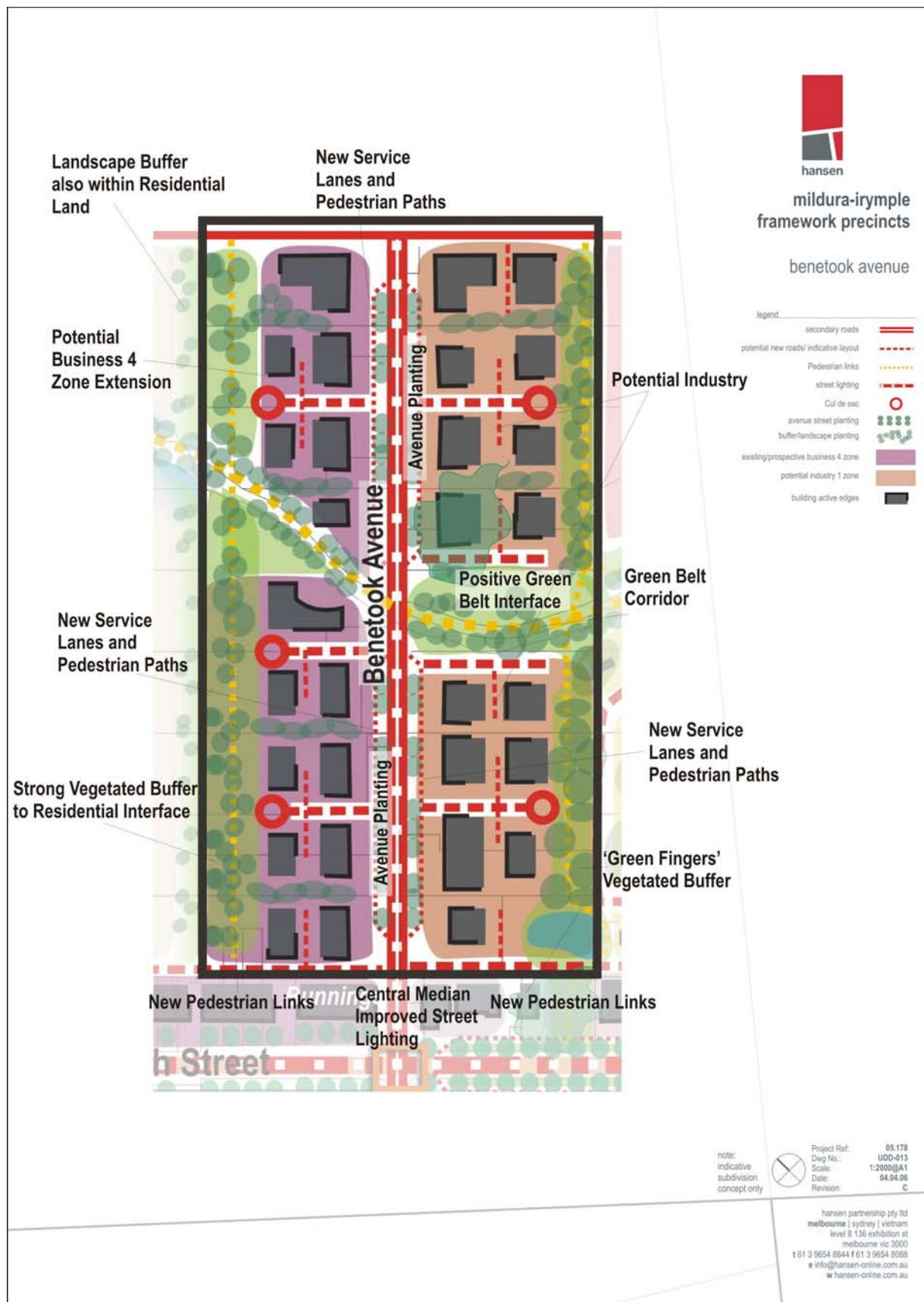
The key findings and recommendations of the study include, but are not limited to the following:

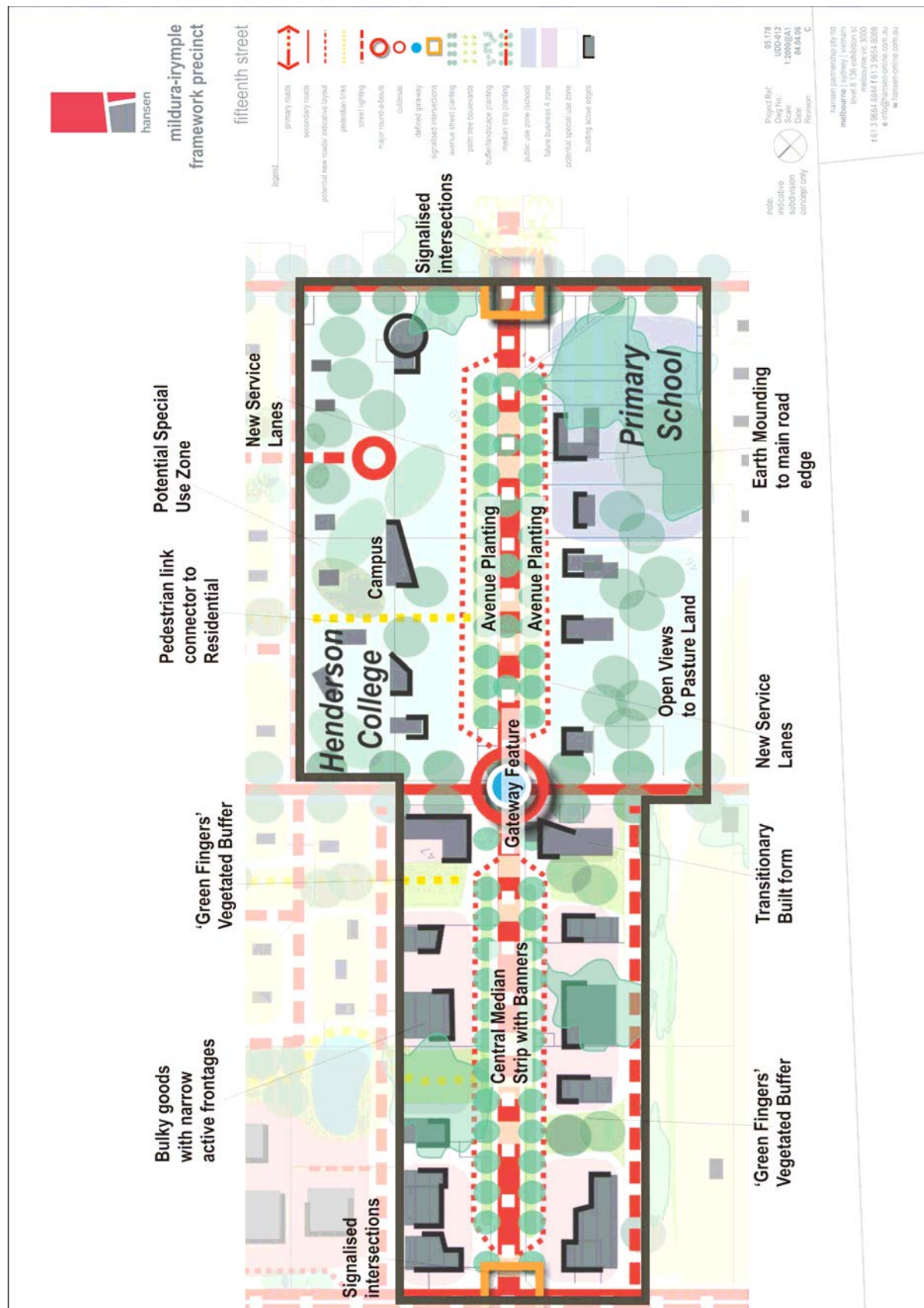
- That Fifteenth Street, between Benetook Avenue and Cowra Avenue, is the most appropriate location for *a mix of higher amenity highway service and retailing based uses* due to its high profile and exposure. The study recommends that this area should be

reinforced as the core peripheral sales precinct of Mildura and consolidated over time. The study recommends that the Business 4 zone be applied in this area as demand arises.

- That Benetook Avenue, between Fourteenth and Fifteenth Street, be developed as a high exposure service orientated precinct with ribbons of landscape between large building forms. The report contains the following 'Preferred Future' observations
 - *Benetook Avenue will develop as a core commercial and service industry precinct that will consolidate the existing bulky goods profile of Fifteenth Street. (Emphasis added)*
 - *The introduction of service industry uses within the area (Benetook Ave between Fourteenth and Fifteenth Street) will provide flexibility for business owners to locate in a consolidated and high profile area in the future to meet their business needs. These uses will compliment those permitted in a B4Z and will be directed along the eastern extent of Benetook Avenue. (Emphasis added)*
 - *The introduction of service industry and associated uses into this area, as opposed to replication of B4Z along the eastern side of Benetook, will also provide flexibility to establish future B4Z land in areas that are perceived as "more appropriate" for this type of use i.e. high profile, high exposure locations such as Fifteenth Street. (Emphasis added)*
 - *This precinct will be reinforced as a preferred growth corridor for this type of retailing and industry and subsequent rezoning of land in alternate locations for similar uses will only be considered once this land is exhausted. (Emphasis added)*
- The study also recommends the application of a Special Use Zone on Fifteenth Street, between Cowra Avenue and Sandilong Avenue, to "*accommodate a transition in activity and use towards Irymple*". The future of this area is stated as follows: "*to encourage the expansion of community related facilities including education, health etc, which will relate to the new community in the area in the future.*"

The following precinct plans reflect the above strategic directions.





It is also highlighted that Study contains a Draft Local Planning Policy (refer Page 58) and includes, but is not limited to, the following policy statements:

It is Policy to:

- *Support the development of a spine of peripheral sales and service industry fronting both sides of Benetook Avenue between Fifteenth and Fourteenth Streets (emphasis added);*
- *Discourage non-compatible uses from locating in the precinct that may compromise the ongoing integrity and viability of preferred uses;*
- *Establish a suitable buffer between the commercial development along Benetook Avenue and the more sensitive residential land use behind, landscape buffer to be located on land within both business and residential interfaces;*
- *Establish suitable reserves to accommodate for future duplication of Benetook Avenue to four lanes with a central median strip and service lanes to either side;*
- *Recognise and protect the amenity of surrounding residential areas through appropriate management of interfaces;*
- *Encourage the reinstatement of the greenbelt (PPRZ) between Benetook Avenue and Cowra Avenue; and*
- *Ensure the timely development of infrastructure and capital works.*

It is noted that the area identified for future service industry on the eastern side of Benetook Avenue is currently zoned RUZ.

Also it is considered important to highlight that the study recommendations were influenced by the existing zoning regime, particularly the Business 4 zone application along the western side of Fifteenth Street. In this regard the report noted that the *"while opportunities exist for expansion of commercial uses to the western side of Benetook Avenue north to Fourteenth Street, the viability of this development was questioned by a number of stakeholders. The high exposure frontage to Fifteenth Street was viewed as a preferable location for the expansion of peripheral retailing in the future".* *The project team agrees with this observation and notes that the Benetook B4 rezoning was advanced in the absence of the Mildura-Irnyple Interface Study recommendations and findings. In essence, the Benetook rezoning was supported by Council at the time due to the absence of any strategic justification / strategic support for extending the current B4Z along Fifteenth Street.*

The project team also highlights that the study recommended that land abutting the proposed IN3Z spine along Benetook Avenue to the east be should developed with a mix of conventional and low density residential housing. To ensure potential land use conflicts are avoided in this area it was recommended that appropriate buffers be established to adjoining sensitive residential land uses. The study recommends that the buffer be shared on both business (and industrial) and residential land and should comprise strong landscape screens.

2.7.2 Status

The Mildura-Irnyple Interface Study was adopted by Council on 27th April 2006 at which time Council resolved to seek authorisation from the Minister to implement its recommendations through an amendment to the planning scheme.

Following the preparation of the Draft Industrial Review Report, consideration of submissions in response to it and Council's consideration of the draft recommendations, the project team

and Council considered that there was an opportunity for the Industrial Review to better integrate, reflect and advance the broader vision articulated in the Mildura-Irnyple Interface Study, particularly in regard to:

- Advancing the preferred location for Business 4 development (eg along Fifteenth Street between Benetook Avenue and Cowra Avenue);
- Advancing service industry development along Benetook Avenue (between Fourteenth and Fifteenth Streets); and
- Advancing community uses on Fifteenth Street between Cowra and Sandilong Avenues.

In this regard a meeting between the project team and Mr Czarny of the Hansen Partnership occurred to clarify a number of the Study's overall findings and recommendations. The meeting confirmed:

- The legend of the "Framework Plan" contained in the Final Report (May 2006, page 17) incorrectly identifies land abutting the eastern side of Benetook Avenue, between Fourteenth and Fifteenth Street as future Industrial 1 zoned land. It should read Industrial 3 in line with references contained in the body of the report.
- The Framework Plan's nomination of B4Z on the western side of Benetook Avenue acknowledges the current zoning regime and the current Mildura Town Structure Plan. It was confirmed that Fifteenth Street is considered to be a preferred B4Z location. There would be merit in relocating / repositioning the recently approved 15.3 ha of B4Z land from Benetook Avenue to Fifteenth Street (between Benetook Ave and Cowra Avenue). Such action would be entirely consistent with the vision articulated in the Interface Study Framework if short, medium or long term demand for Industrial 3 zoned land in proximity to Mildura could not be accommodated fully on the eastern side of Benetook Ave. Such action would advance the Vision and implementation of the Mildura – Irnyple Interface Study recommendations.
- Having noted the above, it was highlighted that from an urban design perspective, Benetook Ave and Fifteenth Street have differing opportunities / needs. In response, differing statutory controls (overlay or Policy) would be required to guide the physical form of development in the two locations.

2.7.3 Implications

The Mildura-Irnyple Interface Study recommends that land on the eastern side of Benetook Avenue, between Fourteenth and Fifteenth Streets, be rezoned and developed for service industry via the application of the IN3Z. Mr Czarny, principle author of the Mildura-Irnyple Interface Study supports the proposition of relocating / repositioning the 15.3 ha of B4Z land which was recently approved on the western portion of Benetook Avenue to Fifteenth Street, if the demand for Industrial 3 zoned land could not be accommodated fully on the eastern side of Benetook Ave.

It is highlighted that the study states that the rezoning and development of Benetook Avenue (between Fourteenth and Fifteenth Streets) for service industry is a priority and that "subsequent rezoning of land in alternate locations for similar uses will only be considered once this land is exhausted".

The implication of these findings (and subsequent discussions with the principle author of the Mildura-Irnyple Interface Study) is that the Benetook Spine (both east and west) between 14th and 15th Street is the number 1 priority / candidate to satisfy the urban light industrial service needs of Mildura for any future Industrial 3 rezonings in Mildura.

2.8 Rail Land Reservation Assessment Thurla, February 2006, GHD Pty Ltd

2.8.1 Overview

Council commissioned GHD Pty Ltd to prepare an assessment of land requirements for the proposed Thurla Intermodal Terminal/Industrial Park development. The assessment considered the land area requirements for the freight gate and the impacts on the available land for industrial development.

2.8.2 Status

For information.

2.8.3 Implications

Confirms the extent of land required at Thurla for the future extension of rail infrastructure to form the intermodal facility.

2.9 Residential Development Plan – Draft Etiwanda Report, DLA & GHD Pty Ltd June 2006

2.9.1 Overview

Council commissioned DLA and GHD to prepare residential development plans (RDP's) for four areas in Mildura that are expected to be the focus of residential development in the city in the near future. One of the areas assessed was land fronting Etiwanda Avenue which extends mid block to Benetook Avenue (abutting existing B4Z land).

The RDP identifies a "shared buffer" between residential, B4Z and RUZ land along the mid-block spine.

Details regarding the building setbacks and landscape treatment within the buffer have yet to be prescribed.

2.9.2 Status

Council adopted the report in December 2006 with recommended modifications.

2.9.3 Implications

Appropriate guidelines and statutory controls will need to be developed for the "shared buffer" between residential and business / service uses.

3.0 AUDIT OF EXISTING INDUSTRIAL AREAS

This section provides the key findings from audits of the existing industrial areas in the Rural City of Mildura. The purpose of undertaking the audits is to determine if there is strategic justification to rezone additional land for industrial development purposes at this time. Audits were undertaken for Mildura, Irymple, Merbein, and Red Cliffs (the Urban Estates) as well as existing “greenfield” industrial zonings at Thurla, Koorlong and Block H (Non-Urban Estates). Each audit reviewed recent subdivision and development activity, determined existing vacant land supply and development capacity, as well as forecasts of future need. The results of the audits are presented below.

3.1 Mildura Industrial Estate

3.1.1 Location / Recent Activity

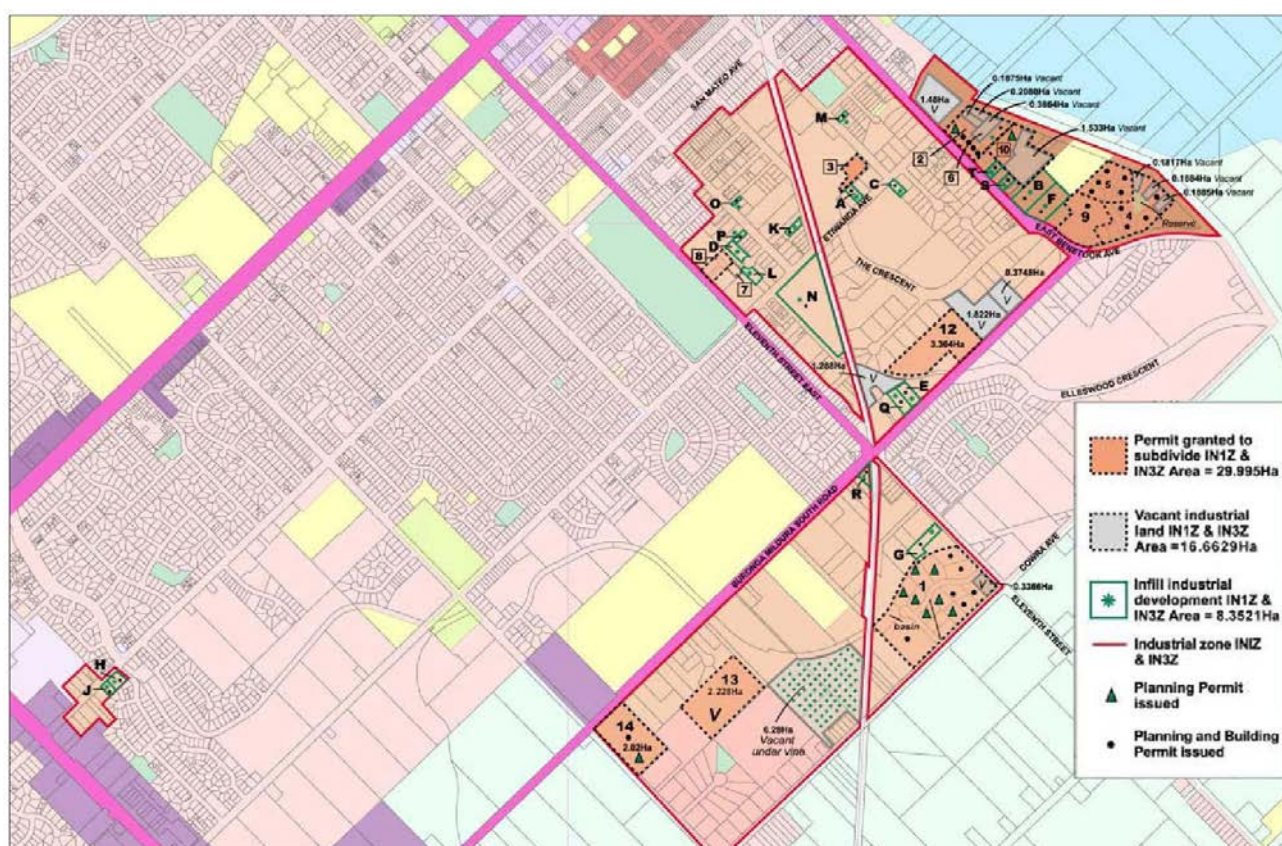


FIGURE 1 RECENT SUBDIVISION AND BUILDING ACTIVITY IN MILDURA INDUSTRIAL ESTATE 2000-05

3.1.2 Recent Activity - Subdivision and Development

(i) Subdivision

During the 5 year period 2001 – 2005 approximately 30 ha of industrial zoned land within the Mildura Industrial Estate was subdivided creating 78 new industrial development lots. (46 lots in IN1Z / 17.3 ha; 32 lots in IN3Z / 12.7 ha). [Refer Table 1 – Appendix 1].

This rate of subdivision equates to approximately 6 ha and 15 new lots per year (9 lots in IN1Z and 6 lots in IN3Z).

(ii) Development

Within the last 5 years approximately 30 ha of land within the estate was committed to industrial development via securing of building permits. This equates to a development rate of approximately 6 ha per year within the estate. *[Refer Tables 1(a) & 1(b) – Appendix 1]*

The permits issued facilitate 42 industrial buildings / developments at a rate of approximately 8 per year (23 IN1Z developments and 19 IN3Z developments).

The average lot size per development equates to 0.7 ha.

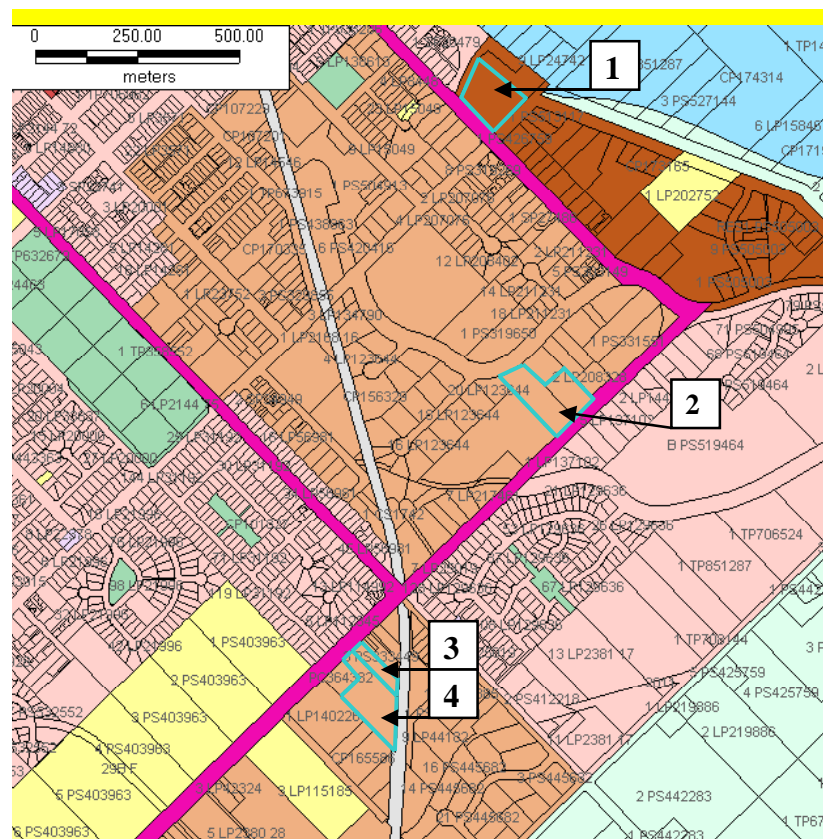
3.1.3 Existing vacant land supply & capacity

16.6 ha of land within the estate is uncommitted / undeveloped (12.3 ha within the IN1Z and 4.3 ha in the IN3Z). Utilising the average land area requirements experienced over the last 5 years (0.7 ha per development), and providing 10% of the land budget for roads and services, it is estimated that an additional 21 developments could notionally be accommodated within the uncommitted industrial zoned land within the estate.

(16.6 ha less 1.6 ha / divided by 0.7 = 21 development parcels)

It is also relevant to note that 4 sites within the Mildura Industrial Estate have recently changed ownership – 2 of which are currently vacant sites totaling approximately 3.4 ha. (Refer Figure and Table below). These recent sales also reflect the continuing interest and demand for land within the estate.

Location of Recent Land Sales – Mildura Industrial Estate (July 2006)



Ref	Location	Area	Zone	Current Use
1	1008 – 1018 Etiwanda Avenue	1.57Ha	IN3Z	Vacant
	TOTAL - IN3Z	1.57Ha		
2	1063 – 1075 Benetook Avenue	1.822 Ha	IN1Z	Vacant
3	1110 - 1112 Benetook Avenue	0.4489Ha	IN1Z	Warehouse – Hay/Feed Sales
4	1114 – 1116 Benetook Avenue	1.602Ha	IN1Z	Telstra Office/Warehouse
	TOTAL – IN1Z	3.8729Ha		

3.1.4 Years until estate is fully developed

Based on the past rates of development within the estate it is estimated that the existing vacant land will be consumed within approximately 2.6 years (21 developments divided by 8 per year 2.6 years supply).

3.1.5 The need for additional land

Based on the 2001 – 2005 development rates experienced within the estate (on average approval of 8 developments per year) a minimum of 112 development parcels should be accommodated in proximity to Mildura to satisfy estimated demand to the year 2020. (8 development parcels per annum x 14 years = 112 parcels).

As noted above, it is estimated that approximately 21 development parcels could be facilitated within the remaining uncommitted zoned land within the estate. This leaves a short fall in projected demand of 91 development parcels to the year 2020.

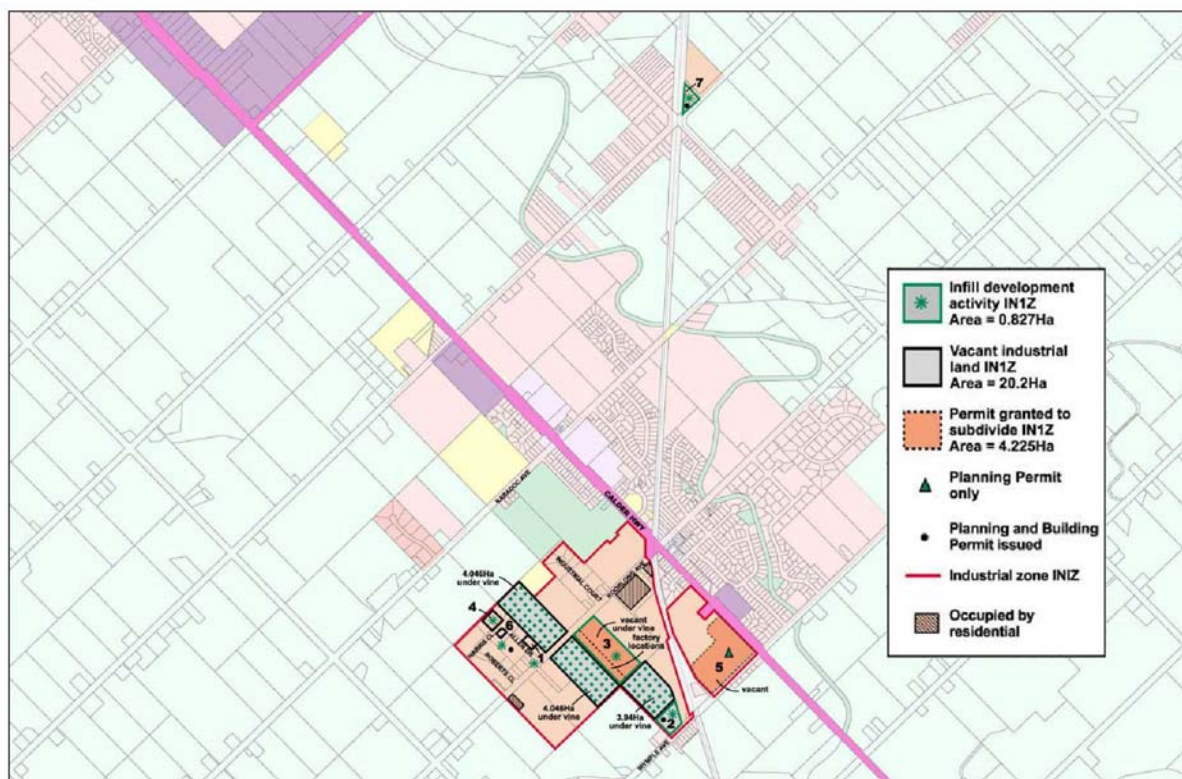
Adopting the average development lot size of 0.7 ha and a 10% contribution for roads, services and the like, it is concluded that the rezoning of at least 70 ha of land for industrial purposes on the fringe of the Mildura urban area, to meet the anticipated demand to the year 2020, is strategically justifiable. *[91 additional development parcels required by 2020 x 0.7 ha = 63.7 ha - plus 10% of land budget for roads etc (6.3 ha) = Total of 70 ha].*

3.1.6 Conclusion - Mildura

It is considered necessary and strategically justifiable to rezone a minimum of 70 ha of land for service industrial development purposes (IN3Z) within the Mildura urban area to satisfy the projected 2020 demand for service industry development in this part of the district.

3.2 Irymple Industrial Estate

3.2.1 Location / Recent Activity



3.2.2 Recent Activity - Subdivision and Development

(i) Subdivision

During the 5 year period 2001 – 2005, 4.225 ha of IN1Z land within the Irymple Industrial Estate was subdivided creating 4 new industrial development lots. [Refer Table 2 – Appendix 1].

This rate of subdivision equates to approximately 0.6 ha and 0.8 new lots per year.

(ii) Development

Within the 5 year period 0.8274 ha of land within the estate was committed to industrial development via securing of building permits. This equates to a development rate of approximately 0.16 ha per year within the estate. [Refer Table 2 – Appendix 1]

The permits issued facilitate 4 industrial buildings / developments at a rate of less than 1 per year (approximately 0.8 p/a). The average lot size per development equates to 0.2 ha. It is noted that Irymple does have significant servicing constraints (particularly relating to

stormwater infrastructure) which may have contributed to the relatively slow take up rates in the estate. It is understood that these constraints are unlikely to be resolved in the short term.

3.2.3 Existing vacant land supply & capacity

20.2 ha of IN1Z land within the estate are uncommitted / undeveloped.

Utilising the average land area requirements per development that have been progressed within the estate over the last 5 years (0.2 ha per development), and providing 10% of the land budget for roads and services, it is estimated that an additional 91 developments could notionally be accommodated within the uncommitted industrial zoned land within the estate.

(20.2 ha less 2 ha / divided by 0.2 = 91 development parcels)

It is noted that future development in the estate may occur on larger land parcels (more in keeping with the 0.77 ha average for urban estates in the District). The number of new development parcels under this scenario equates to 23.

3.2.4 Years until estate is fully developed

Based on the rates of development and land area required per development experience between 2001 and 2005 within the estate, there is a current 100 year plus supply of industrial land in the Estate. (91 developments divided by 0.8 per year 113.75 years supply).

Should the land area required per development increase to the average 0.77 ha size per development experienced throughout the District the remaining land in the estate would be consumed within approximately 30 years. (23 developments divided by 0.8 per year 28.75 years supply).

3.2.5 The need for additional land

Based on the 2001 – 2005 development rates experienced within the estate (less than 1 per year) a minimum of approximately 12 development parcels should be available in the Irymple Estate to satisfy estimated demand to the year 2020. (0.8 development parcels per annum x 14 years = 11.2 parcels).

As noted above, it is estimated that between 23 and 91 development parcels could be facilitated within the remaining uncommitted zoned land within the estate, depending on the size of developments that are facilitated. Therefore based on either the small or large lot forecasts there is considered to be approximately double the supply of zoned land that is projected to be required in the Irymple Estate by the year 2020.

3.2.6 Conclusion - Irymple

Based on the quantum of undeveloped / vacant industrial land in the Irymple estate, it is considered that there is no strategic justification / need to rezone any additional land in Irymple for short – medium term industrial development purposes. It is also noted that additional rezonings in the short medium term is unlikely to facilitate development on the ground due to existing servicing constraints.

3.3 Merbein Industrial Estate

3.3.1 Location / Recent Activity

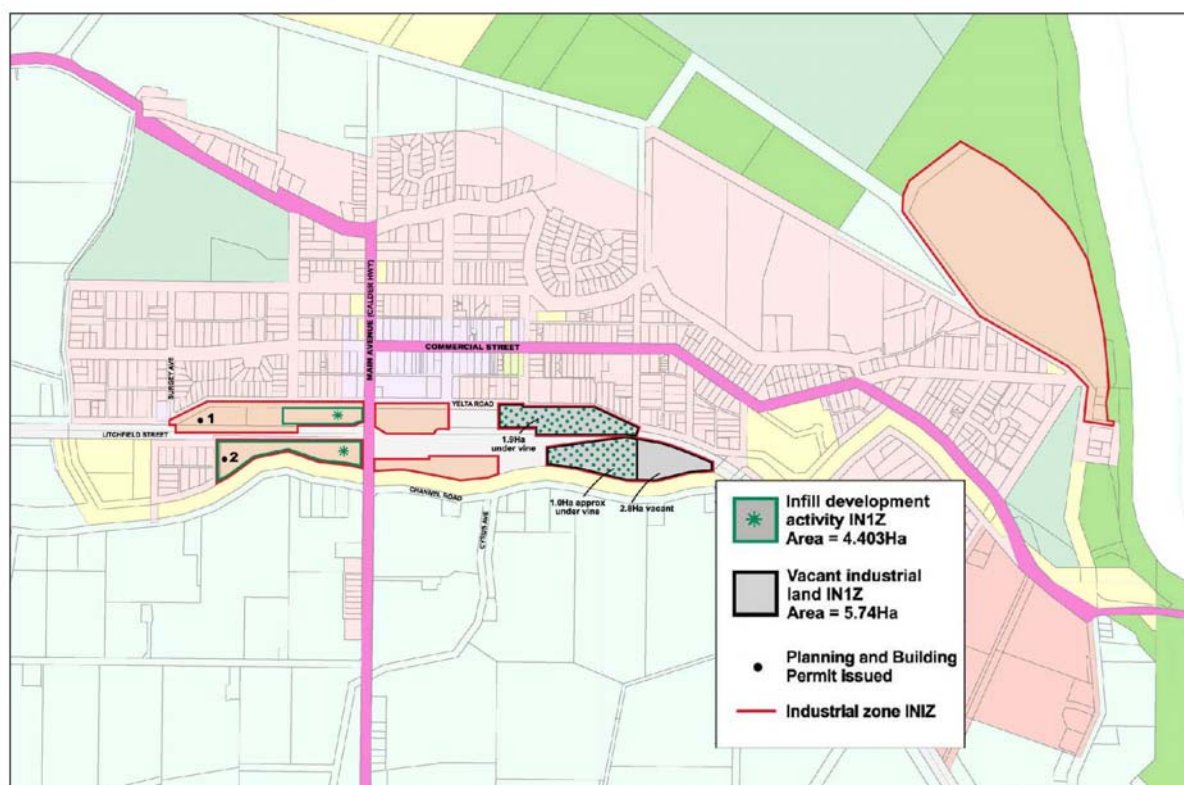


FIGURE 3 – RECENT SUBDIVISION AND BUILDING ACTIVITY IN MERBEIN INDUSTRIAL ESTATE 2000-05

3.3.2 Recent Activity - Subdivision and Development

(i) Subdivision

During the 5 year period 2001 – 2005, no industrial subdivision activity occurred within the Merbein Industrial estate.

(ii) Development

Within the 5 year period 4.403 ha of land within the estate was committed to industrial development via securing of building permits. This equates to a development rate of approximately 0.88 ha per year within the estate [Refer Table 3 – Appendix 1].

The permits issued (both to Wakefield Transport) facilitate 2 industrial buildings / developments at a rate of less than 1 per year (approximately 0.4 p/a). The average lot size per development equates to 2.2 ha.

3.3.3 Existing vacant land supply & capacity

5.74 ha of IN1Z land within the estate are uncommitted / undeveloped.

Utilising the average land area requirements per development that have been progressed within the estate over the last 5 years (2.2 ha per development), and providing 10% of the land budget for roads and services, it is estimated that an additional 2 developments could notionally be accommodated within the uncommitted industrial zoned land within the estate. (5.74 ha less 0.57 ha / divided by 2.2 = 2.35 development parcels)

It is noted that future development in the estate may occur on smaller land parcels (more in keeping with the 0.77 ha average for urban estates in the district). The number of new development parcels under this scenario equates to 7.

3.3.4 Years until estate is fully developed

Based on the rates of development and land area required per development experience between 2001 and 2005 within the estate, there is a current 5 year supply of industrial land in the estate. (2 developments divided by 0.4 per year = 5 years supply).

Should the land area required per development decrease to the average 0.77 ha size per development experienced throughout the district, the remaining land in the estate would be consumed within approximately 17 years. (7 developments divided by 0.4 per year = 17.5 years supply).

3.3.5 The need for additional land

Based on the 2001 – 2005 development rates experienced within the estate (less than 1 per year) a minimum of approximately 6 development parcels should be available in the Merbein estate to satisfy estimated demand to the year 2020. (0.4 development parcels per annum x 14 years = 5.6 parcels).

As noted above, it is estimated that between 2 and 7 development parcels could be facilitated within the remaining uncommitted zoned land within the estate, depending on the size of developments that are facilitated. Based on district average lot size requirement there is considered to be enough supply of zoned land in the Merbein estate to service projected demand to the year 2020.

3.3.6 Conclusion - Merbein

It is considered that there is no strategic justification / need to rezone additional land in Merbein for short – medium term industrial development purposes.

3.4 Red Cliffs Industrial Estate

3.4.1 Location / Recent Activity

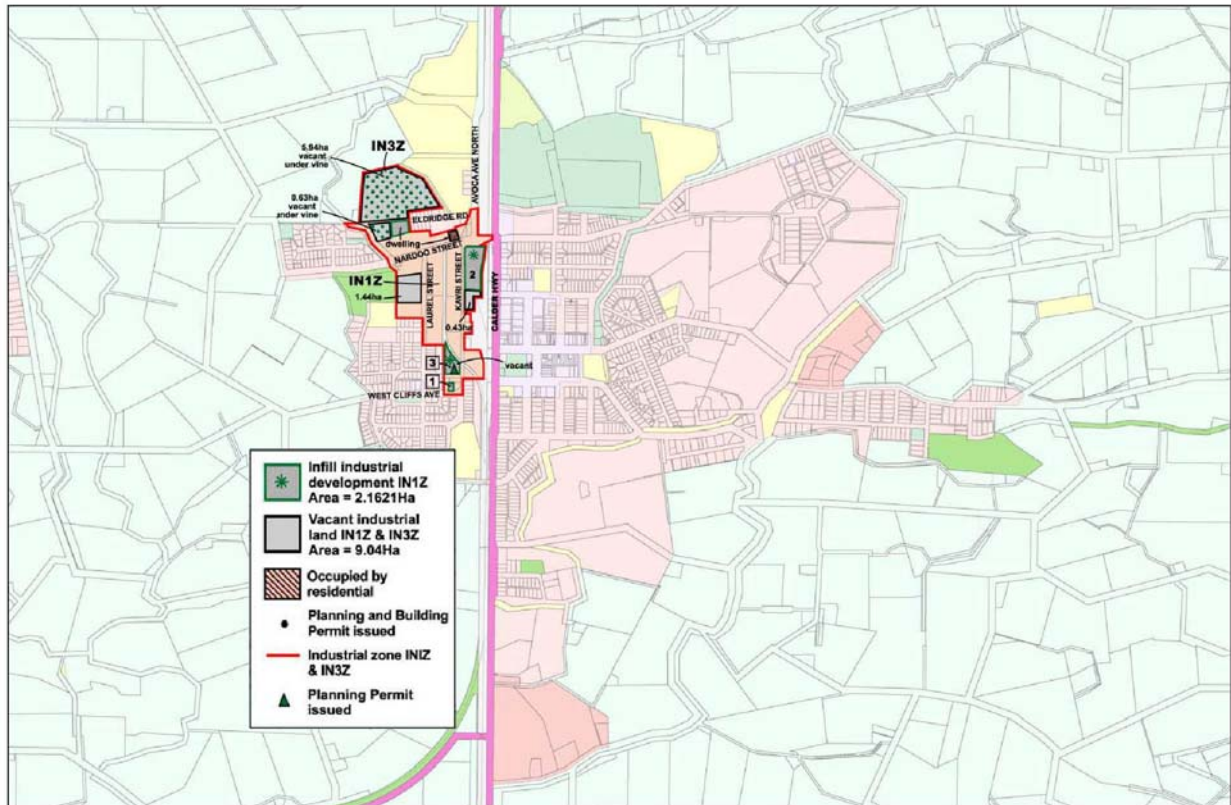


FIGURE 4 RECENT SUBDIVISION AND BUILDING ACTIVITY IN RED CLIFFS INDUSTRIAL ESTATE 2000-05

3.4.2 Recent Activity - Subdivision and Development

(i) Subdivision

During the 5 year period 2001 – 2005, no industrial subdivision activity occurred within the Red Cliffs industrial estate.

(ii) Development

Within the 5 year period 1.5581 ha of land within the estate was committed to industrial development via securing of building permits. This equates to a development rate of approximately 0.31 ha per year within the estate. [Refer Table 2 – Appendix 1]

The permits issued facilitate 2 industrial buildings / developments on the IN1Z land within the estate at a rate of less than 1 per year. The average lot size per development equates to 0.77 ha.

3.4.3 Existing vacant land supply & capacity

9.044 ha of industrial land within the estate is uncommitted / undeveloped (5.94 ha of IN3Z and 3.104 of IN1Z).

Utilising the average land area requirements per development that have been progressed within the estate over the last 5 years (0.77 ha per development), and providing 10% of the land budget for roads and services, it is estimated that an additional 11 developments could notionally be accommodated within the uncommitted industrial zoned land within the estate (9.044 ha less 0.9 ha / divided by 0.77 = 10.6 development parcels).

It is also noted that the estate contains large areas of existing industrial warehousing that remain vacant / under utilised.

3.4.4 Years until estate is fully developed

Based on the rates of development and land area required per development experienced between 2001 and 2005 within the estate, there is a current 25 year plus supply of industrial land in the Estate. (11 developments divided by 0.4 per year = 27.5 years supply).

3.4.5 The need for additional land

Based on the 2001 – 2005 development rates experienced within the estate (less than 1 per year) a minimum of approximately 6 development parcels should be available in the Red Cliffs estate to satisfy estimated demand to the year 2020. (0.4 development parcels per annum x 14 years = 5.6 parcels).

As noted above, it is estimated that approximately 11 development parcels could be facilitated within the remaining undeveloped / uncommitted zoned land within the estate, depending on the size of developments that are facilitated. It is also again highlighted that the estate contains large areas of existing industrial shedding that is available for development / re-development. Therefore based on projected lot forecasts there is considered to be approximately double the supply of zoned land that is projected to be required in the Red Cliffs estate by the year 2020.

3.4.6 Conclusion – Red Cliffs

It is considered unnecessary to rezone any additional land in Red Cliffs for short – medium term industrial development purposes.

3.5 Non Urban Industrial Estates (Thurla, Koorlong, Block H)

3.5.1 Location / Recent Activity



FIGURE 5 RECENT SUBDIVISION AND BUILDING ACTIVITY IN **OTHER AREAS** INDUSTRIAL ESTATE 2000-05

3.5.2 Recent Activity - Subdivision and Development

(i) Subdivision

During the 5 year period 2001 – 2005, 220.83 ha of IN1Z land within non urban industrial areas was subdivided creating 35 new industrial development lots. [Refer Table 5 – Appendix 1].

This rate of subdivision equates to approximately 44.2 ha and 7 new lots per year.

(ii) Development

Within the 5 year period there was **no** development activity within the non urban industrial estates (eg - no building permits were issued). [Refer Table 2 – Appendix 1]

3.5.3 Existing vacant land supply & capacity

All of the 632 ha of IN1Z land within the non urban industrial estates is current uncommitted / undeveloped. The distribution of land is as follows:

- Block H – Approximately 260 ha

- Thurla - Approximately 340 ha
- Koorlong – Approximately 32 ha

It is noted that Block H is considered unsuitable for industrial development. It is recommended that the 260 ha zoned IN1Z at Block H should be rezoned back to its former PUZ6 – Local Government due to:

- the environmental constraints on the land; and
- the practical difficulties in developing the land for industrial purposes.

Should this recommendation be supported by Council, it is notionally justifiable to identify an alternative area(s) to replace the quantum of land lost for industrial development purposes in the municipality.

3.5.4 Years until estates are fully developed

It is anticipated that the existing IN1Z land in the non-urban locations of the municipality will accommodate a significant amount of long term large lot industrial needs of the district.

It is noted however that the land currently zoned could be taken up by industries requiring large land areas / or buffers. In this regard it is considered that there is a need to continue to monitor and have available multiple suitable sites for such development. The 'replacement' of Block H IN1Z land is considered justifiable in response.

3.5.5 The need for additional land

Refer above.

3.5.6 Conclusion – Non Urban Areas

It is considered justifiable to seek an alternative site to make good the 260 ha of land lost from the IN1Z associated with the rezoning of Block H back to the PUZ6.

3.6 Summary and Conclusions – Industrial Audit

3.6.1 Recent Activity - Subdivision and Development

(i) Subdivision

(Urban Estates – Mildura, Irymple, Merbein, Red Cliffs)

During the 5 year period 2001 – 2005 approximately 34 ha of industrial zoned land within the 4 key urban industrial estates was subdivided creating 82 new industrial development lots (50 lots in IN1Z / 21.5 ha; 32 lots in IN3Z / 12.7 ha). [Refer Table 1]. It is noted that the number of new lots created (eg 82 over the last 5 years) does not directly translate into the number of new on ground developments as many developments require more than 1 "lot".

This rate of subdivision equates to 6.84 ha and 16 new lots per year (10 lots in IN1Z and 6 lots in IN3Z).

92% of all new IN1Z lots (46 of 50) were created in the Mildura industrial estate. All of the new IN3Z lots (100%) were created in the Mildura industrial estate. These subdivision figures clearly demonstrate the dominance of the Mildura industrial estate and the preference for service industrial development locations which are in close proximity to the urban centre of Mildura.

(Non Urban – Thurla, Koorlong, Block H)

The only subdivision activity within the non urban areas of the sub-region includes 35 lots created at Thurla comprising 220.8 ha.

(ii) Development

(Urban Estates – Mildura, Irymple, Merbein, Red Cliffs)

Between 2001 and 2005 approximately 32.5 ha of industrial zoned land within the 4 key urban industrial estates was committed to industrial development via securing of building permits. This equates to a development rate of approximately 6.5 ha per year. [Refer Table 2] This rate of development is more than double the 2.5 – 3.0 ha per annum projection of the 2003 Maunsell Report. (Refer Page 87, Maunsell Report Oct 2003) The permits issued facilitate 50 industrial buildings / developments at a rate of approximately 10 per year (31 IN1Z developments and 19 IN3Z developments).

Developments within the urban estates zoned IN1Z have an average land area of 0.77 ha. Within the IN3Z the average land area per development equates to 0.45 ha.

100% of all building permits issued for IN3Z land over the 2001/2005 period (a total of 19) occurred within the Mildura Industrial estate. 74% of building permits issued on IN1Z land within the urban industrial estates occurred within the Mildura estate.

(Non Urban – Thurla, Koorlong, Block H)

No building permits were issued during the 5 year period for industrial land in the non-urban estates.

Table 1: Summary of Industrial Subdivision Activity – Urban Areas (2001 – 2005)

Year	IN1Z		IN3Z		Refer Attachment 1
	Lots Created	Total Area (Ha)	Lots Created	Total Area (Ha)	
2001 (Jan – Dec)					
Mildura Industrial Estate	20	8.525	6	2.32	Table 1
Irymple Industrial Estate	-	-	n/a	n/a	Table 2
Merbein Industrial Estate	-	-	n/a	n/a	Table 3
Red Cliffs Industrial Estate	-	-	-	-	Table 4
2001 Sub Total	20	8.525	6	2.32	
2002 (Jan – Dec)					
Mildura Industrial Estate	3	0.56	21	5.695	Table 1
Irymple Industrial Estate	-	-	n/a	n/a	Table 2
Merbein Industrial Estate	-	-	n/a	n/a	Table 3
Red Cliffs Industrial Estate	-	-	-	-	Table 4
2002 Sub Total	3	0.56	21	5.695	
2003 (Jan – Dec)					
Mildura Industrial Estate	5	0.585	5	4.698	Table 1
Irymple Industrial Estate	4	4.225	n/a	n/a	Table 2
Merbein Industrial Estate	-	-	n/a	n/a	Table 3
Red Cliffs Industrial Estate	-	-	-	-	Table 4
2003 Sub-Total	9	4.81	5	4.698	
2004 (Jan – Dec)					
Mildura Industrial Estate	14	5.592	-	-	Table 1
Irymple Industrial Estate	-	-	n/a	n/a	Table 2
Merbein Industrial Estate	-	-	n/a	n/a	Table 3
Red Cliffs Industrial Estate	-	-	-	-	Table 4
2004 Sub-Total	14	5.592	-	-	
2005 (Jan – Dec)					
Mildura Industrial Estate	4	2.02	-	-	Table 1
Irymple Industrial Estate	-	-	n/a	n/a	Table 2
Merbein Industrial Estate	-	-	n/a	n/a	Table 3
Red Cliffs Industrial Estate	-	-	-	-	Table 4
2005 Sub-Total	4	2.02	-	-	
5 YEAR SUB TOTAL	50 lots	21.507	32 lots	12.71	
AVERAGE PER ANNUM	10 lots / 4.3 ha		6.4 lots / 2.54 ha		
5 YEAR GRAND TOTAL	82 lots (IN1Z and IN3Z) = 34.21 ha				
AVERAGE PER ANNUM	16.4 lots (IN1Z and IN3Z) / 6.84 Ha				

Source: S. Nickas, Mildura Rural City Council (2006)

Table 2: Summary of Industrial Development Activity – Urban Areas (2001 – 2005)

Year	IN1Z		IN3Z		Refer Attachment 1
	Building Permits Issued	Total Area (Ha)	Building Permits Issued	Total Area (Ha)	
2001 (Jan – Dec)					
Mildura Industrial Estate	4	1.5179	4	1.492	Table 1
Irymple Industrial Estate	2	0.2934	n/a	n/a	Table 2
Merbein Industrial Estate	1	1.578	n/a	n/a	Table 3
Red Cliffs Industrial Estate	1	0.0641	-	-	Table 4
2001 Sub Total	8	3.4534	4	1.492	
2002 (Jan – Dec)					
Mildura Industrial Estate	4	2.773	8	3.1657	Table 1
Irymple Industrial Estate	-	-	n/a	n/a	Table 2
Merbein Industrial Estate	-	-	n/a	n/a	Table 3
Red Cliffs Industrial Estate	-	-	-	-	Table 4
2002 Sub Total	4	2.773	8	3.1657	
2003 (Jan – Dec)					
Mildura Industrial Estate	8	3.8103	2	2.3285	Table 1
Irymple Industrial Estate	1	0.094	n/a	n/a	Table 2
Merbein Industrial Estate	-	-	n/a	n/a	Table 3
Red Cliffs Industrial Estate	-	-	-	-	Table 4
2003 Sub-Total	9	3.9043	2	2.3285	
2004 (Jan – Dec)					
Mildura Industrial Estate	5	6.8772	-	-	Table 1
Irymple Industrial Estate	-	-	n/a	n/a	Table 2
Merbein Industrial Estate	-	-	n/a	n/a	Table 3
Red Cliffs Industrial Estate	1	1.494	-	-	Table 4
2004 Sub-Total	6	8.3712	-	-	
2005 (Jan – Dec)					
Mildura Industrial Estate	2	2.32	5	1.5088	Table 1
Irymple Industrial Estate	1	0.44	n/a	n/a	Table 2
Merbein Industrial Estate	1	2.825	n/a	n/a	Table 3
Red Cliffs Industrial Estate	-	-	-	-	Table 4
2005 Sub-Total	4	5.585	5	1.5088	
5 YEAR SUB TOTAL	31	24.087	19	8.495	
AVERAGE PER ANNUM	6.2 / 4.82 ha		3.8 / 1.699		
5 YEAR GRAND TOTAL	50 building permits / 32.582 ha				
AVERAGE PER ANNUM	10 building permits / 6.5164 ha				

Source: S. Nickas, Mildura Rural City Council (2006)

3.6.2 Uncommitted Land Supply & Capacity

Approximately 52 ha of industrial zoned land within the 4 urban industrial estates is uncommitted / undeveloped (41.37 ha IN1Z and 10.27 ha in the IN3Z). (Refer Table 3)

Table 3: Uncommitted Land Summary – Urban Areas (2006)

Estate	IN1Z	IN3Z	TOTAL
	Uncommitted Area (Ha)	Uncommitted Area (Ha)	Total Uncommitted Area (Ha)
Mildura Estate	12.33	4.33	16.66
Irymple Estate	20.20	n/a	20.20
Merbein Estate	5.74	n/a	5.74
Red Cliffs Estate	3.10	5.94	9.04
Total	41.37 ha	10.27 ha	51.64 ha

Note: Uncommitted = Land that is vacant and that does not have a building permit issued
Source: S. Nickas, Mildura Rural City Council (2006)

The projected capacity and number of years supply remaining in each of the urban estates based on rates of development experienced over during 2001 – 2005 is discussed in Sections 3.2 – 3.5 of this report. The key findings of the analysis are presented in Table 4 below.

Table 4: Estimated Capacity of Urban Industrial Estates

Estate	Estimated Capacity (Developments)	Estimated Capacity Years (based on 2001 – 2005 development rates)
Mildura Estate	Approx 20	Less than 3 years
Irymple Estate	Between 23 – 91	30 plus years
Merbein Estate	Between 2 – 7	5 – 17 years
Red Cliffs Estate	11 plus extensive re-development opportunities	25 plus years

3.6.3 Conclusions

Based on the detailed analysis detailed in Sections 3.1 – 3.5 and summarised above the following conclusions are drawn:

- It is considered necessary and strategically justifiable to rezone approximately 70 ha of land for service industrial purposes (IN3Z) within the Mildura urban area to satisfy the projected 2020 demand for service industry development in this part of the District.
- It is considered that there is no strategic justification / need to rezone any additional land in Irymple, Merbein or Red Cliffs for short – medium term industrial development purposes.
- There is strategic justification to “replace” the IN1Z land “lost” from Block H if this land is rezoned back to its former PUZ6 zoning.

4.0 INITIAL STAKEHOLDER CONSULTATION

This section provides an overview of the initial consultation undertaken as part of the review process (Section 4.1) and key findings (Refer Section 4.2).

4.1 Consultation Undertaken

A range of consultation methods have been employed during the initial phases of the project including:

- **Individual meetings with stakeholders including:**
 - representatives of DSE and the MCMA;
 - industrial land developers and real estates agents including Mr Kelly, Mr Dimasi, Mr Tierney; Mr Freeman;
 - other significant land owners including Mr Sutherland and Ms Riedl;
 - relevant Council staff;
 - representatives of Lower Murray Water; and
 - representatives of Council's Economic Development Board (SMEDB) and Airport Manager
- **Developer Forum**
 - A briefing of Council's Developer Forum was held to discuss industrial land needs and possible responses. The meeting was attended by approximately 20 individuals representing the broad cross section of development interests.
- **Call for land owner written submissions**
 - Via the Developer Forum written submissions were requested to be lodged with Council to outline details and rationales for specific industrial rezoning requests. In response 17 submissions were received (Refer Appendix 3)
- **Briefing of Council's Planning Committee**
 - A briefing of Council's Planning Committee occurred in June to present and discuss preliminary findings of investigations completed.

4.2 Key consultation findings

The key findings of consultation undertaken to date are highlighted below:

- All individuals and agencies consulted identified that there is a pressing need for additional industrial zoned land in the urban centre of Mildura to accommodate primarily small, medium and large service industrial development activities.
- The majority view expressed was that the recent IN1Z rezonings facilitated by Amendment C28 go a long way towards satisfying large lot industrial requirements that may require significant buffers from urban uses. However, it was generally agreed that strategic work which underpinned the Amendment was deficient in its assessment of the need for smaller lot service industry related uses which are required within an urban framework.

- The majority of persons consulted offered the opinion that the proposed development of the Mildura Airport Business Park would not be attractive to all market segments. In particular it would not address the locational requirements of those industries that wished to be located close to the urban catchment of Mildura for access to its workforce; truck and car access; and exposure.
- Many highlighted that the Maunsell report significantly underestimated the likely take-up of existing industrial zoned land, particularly in the Mildura estate. *[As noted in Section 2.2, Maunsell Report projected the likely demand for undeveloped industrial land is likely to be an average of 2.5 – 3.0 ha per annum over the next 20 years. The findings of the Audit undertaken in this project has determined that between 2001 and 2005 approximately 32.5 ha of industrial zoned land within the 4 key urban industrial estates was committed to industrial development via securing of building permits. This equates to a development rate of approximately 6.5 ha per year. This finding validates stakeholder opinions.]*
- The majority of persons consulted considered that a provision of a 20 year supply of industrial land was appropriate at this time. In support of this comment there was a near unanimous degree of consensus that a significant amount of land is needed to be rezoned in the short term in order to generate competition in the market so that land prices are brought back to reality. It was noted that the asking price for the relatively small amount of undeveloped B4Z land on Benetook Avenue was unrealistic and unless additional land was brought on line in the near future it was unlikely that the land would be developed in the short – medium term.
- The following points reflect the majority (although not unanimous) view from the consultation undertaken regarding the key locational requirements for any new industrial zonings:
 - Close to Mildura CBD / City Heart;
 - Close (and preferably contiguous with) other established industrial areas;
 - Main road frontage and exposure / highly accessible;
 - Will facilitate development of a mix of uses in a mix of lot sizes;
 - Accessible to required services; and
 - Can manage potentially sensitive interfaces.
- The majority (but not all) of persons who attended the developer forum (considered that any strategically supportable short fall in a 20 year supply of industrial land in the vicinity of Mildura should be accommodated on Benetook Avenue (on both sides between 14th and 15th Streets initially and then progressively towards 16th Street). This view was supported by a significant majority of persons and agencies who were also individually consulted. *[It is noted that this finding was not unanimously shared. In this regard 2 submissions were received (from owners of land east of Benetook Ave) which strongly opposed the application of an industrial zone in the mid block from 14th to 15th Streets. Refer Submissions 5 & 6 Appendix 3]*
- In relation to the possible rezoning of 'Block H' back to its former PUZ6 zoning, no opposition was highlighted. Those that had a view on the issue agreed that it is unlikely that land would be developed given the position of DSE and the CMA regarding the native vegetation constraints. There was strong agreement that if the land was rezoned from its Industrial 1 zoning, it should be 'replaced' with another site or sites.

5.0 ASSESSMENT OF POTENTIAL INDUSTRIAL AREAS

The conclusions of the industrial land audit, documented in Section 3 of this report, has highlighted that there is demand / need and strategic justification to support:

- The short term rezoning of approximately 70 ha of land within the Mildura urban area to satisfy the projected 2020 demand for service industry development (IN3Z) in this part of the district.
- There is strategic justification to “replace” the non-urban IN1Z land “lost” from Block H (approximately 260 ha) if this land is rezoned back to its former PUZ6 zoning, as is recommended.

Consultation undertaken in preparing the report supports these findings (Refer Section 4).

The industrial land audit also found that there is no strategic justification / need to rezone any additional land in Irymple, Merbein or Red Cliffs for short – medium term industrial development purposes.

Having drawn these conclusions, this section documents a site selection assessment criteria and an overview of the various options that have been suggested to meet the demand for the additional supportable industrial land provision. It is noted that individual assessments of investigation areas and rezoning requests are documented in Appendix 2 & 3 respectively.

5.1 Assessment Criteria

5.1.1 “Urban Area” – Approximately 70 ha of additional IN3Z land

Based on the findings of the planning context summary documented in Section 2 and the results of the consultation undertaken documented in Section 4, the following assessment criteria were developed for site selection purposes in relation to satisfying the demand for an additional 70 ha of additional IN3Z land.

1. Within Mildura’s Urban framework / close to Mildura CBD

Rationale:

- The majority of industrial development activity in the municipality has occurred within the Mildura industrial estate over the last 5 – 10 years. This finding clearly demonstrates the preferred status of Mildura as an industrial / commercial / service centre.
- Based on the findings of the audit the remaining 16.6 ha of uncommitted / undeveloped industrial land in the Mildura industrial estate will be fully developed in approximately 2.6 years.
- The Mildura development community has confirmed that the unmet demand for industrial development opportunities is in this area.
- The State Planning Policy Framework (Clause 17.03) establishes that Planning Authorities should zone land for industrial development in urban growth areas.

- The Local Planning Policy Framework (Clause 21.04-4) reinforces the SPPF and contains an explicit strategy which encourages small-medium scale local and regional industrial and commercial activities in Mildura.

2. Close to (and preferably contiguous with) other established industrial areas / nodes

Rationale:

- Consolidation / expansion of existing industrial areas / nodes will facilitate economic synergies / benefits.
- Consolidation / expansion of existing industrial areas will focus industrial transport and traffic rather than dispersing it throughout the urban area.
- Consolidation / expansion of existing industrial nodes will assist in facilitating infrastructure provision.
- Consolidation / expansion of existing industrial nodes will minimise potential amenity impacts.

3. Main road frontage and exposure / highly accessible

Rationale:

- The State Planning Policy Framework (Clause 17.03) establishes that Planning authorities should zone land for industrial development where good access for employees and freight transport is available.
- The Local Planning Policy Framework (Clause 21.04-4) reinforces the SPPF and contains an explicit strategy to concentrate industrial development in areas highly accessible to truck routes.
- A large percentage of service industrial development requires / benefits from main road exposure.
- Main road locations reduce the need for freight transport to encroach into residential areas thereby reducing conflicts.

4. Large land parcels to facilitate development of a mix of uses and lot sizes

Rationale:

- A variety of uses and lot sizes needs to be able to be achieved to meet the diverse range of service industrial business needs. Sites selected need to be large enough to facilitate subdivision and development to achieve a range of uses and lot sizes.
- Large land parcels are also required to provide the necessary land area to accommodate building setbacks, landscape treatments, car parking, possible access ways, ancillary storage areas and on-site buffers and the like where necessary.

5. Accessible to required services

Rationale:

- Sites selected need to be able to efficiently access required infrastructure including water, sewer, stormwater, gas and the like.

6. Can manage potentially sensitive interfaces

Rationale:

- The provisions of the Industrial 3 zone relating to the *Use of Land* (refer Clause 33.03-2) require that *a use must not adversely affect the amenity of the neighbourhood*. A key decision guideline in considering applications for the use of the land for an industry or warehouse include *the effect that the use may have on nearby existing or proposed residential areas or other uses which are sensitive to industrial off-site effects*. In this regard it is considered imperative that any site to be rezoned to the IN3Z can manage potentially sensitive interfaces through the establishment of appropriate buffers.

7. Consistent with Council adopted strategic planning reports

Rationale:

- As highlighted in Section 2.7 of this report, the *Mildura-Irymple Interface Study* was adopted by Council on the 27th April 2006. The Study represents a key strategic consideration in relation to the site selection for additional land to accommodate service industries in Mildura. By way of summary the study recommended that:
 - Benetook Avenue be developed as a core commercial and service industry precinct;
 - Both sides of Benetook Avenue between 14th and 15th Street are recommended for a mix of Business 4 and Industrial 3 zonings.
 - This precinct will be reinforced as a preferred growth corridor for this type of retailing and industry and subsequent rezoning of land in alternate locations for similar uses will only be considered once this land is exhausted. (Emphasis added).
- The implications of the findings summarised above is that this precinct has the status of the priority area in Mildura for the application of the Industrial 3 zone.

5.1.2 "Non - Urban Area" – Approximately 260 ha of additional IN1Z land

Based on the findings of the planning context summary documented in Section 2 and the results of the consultation undertaken to date documented in Section 4, the following assessment criteria has been developed for site selection purposes in relation to satisfying the demand for an additional 260 ha of additional IN1Z land in the non-urban areas of the municipality.

1. Add to the diversity of IN1Z locations

Rationale:

- Any additional IN1Z rezoning in the non-urban area of district should add to diversity of choice offered by existing undeveloped non-urban industrially zoned areas. The provision of additional industrial zoned land on the fringe of, or in close proximity to, existing undeveloped areas which are zoned to facilitate industrial development is therefore not encouraged.

2. Consistent with Council adopted strategic planning reports

Rationale:

- A key consideration in this regard, as highlighted in Section 2.7, is the Mildura Transport Plan for Long Term Regional Development which was adopted by Council at its May 2005 Ordinary Meeting. It is considered that any new large scale non-urban industrial locations should complement the long term transport network proposed in the Strategy.

3. No Environmental constraints

Rationale:

- Any new large scale non-urban Industrial 1 locations should be able to effectively manage or make good any existing environmental constraint. Key considerations include the native vegetation framework, salinity, flooding etc.

4. Minimise conflict with surrounding uses

Rationale:

- Any new large scale non-urban Industrial 1 locations should minimise conflict with surrounding land uses. In this regard, site areas need to be large enough to accommodate on site buffers as required.

5. Responds to an identified opportunity

Rationale:

- In circumstances where 2 or more sites have been assessed as similarly meeting the above criteria, (eg all other considerations being equal), it is considered valid to give preference to rezoning site(s) for which there is a higher likelihood of development occurring in the short-term. In this regard sites which already have a high degree of interest from an 'end user' should be given preference over more speculative rezonings / outcomes.

5.2 Assessment of "Investigation Areas" and "Rezoning Requests / Submissions"

Appendix 2 contains assessments of the 14 investigation areas identified by the Dudley Report and Appendix 3 contains assessments of the 17 written submissions received following the call for rezoning requests during the stage 1 consultation phase of the project.

The criteria documented in section 5.1 above has been utilised for each of the assessments.

The following tables highlight the breakdown between urban and non-urban sites.

"Urban" Investigations Areas (Refer Appendix 2)	Corresponding "Urban" Submissions (Refer Appendix 3)
Area 1. Benetook Ave (14 th – 15 th Street)	Sub 5 – B. Sutherland Sub 6 – M Reidl
Area 2. Cowra Ave – Sandilong Ave (South of 11 th Street)	Sub 13 – T. Garraway Sub 14 – U. Hussein
Area 3. Cowra Ave (11th Street to Cureton Ave)	N/A
Area 4. Irymple	Sub 1 – D & R De Angelis Sub 2 – D & R De Angelis Sub 3 – Roy Costa & Associates on behalf of Mr & Mrs Cappola Sub 4 – Mildura Real Estate on behalf of Ms K. Foreman Sub 16 – Roy Costa & Associates on behalf of M. Rolfe
Area 5. Red Cliffs (East of LMW Waste Water Treatment Plant)	N/A
Area 9. South of Channel Road, Merbein	N/A
N/A	Sub 7 – Roy Costa & Associates on behalf of Eleftherios Karatsas Pty Ltd
N/A	Sub 17 – Roy Costa & Associates on behalf of I. Dimasi

"Non Urban" Investigations Areas (Refer Appendix 2)	Corresponding "Non-Urban" Submissions (Refer Appendix 3)
Area 6. Kulkynne Way	Sub 10 – Nicol Projects on behalf of R & N Cua
Area 7. Benetook Ave / 20 th Street	N/A
Area 8. 21 st Street – Koorlong	N/A
Area 10. South Mildura (Dow Ave / Benetook Ave / Etiwanda Ave)	N/A
Area 11. South Mildura (Dow Ave/ Deakin Ave)	Sub 15 – C. Beruldsen
Area 12. Yatpool	N/A
Area 13. Sturt Highway / Meridian Road	Sub 11 – Nicol Projects on behalf of Charles Family Sub 12 – Nicol Projects on behalf of Simmons Family
Area 14. Yelta	N/A
N/A	Sub 8 - Roy Costa & Associates on behalf of J. Halacas
N/A	Sub 9 – Roy Costa & Associates on behalf of Piscioneri Transport

Note: Plans highlighting locations of "Investigation Areas" and "Submissions" received are located in Attachments 2 and 3 respectively.

5.2.1 DRAFT Conclusions “Urban Area” Assessments

The key conclusions distilled from the individual assessments documented in Appendix 2 and Appendix 3 relating to the potential urban focused industrial rezonings included:

- Land fronting **Benetook Avenue, between 14th and 15th Streets** is considered to be the prime candidate site for rezoning to IN3Z in the short term, with the exception of the Council depot site which would be more suited to an IN1Z to reflect its surrounding zoning pattern. This land has been assessed as fully complying with each of the site selection assessment criteria established in Section 5.1.1 of this report. This finding is consistent with the Council adopted *Mildura – Irymple Interface Study* recommendation which states that the precinct is the preferred growth corridor for B4Z retailing and service industry in the municipality. It is noted that 2 detailed submissions were lodged which strongly oppose this outcome.
- Land fronting Benetook Avenue, at the top end of 15th Street heading toward 16th Street is also considered to be a strong / suitable candidate for rezoning to IN3Z in the short term. It is considered that the creation of a hub of activity in this location would not compromise future planning outcomes that may arise from future strategic planning for this area. In reaching this conclusion the project team has been guided by its finding that there is an unmet demand for approximately 70 ha of additional IN3Z land in Mildura in the short term. This quantum of land is beyond that which can be accommodated on Benetook Avenue north of 15th Street (approximately 52 ha allowing for a substantial Green Belt Corridor mid-block between 14th and 15th Streets). The facilitation of this additional node of activity is considered a secondary priority compared to IN3Z the rezonings recommended for land on Benetook Avenue between 14th and 15th Streets. It is also recommended that development of land along this stretch of Benetook Avenue for industrial or commercial uses should occur in a staged and sequential manner starting from the 15th Street end. “Leap frogging” of development should be avoided.
- No land is supported for industrial rezoning in the urban area of **Irymple** at this time due to lack of justifiable demand and also servicing constraints. Having noted this, the site subject of Submission 1 (D. & R DeAngelis) has been identified as a suitable longer term opportunity to extend the existing industrial zoning in Irymple. While it is considered to have potential for industrial development, the timing would be dependant on demand and the take up of existing and preferred areas. It is recommended that its potential future industrial use could be signified in the MSS via a modification to the Irymple Town Structure Plan. Other submissions requesting rezonings in Irymple were deemed not to be strategically justified in the short to medium term.
- Similarly no land is supported for industrial rezoning in the urban areas of **Merbein and Red Cliffs** in the medium to long term.
- It is considered that there is an identified need to determine the long term future of land generally **south of the existing 2030 Residential Growth Boundary** surrounding Mildura.

5.2.2 DRAFT Conclusions “Non - Urban Area” Assessments

The key conclusions distilled from the individual assessments documented in Appendix 2 and Appendix 3 relating to the potential non urban focused industrial rezonings include:

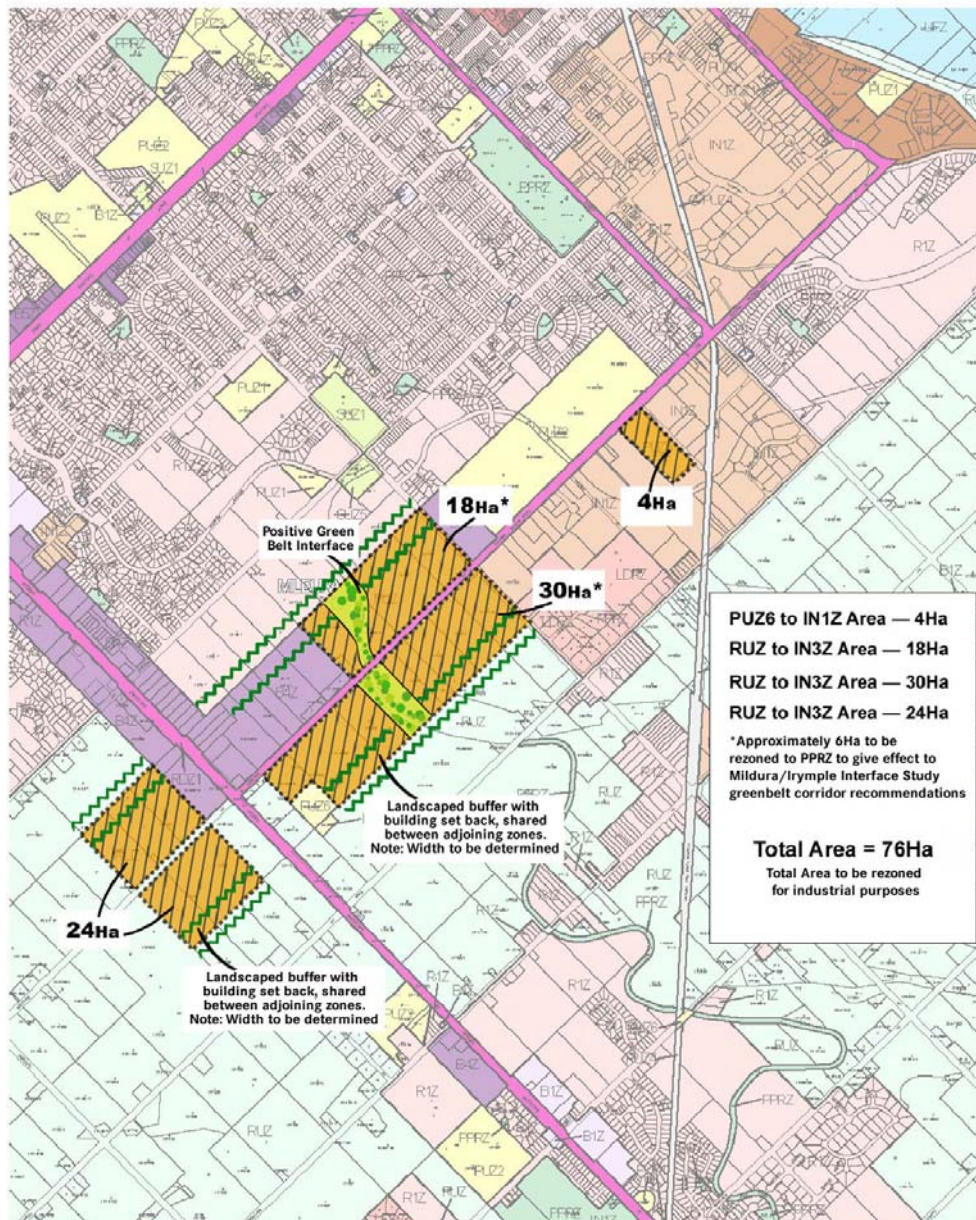
- The parcel of subject of **Submission 10 - Kulkynne Way** (Investigation Area 6) which totals approximately 250 ha is considered the priority candidate for rezoning to IN1Z in the short term. It is considered that this area would significantly add to the diversity of choice in IN1Z locations in the district. This land has been assessed as fully complying with each of the site selection assessment criteria established in Section 5.1.2 of this report. In this regard it is noted that:
 - the upgrade of Kulkynne Way is nominated in the *Mildura Transport Plan for Long Term Regional Development Report* as a Stage 2 priority to facilitate the Sturt Highway deviation from the Calder highway through to a new bridge over the Murray River and connection to the NSW section of the Sturt highway. It is considered the sites rezoning to IN1Z is strategically consistent with this long term vision;
 - the site is predominantly cleared agricultural land although there are some stands of native vegetation. It is understood that the detailed assessment of the remaining native vegetation (prepared by Dr J Prider of Ecological Associates Pty Ltd) identifies that there are no anticipated issues with management of remaining native vegetation.
 - it is understood that there is significant interest in developing the site to accommodate a range of businesses services for the intensive horticultural industries in this area of the municipality.
- The other prime candidate considered for IN1Z rezoning in the short term was **South Merbein - Sturt Highway/Meridian Road** (Investigation Area 13). It is considered that land surrounding this junction could potential provide additional diversity of IN1Z locations in the district and advance the objective of upgrading Meridian Road to provide the heavy vehicle bypass of Mildura. However, prior to recommending land be rezoned in this vicinity further clarification on a number of matters is required. They include:
 - Confirmation of land owner desire and response from relevant road and rail authorities regarding future plans at the junction;
 - Confirmation that the land is free of flooding/drainage constraints;
 - Further investigation regarding the implications of the ESO which is currently applied to the adjoining Merbein Mushrooms Composting Plant.
- **Yatpool** (Investigation Area 12) was also considered to have some strategic merit for IN1Z rezoning, primarily based on its long term role in the wider transport plan for the region. However in the absence of any known interest / development prospects for land within this investigation area it is recommended that the land retain its current zoning. (No submission lodged)
- **Yelta** (Investigation Area 14) was also considered to be a candidate site for the application of the IN1Z. However, while the area has the advantage of existing rail infrastructure it appears constrained by flooding and vegetation issues. It was concluded that future industrial development in association with railway infrastructure should be considered on a site and proposal specific basis. (No submission lodged).
- All other non urban investigation areas and submission were dismissed from short – medium term consideration.

- Prior to finalising the above conclusions further discussions with Lower Murray Water regarding water and sewer servicing and Council regarding Stormwater provision is required. Stakeholder feedback is also sought on the Draft findings. These discussions will be undertaken during the next exhibition phase of project, scheduled for Aug 2006.

6.0 DRAFT RECOMMENDATIONS (AUGUST 2006)

6.1 DRAFT Recommendations Regarding 'Urban Area' Industrial Rezoning (August 2006)

Based on the conclusions reached in the preceding sections of the Draft recommendations regarding 'Urban Area' Industrial Rezoning are shown graphically below.



DRAFT INDUSTRIAL REZONING RECOMMENDATIONS (URBAN)

6.2 DRAFT Recommendations regarding 'Non Urban' Industrial Rezonings

Based on the conclusions reached in the preceding sections of this report the Draft recommendations regarding 'Non Urban Area' Industrial Rezonings are shown graphically below.



DRAFT INDUSTRIAL REZONING RECOMMENDATIONS (NON-URBAN)

Note: Land surrounding the junction of **South Merbein - Sturt Highway / Meridian Road** (Investigation Area 13) is also considered to have potential to provide additional diversity of IN1Z locations in the district. Prior to formalising a position on this additional area further advice will be sought during the exhibition phase of this Draft Report regarding:

- Land owner desire;
- Opinions from relevant road and rail authorities regarding future plans at the junction;
- Any possible environmental constraint; and
- Any possible implications associated with the Environmental Significance Overlay which is currently applied to the adjoining Merbein Mushrooms Composting Plant.

6.3 Other DRAFT Recommendations Regarding Planning Scheme Modifications

The following additional planning scheme controls are recommended to implement the findings of this review. It is recommended that the suite of modifications listed below, (together with the zoning changes highlighted in Sections 6.1 and 6.2 of the report) would best be facilitated via a comprehensive combined Planning Scheme Amendment which seeks to implement the recommendations of this report and the recently adopted Mildura – Irymple Interface Study.

6.3.1 Municipal Strategic Statement

- Include the Final Adopted Version of the *Industrial Land Strategy Update, 2006* as a Reference Document in the Scheme at Clause 21.06
- Include the Mildura-Irymple Interface Study: Final Report, 2006 as a Reference Document in the Scheme at Clause 21.06
- Prepare and insert revised Mildura and Irymple Structure Plans (at Clause 2.04-2) to reflect the changes proposed by the Industrial Land Strategy Update and the Mildura-Irymple Interface Study.
- Revise text at Clause 21.04-4 (Objective 4 and accompanying Strategies) to update the strategies for industrial land provision.
- Incorporate new text to give effect to the findings and recommendations of the Mildura-Irymple Interface Study (It is noted that the Implementation Schedule documented at Section 5.2 of the Final Report recommends the introduction of a Local Policy)

6.3.2 Additional Consequential Zone Changes

- Remove IN1Z from Block H and replace with PUZ6

6.3.3 Overlays

- Prepare and apply a Development Plan Overlay for the Benetook Corridor. The schedule should articulate the outcomes sought in regard to design, interface and buffer treatments for Industrial and Business 4 zoned land along both sides of Benetook Avenue;
- Amend the Schedule to DDO2 (Town Entrances) and the Schedule to DDO4 (Industrial Areas) to reflect necessary modification associated with the above action;
- Insert in the appropriate schedule:
 - specified distances between an external wall of an industrial building and the external wall of any habitable dwelling (with the distance being shared between the two zones – Refer Swan Hill Amendment C24)
 - specified landscape treatments;
 - easements for service infrastructure; and

- location and width of service roads.
- In undertaking the above tasks invite land owners in the affected areas (including Mr Sutherland and Ms Riedl and/or Mr Freeman on their behalf) to contribute to the drafting of the controls;
- Liaise with Vic Roads regarding the application of the Public Acquisition Overlay to facilitate the road widening of Benetook Avenue between 14th and 15th Streets;
- Apply a Public Acquisition Overlay over the recommended Greenbelt/Open Space Corridor located mid block between 14th and 15th Streets;
- Prepare a Development Contributions Plan and apply a Development Contributions Plan Overlay for the new industrial rezoning along Benetook Avenue to facilitate the equitable cost recovery of Council funded Stormwater and local road infrastructure as well as costs associated with the acquisition of the recommended Greenbelt / Open Space Corridor;
- Amend the Schedule to DDO4 (Industrial Areas) to:
 - Incorporate the IN1Z rezoning on Kulkyne Way; and
 - Remove reference to Block H.
- Based on further investigations, consider the application of the VPO on the Kulkyne Way IN1Z rezoning.

7.0 ISSUES ARISING FROM CONSIDERATION OF SUBMISSIONS IN RESPONSE TO DRAFT REPORT

7.1 Exhibition of Draft Report

Following presentation of the Draft Report to Council's Planning Committee in August 2006 it was agreed to release the Draft Report for community comment for a period of 1 month. To commence the exhibition period a community briefing session was held to which all submitters to the study and potentially affected land owners were invited. The briefing session was well attended and the feed-back on the draft report's recommendations was generally very positive.

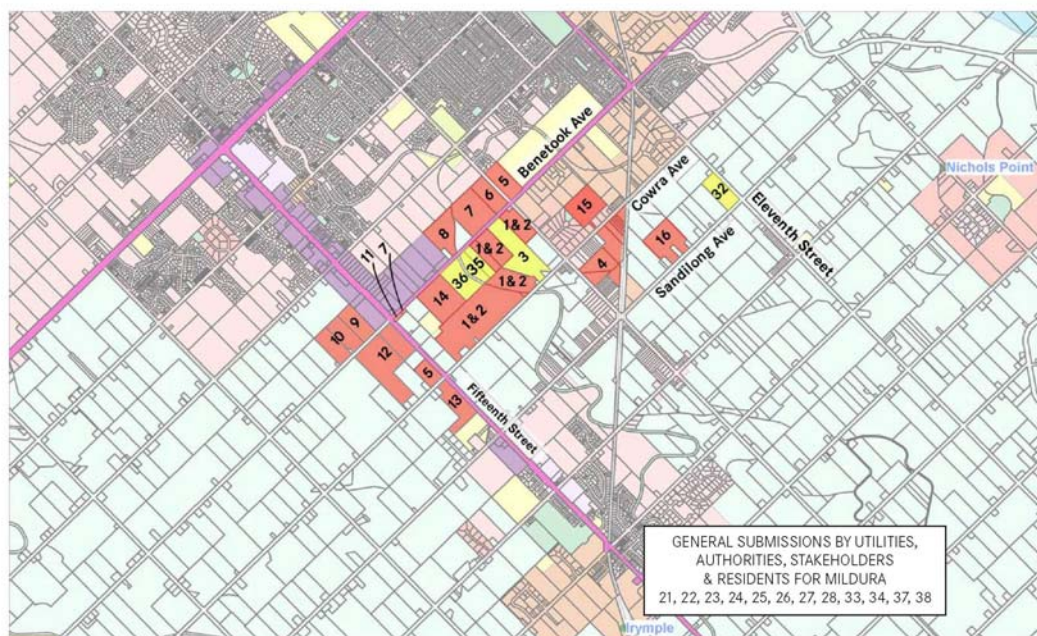
The draft report was placed on informal exhibition until 8th September (although submissions were received up to early October).

7.2 Location and Nature of Submissions

In total 40 submissions were received in response to exhibition (including late submissions). Each submission has been assessed / evaluated by the project team (Refer Appendix 4). A summary of the issues raised in submissions is now provided.

1) Submissions relating to Draft Mildura Urban Area Recommendations

21 submissions were received relating to the Draft Mildura Urban Area recommendations as highlighted in the following plan.

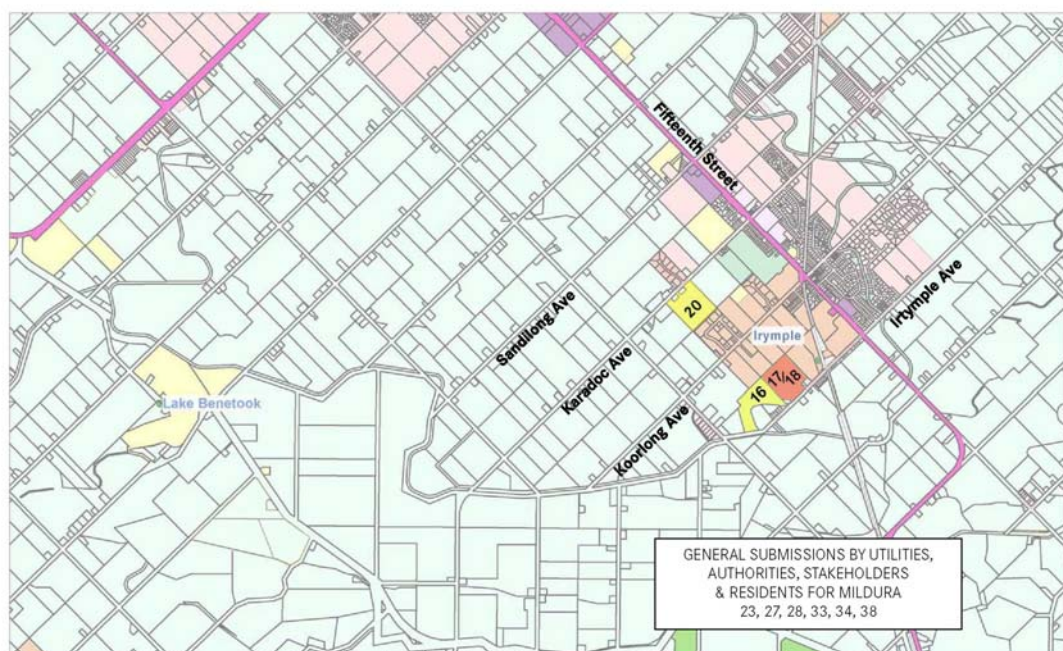


SUBMISSIONS 1-16, 21-38, 33, 34, 37, 38 INDUSTRIAL REZONING INVESTIGATION

- 11 submissions were lodged by (or on-behalf) of residents supporting Benetook Ave proposed IN3Z rezoning (Subs 3, 6, 7, 8, 9, 10, 14, 16, 21, 35, 36). The majority of these submitters seek clarification regarding buffer concept.
- 5 submissions by (or on-behalf) of residents opposing (part or all) of Benetook Ave proposed IN3Z rezonings (Sub 1, 2, 34, 16). Submissions 1, 2, & 4 while opposing the proposed rezoning between 14th & 15th Streets do not oppose rezoning between 15th & 16th. They also note that if the rezoning was to proceed between 14th and 15th they would prefer a depth of only 150 m.
- 6 submissions by (or on behalf) of residents requesting additional rezonings in Mildura Urban Area (Sub 5, 11, 13, 15, 32, 40). Following assessment of these submissions none of the additional sites put forward in submission in the Mildura Urban Area are considered appropriate for rezoning by the project team.

2) Submissions relating to Irymple Urban Area Recommendations

4 submissions were received relating to the Draft Mildura Urban Area recommendations as highlighted in the following plan.



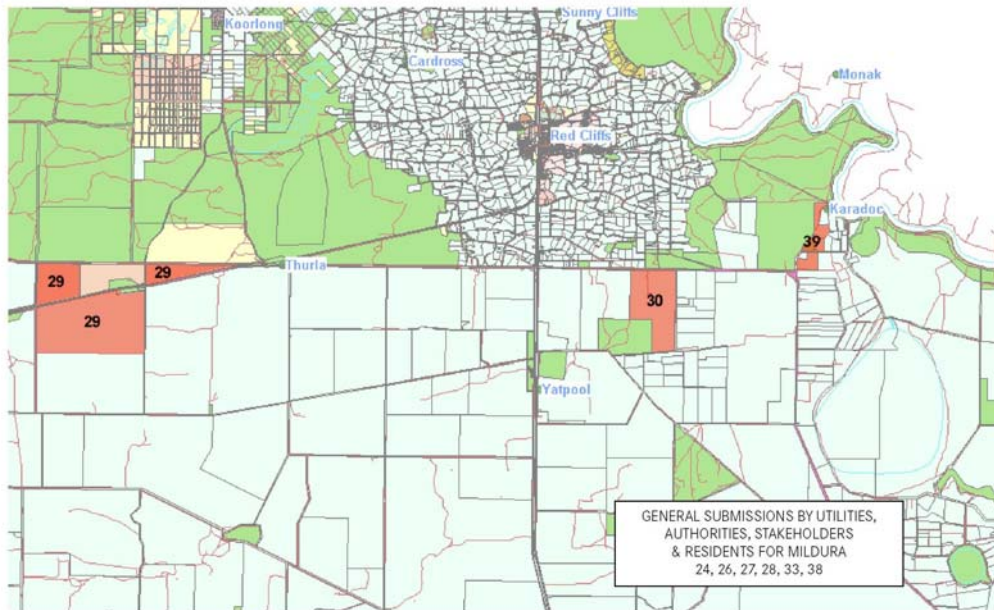
SUBMISSIONS 17-20, 23, 27, 28, 33, 38 INDUSTRIAL REZONING INVESTIGATION

- 2 submissions were lodged by or on behalf of residents supporting recommendations to designate sites in MSS for long term IN1Z development (Sub 18, 19)
- 2 submissions were lodged by or on behalf of residents reiterating their desire for short term IN1Z rezoning (Subs 17, 20). Following assessment of these submissions none of

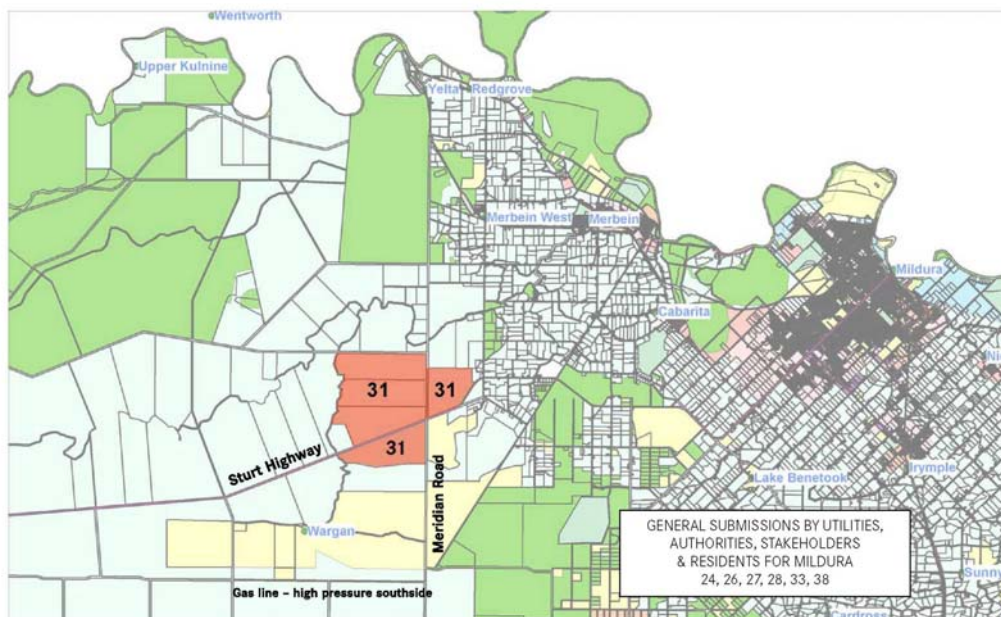
the sites subject of submissions are considered appropriate for short term rezoning by project team.

3) Submissions relating to Non-Urban Area Recommendations

4 submissions were received relating to the Draft Non Urban Area recommendations as highlighted in the following plans.



SUBMISSIONS 24, 26-28, 33, 38 INDUSTRIAL REZONING INVESTIGATION



SUBMISSIONS 24, 26-28, 31, 33, 38 INDUSTRIAL REZONING INVESTIGATION

- The land owner of the proposed Kulkyn / Trevisco rezoning (Sub 30) provided a submission in support of the draft recommendation. Following consideration of submissions, the project team recommends that the site area to be rezoned should be reduced to 205 ha to address native vegetation concerns. (Refer Appendix 4)
- 1 submission was received requesting a further rezoning at Karadoc (Sub 39). Following assessment the requested rezoning is not supported by the project team.
- 1 submission was received requesting short term rezoning at Thurla (Sub 29). Following assessment the rezoning of an additional 68 ha parcel at Thurla is supported at this time. (Refer Appendix 4)
- 1 submission was also received which provided additional information regarding the merits of rezoning at Sturt Highway South Merbein (Sub 31). Following Assessment the project team does not support rezoning of this land at this time. Further investigations and resolution of issues is required. Both LMW and MCCMA raised concerns which are yet to be addressed. The project team recommends that the land be identified as a long term candidate for rezoning in the MSS.

4) Submissions from Utilities and Authorities

- 8 submissions were received from Departments, Utility or Service Authorities. The majority of submissions were supportive of the Draft recommendations. Some clarification was requested on a number of issues. A key issue raised by DSE related to the consistency of the Draft Report with the findings of the Mildura-Irymple Interface Study recommendations.

Note – As highlighted previously Appendix 4 contains an overview / assessment of each of the 40 submissions lodged in response to the draft report. It is also noted that no submissions were received regarding recommendations relating to the urban areas of Merbein or Red Cliffs.

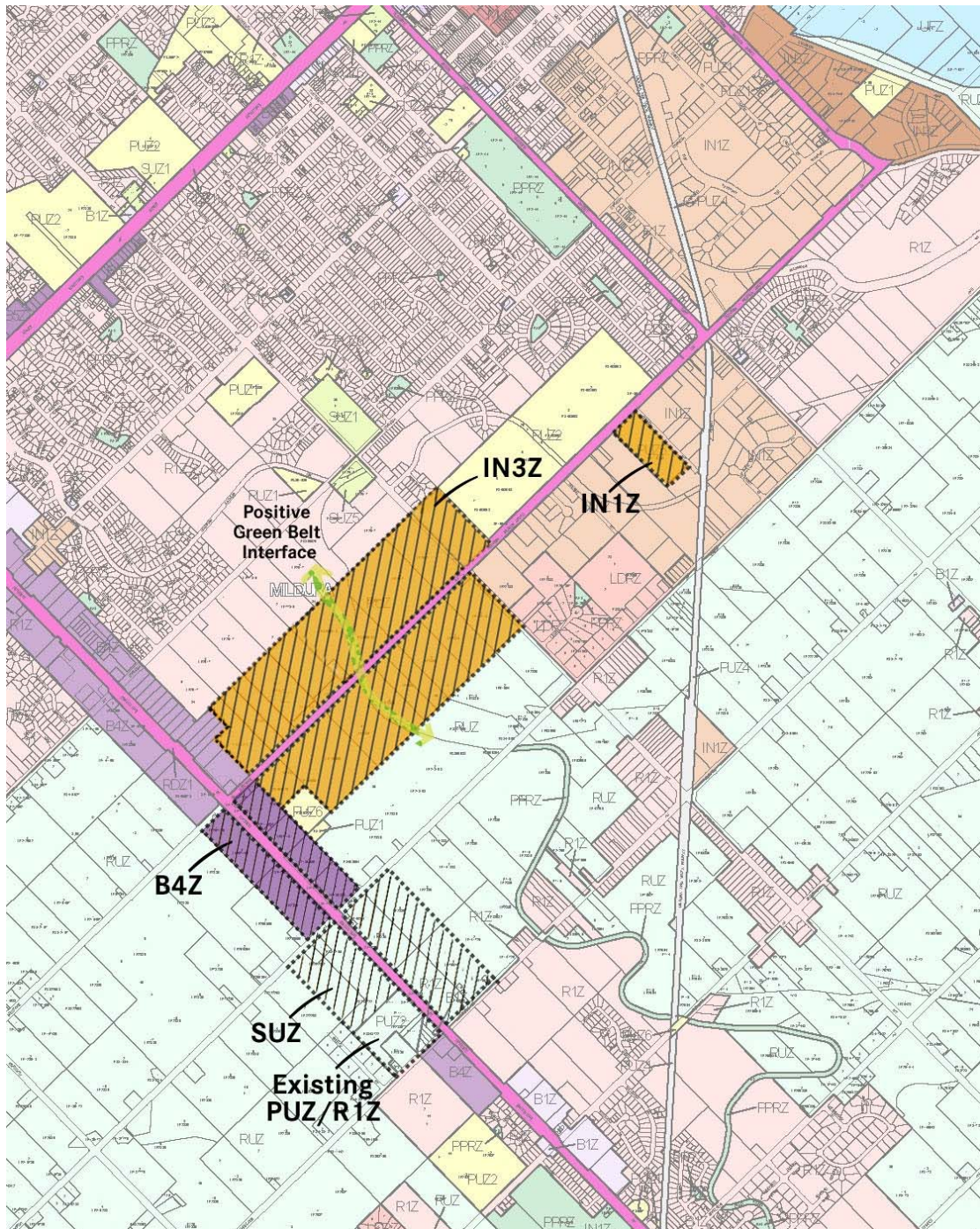
7.3 Post Exhibition Meetings, Modifications & Stake Holder Briefing

Having considered submissions in response to the Draft report, the project team met with Mr Craig Czarny of Hansen Partnership to seek clarification regarding a number of the Mildura – Irymple Interface study recommendations. The focus of discussion, as highlighted in section 2.7 of this report, was on possible mechanisms to advance the recommendations / vision articulated in the Mildura Irymple Framework plan, particularly in regard to:

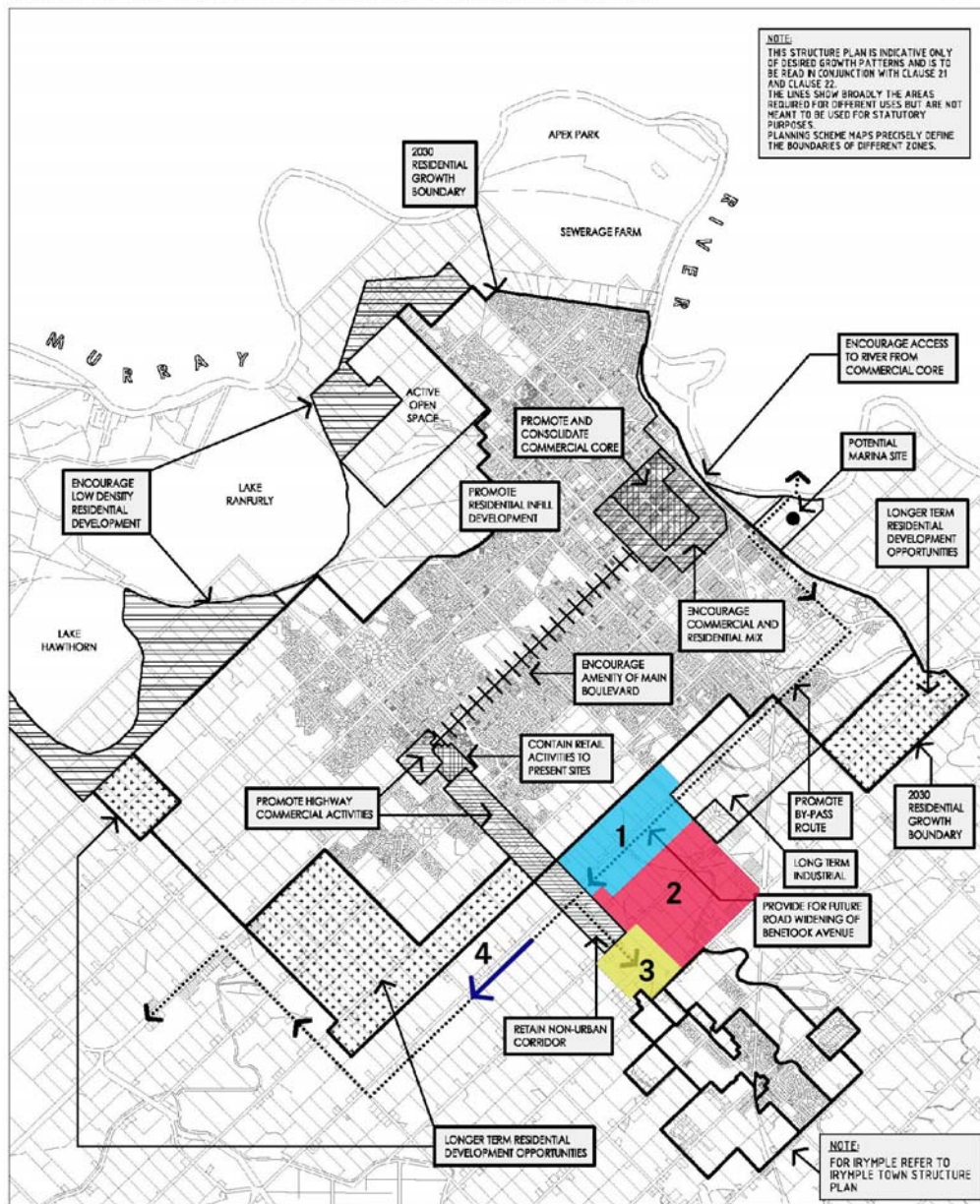
- Advancing the preferred location for Business 4 development (eg along Fifteenth Street between Benetook Avenue and Cowra Avenue) by “repositioning” the recently approved 20 ha of B4Z on Benetook Ave to Fifteenth Street;
- Advancing service industry development along Benetook Avenue by rezoning both sides of this designated Truck Route (between Fourteenth and Fifteenth Streets) to Industrial 3; and
- Advancing community uses on Fifteenth Street between Cowra and Sandilong Avenues by applying a Special Use Zone.

- Achieving the stated urban design outcomes in each of the above identified areas by the corresponding application of appropriate Overlay Controls.
- Being transparent about the long term potential residential development outcome for land between Cowra Avenue and the back of the proposed IN3Z land fronting Benetook Avenue.

The merits of advancing these actions were fully supported by Mr Czarny and are reflected in the following plans.



MILDURA TOWN STRUCTURE PLAN



- 1 Encourage service industry and associated commercial activities
- 2 Potential long term residential development at mix of densities
- 3 Encourage development of community based uses
- 4 Potential long term industry

Following the meeting with Mr Czarny, Mr John Keaney met with officers of the Department of Infrastructure to provide clarification regarding a number of issues raised in their submission and to outline the above proposed modifications to the Draft Report which the project team (and Mr Czarny) considers would:

- Achieve a more logical and sustainable outcome which would reflect the vision and the recommendations of the "Interface Study" and the findings of the "industrial study".
- Rationalise the zoning regime on Benetook Avenue and Fifteenth Street;
- Implement the 'non urban break' recommendations of the Interface study by applying a Special Use Zone (Cowra to Sandilong)
- Identify long term Residential and Industrial expansion areas in accordance with the Interface Study.

The departmental officers were generally very pleased regarding the marrying of the recommendations of the two strategic planning documents. On the basis of the discussions, the project team briefed full Council on the proposed modifications to the Draft Report. Council unanimously supported the modifications.

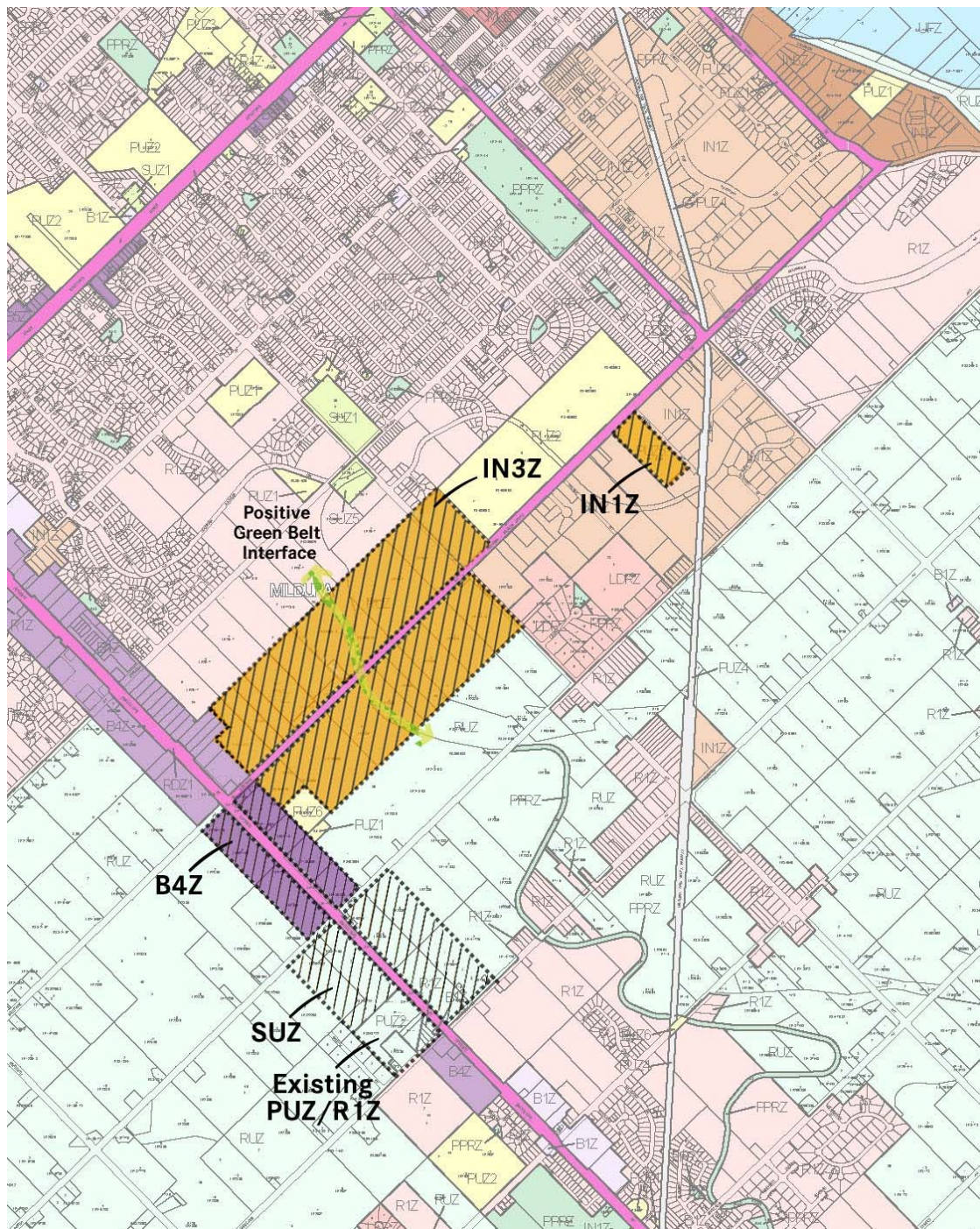
Based on the above highlighted discussions, the Project team advances the recommendations as documented in Section 8 of this report.

It is noted that the recommendations as outlined in Section were discussed at a public forum to which all stakeholders, submitters and affected land owners were invited. This meeting occurred in Mildura on Thursday 7th December 2006.

8.0 FINAL RECOMMENDATIONS

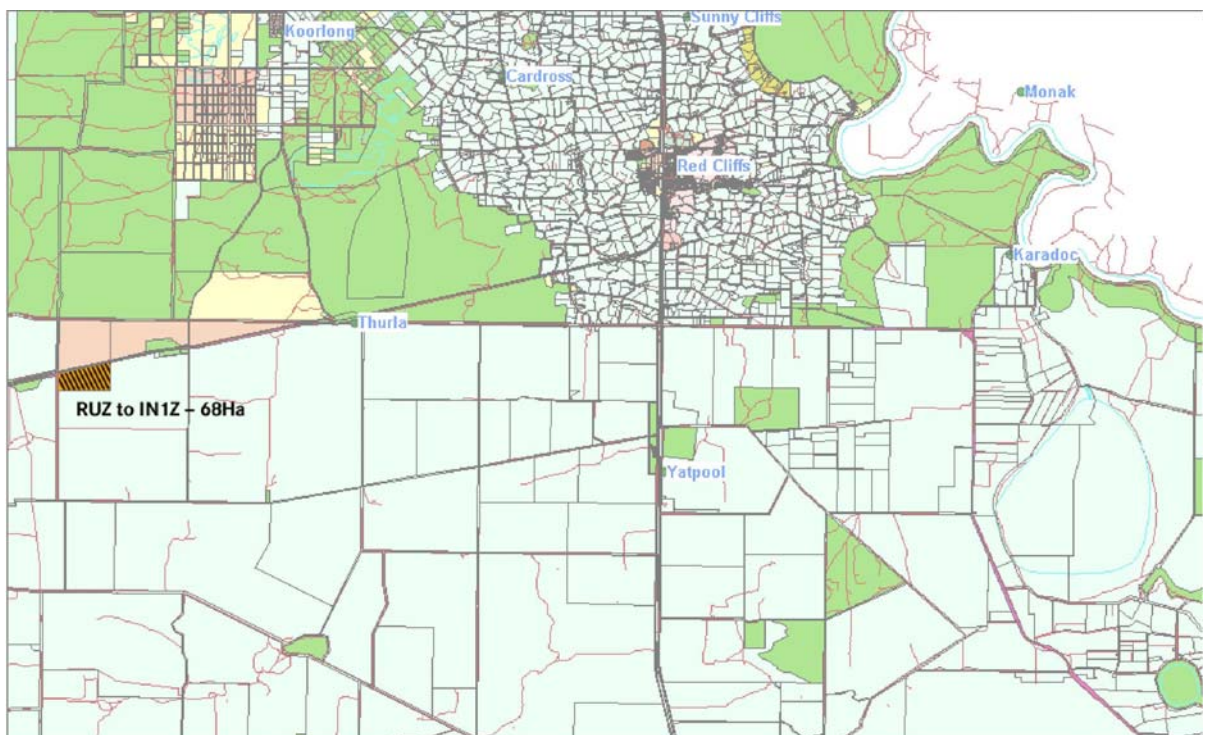
8.1 Final Urban Area Industrial Rezoning Recommendations

Based on the conclusions reached in the preceding sections of this report the recommendations regarding 'Urban Area' Industrial Rezoning are shown graphically below.



8.2 Final Recommendations regarding 'Non Urban' Industrial Rezonings

Based on the conclusions reached in the preceding sections of this report the Final recommendations regarding 'Non Urban Area' Industrial Rezonings are shown graphically in the plans below.

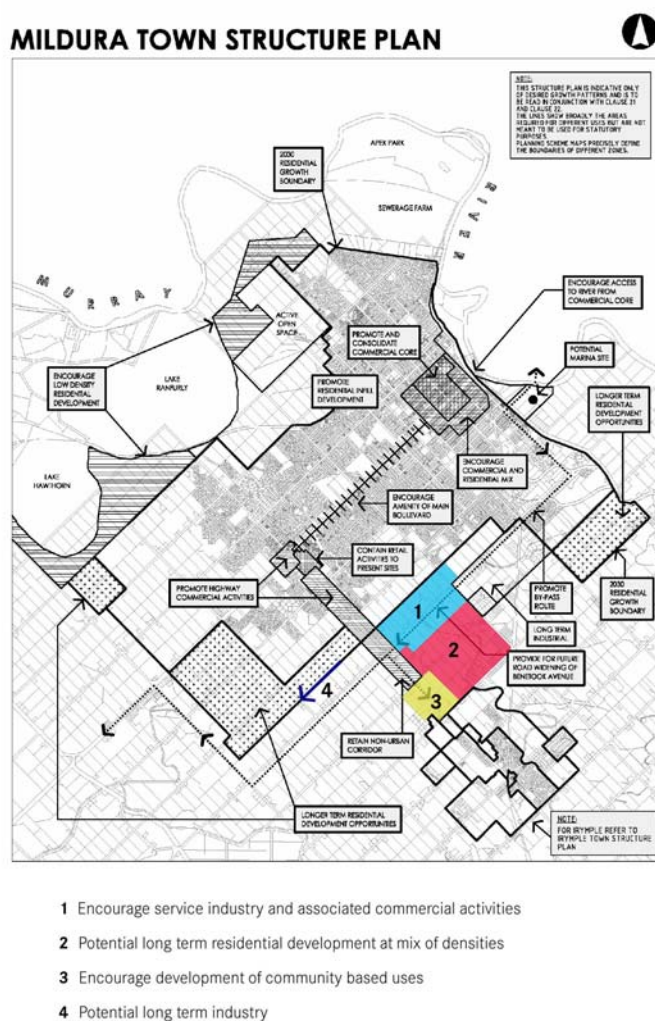


8.3 Other Final Recommendations Regarding Planning Scheme Modifications

The following additional planning scheme controls are recommended to implement the findings of this review. It is recommended that the suite of modifications listed below, (together with the zoning changes highlighted in Sections 8.1 and 8.2 of the report) would best be facilitated via a comprehensive combined Planning Scheme Amendment which seeks to implement the recommendations of this report and the recently adopted Mildura – Irymple Interface Study.

8.3.1 Municipal Strategic Statement

- Include the Final Adopted Version of the *Industrial Land Strategy Update, 2006* as a Reference Document in the Scheme at Clause 21.06
- Include the Mildura-Irnyple Interface Study: Final Report, *2006* as a Reference Document in the Scheme at Clause 21.06, such report including an addendum highlighting support for the proposed modifications emerging from this report.
- Prepare and insert a revised Mildura Structure Plan (at Clause 2.04-2) to reflect the changes proposed by the Industrial Land Strategy Update and the Mildura-Irnyple Interface Study. (Refer Below)



- Prepare and insert a revised Irymple Structure Plan (at Clause 2.04-2) to reflect the changes proposed by the Industrial Land Strategy Update regarding long term industrial development locations / preferred rezonings.
- Revise text at Clause 21.04-4 (Objective 4 and accompanying Strategies) to update the strategies for industrial land provision.
- Incorporate new text and statutory controls to give effect to the findings and recommendations of the Mildura-Irymple Interface Study.

8.3.2 Additional Consequential Zone Changes

- Remove IN1Z from Block H and replace with PUZ6

8.3.3 Overlays

- Prepare and apply Development Plan Overlays for the Fifteenth Street and Benetook Corridors. The schedule should articulate the outcomes sought in regard to design, interface and buffer treatments;
- Amend the Schedule to DDO2 (Town Entrances) and the Schedule to DDO4 (Industrial Areas) to reflect necessary modification associated with the above action;
- Insert in the appropriate schedule:
 - specified distances between an external wall of an industrial building and the external wall of any habitable dwelling (with the distance being shared between the two zones – Refer Swan Hill Amendment C24);
 - specified landscape treatments;
 - easements for service infrastructure; and
 - location and width of service roads.
- In undertaking the above tasks invite land owners in the affected areas (including Mr Sutherland and Ms Riedl and/or Mr Freeman on their behalf) to contribute to the drafting of the controls;
- Liaise with Vic Roads regarding the application of the Public Acquisition Overlay to facilitate the road widening of Benetook Avenue between 14th and 15th Streets;
- Apply a Public Acquisition Overlay over the recommended Greenbelt/Open Space Corridor located mid block between 14th and 15th Streets;
- Prepare a Development Contributions Plan and apply a Development Contributions Plan Overlay for the new industrial rezoning along Benetook Avenue to facilitate the equitable cost recovery of Council funded Stormwater and local road infrastructure as well as costs associated with the acquisition of the recommended Greenbelt / Open Space Corridor;
- Amend the Schedule to DDO4 (Industrial Areas) to:
 - Incorporate the IN1Z rezoning on Kulkyne Way; and
 - Remove reference to Block H.
- Prepare and Apply a VPO on the Kulkyne Way IN1Z rezoning.

**Overview of Industrial Development
Building and Subdivision Activity (2001 – 2005)**

Compiled by Sarah Nickas, Development Services – Mildura Rural City Council

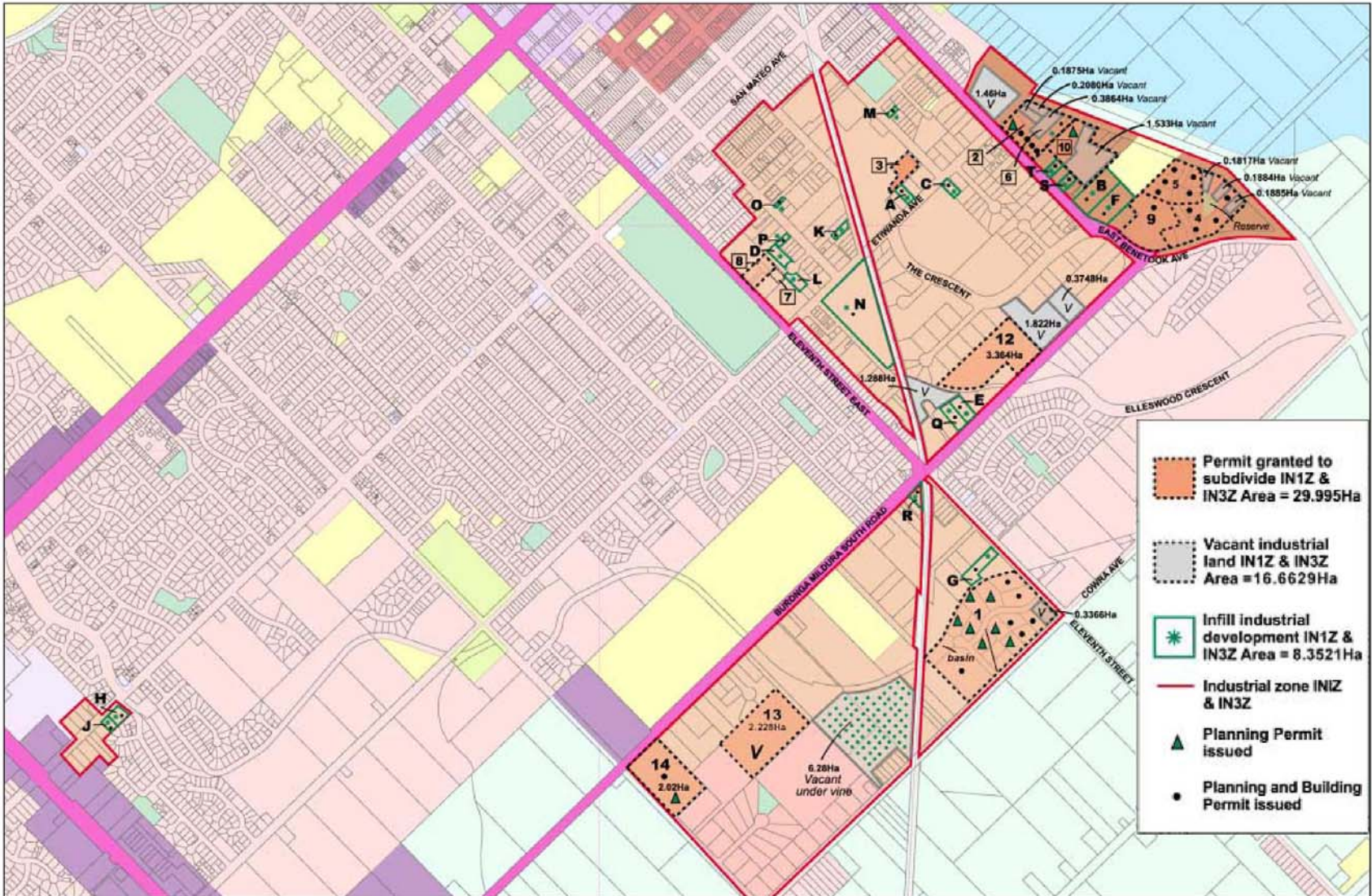


FIGURE 1 RECENT SUBDIVISION AND BUILDING ACTIVITY IN **MILDURA** INDUSTRIAL ESTATE 2000-05

Table 1: Subdivision Activity in Mildura Industrial Estate

Year / Application Details	Industrial 1 Zoned Land				Industrial 3 Zoned Land				
	Lots Created	Total Gross Area (Ha)	Area Vacant (lot size)	No Vacant Lots	Lots Created	Total Gross Area (Ha)	Area Vacant (lot size)	No Vacant Lots	Fig
2001 (Jan – Dec)									
Planning Permit No P00/329 -permit issued 2001 S0104, S0211 & S0251: Cowra Ave PF1074	20	8.525	0.3366	1					1
Planning Permit No P00/482 & S0148 - PF2507 Lot 1-6 1008-1018 Etiwanda Ave					6	2.32			2
2001 Sub Total	20	8.525	0.3366	1	6	2.32			
2002 (Jan – Dec)									
Planning Permit No P02/039 & S0390 unequal lots 13-21 Eighth St PF26829: 2/0.15 & 0.26 (Devilees)	3	0.56							3
Dolphin Estate Stage 1: S0380 & P01/582					6	2.825			4
Dolphin Estate Stage 2: S0381& P01/582					10	2.87	0.5586	3	5
Planning Permit No P02/485 & S0558 - PF2507 Lot 6 - 1008-1018 Etiwanda Ave Lot 6 subdivided into 5 lots - area in S0148 above					5		0.7819	3	6
2002 Sub Total	3	0.56			21	5.695	1.3405	6	
2003 (Jan – Dec)									
Planning Permit No P03/330 - PF27356 S0686 (2004): 3/138 Eleventh Street Stop Signs Lot 1/456m2 & Lot 2/297m2	2	0.075							7
Planning Permit No P03/531& P00/540 & S0685 Mildura Auction Warehouse & Solomon Flooring 140-146 Eleventh Street - 3 lot body corporate PF 10175 & PF28009 - 5106m2	3	0.51							8

Year / Application Details	Industrial 1 Zoned Land				Industrial 3 Zoned Land				
	Lots Created	Total Gross Area (Ha)	Area Vacant (lot size)	No Vacant Lots	Lots Created	Total Gross Area (Ha)	Area Vacant (lot size)	No Vacant Lots	Fig
S0540 & P03/081 & P03/287- PF28107 2-12 Seventh Street - Dahlsens					1	2.14			9
Planning Permit No P01/121& S0562 85-87 (PF 1130) - 89-91 (PF1131) Cureton Ave					2	2.36	1.533	1	10
Planning Permit No P03/288 & P03/373 - PF26379 34 Seventh Street - 2 Lot body corporate					2	0.198			11
2003 Sub-Total	5	0.585			5	4.698	1.533	1	
2004 (Jan – Dec)									
Planning Permit No P04/498 PF399 1077-1089 Benetook - Forbes Wilson	4	3.364							12
Planning Permit No P04/586 & S0811 – PF5648 Rodger Street	10	2.228	2.228	10					13
2004 Sub-Total	14	5.592	2.228	10					
2005 (Jan – Dec)									
Planning Permit No P05/180 GTS Transport 1236-1250 Benetook Ave PF463 1230-1234 Benetook Ave PF26955	4	2.02							14
2005 Sub-Total	4	2.02							
5 YEAR GRAND TOTAL	46	17.282	2.5646	11	32	12.713	2.8735	7	
5 YEAR IN1Z & IN3Z GRAND TOTAL	29.995								
5 YEAR IN1Z & IN3Z VACANT TOTAL	5.4381								

NOTE:

1. Total Gross Area includes new lots created, internal roads and drainage reserves
2. Area Vacant (lot size) = lot size only - does not include roads etc

Table 1 (a): Recent Building Activity in new Subdivisions in Mildura Industrial Estate

Year / Application Details	Industrial 1 Zoned Land			Industrial 3 Zoned Land			
	Sub division	Lot Size (Ha)	Building Permit Issued	Sub division	Lot Size (Ha)	Building Permit Issued	
2001 (Jan – Dec)							
Planning Permit No P00/482 & P03/462 - PF 27441 50 Seventh Street				7TH/ ETIWANDA	0.15	B2001202B B04/0150	2 & 6
Planning Permit No P01/177 -PF28055 Lot 4 Sandown Ave Malidot office/warehouse	COWRA	0.33	B2001524B B04/0203				1
Planning permit P00/319 Lot 1 17-19 Eleventh Street John Judd Powder Coating - PF 27731	COWRA	0.522	B2001107/1B B2001107/2B				1
Planning permit P00/574 Lot 2 13-15 Eleventh Street Steve Grey Joinery - PF28053	COWRA	0.5759	B2001466B				1
Planning Permit No P01/261- PF 27442 52 Seventh Street				7TH/ ETIWANDA	0.15	B2002126B	2 & 6
Planning Permit No P01/364 & P04/027 46 Seventh Street P04/645 - PF27439				7TH/ ETIWANDA	0.152	B2002275B B05/1016	2 & 6
2001 Sub Total		1.4279			0.452		
2002 (Jan – Dec)							
Planning Permit No P02/061/ S0251- PF28070 Lots 8,9,11 & 12 - Best Bottlers 17311m2	COWRA	1.73	B2002518B B05/0217				1
Planning Permit No P02/072 & P05/554 - PF 28455 969 Benetook Ave - Lot 10				DOLPHIN	0.3114	B20025467 B	4
Planning Permit No P02/333-P03/611- P04/219 - PF28451 4 Dolphin Court				DOLPHIN	0.3138	B04/0784	4
Planning Permit No P02/334 - PF30431 & PF28450 6-8 Dolphin Court				DOLPHIN	0.3935	B03/0880	5
Planning Permit No P02/531 Lots 4,5,6 Dolphin Ct PF28449 - Lot 4 P05/361 & P05/389-2 lot subdivision				DOLPHIN		B05/1120	5
PF28448 - Lot 5 P04/182 & P05/089 2 lot subdivision				DOLPHIN		B06/0255	5

Year / Application Details	Industrial 1 Zoned Land			Industrial 3 Zoned Land			
	Sub division	Lot Size (Ha)	Building Permit Issued	Sub division	Lot Size (Ha)	Building Permit Issued	
PF28447 - Lot 6 P04/289 & P05/357 3 lot subdivision				DOLPHIN	0.88	B05/0688	5
Planning Permit No P02/577 - PF28446 Lots 7 Dolphin Court (Levien)				DOLPHIN	0.317	B03/0959	5
Planning Permit No P02/562 & S0390 - PF26829 13-21 Eighth Street - Devilees (5635m ²)		0.56	B03/0558				3
2002 Sub Total		2.29			2.2157		
2003 (Jan – Dec)							
Planning Permit No P03/113: Lots 14 & 15 Sandown Drive PF 28063-4498m ² /28065-3356m ² - Toll Logistics	COWRA	0.7854	Transport depot				1
Planning Permit No P03/169 - PF28057 Lots 20 Sandown Drive - (3431m ²) Zanoni	COWRA	0.3431	Undeveloped B03/0986				1
Planning Permit No P03/172-PF 28069 Lots 5 & 19 Sandown Drive - Best Bottlers -(6684m ²)	COWRA	0.6684	B03/0632 B04/0615				1
Planning Permit No P03/255: Sandown Drive - Mini Mix Lot 16 PF28058 - 5130m ² & 17 PF28059 5207m ²	COWRA	1.0337	B05/0880				1
Planning Permit P03/526 & S0381 - PF28442 Lot 13 / 45 Cureton Avenue - Armoured Car Depot				7TH STREET	0.1885	B04/0320	5
Planning Permit P03/287- PF28107 2-12 Seventh Street - Dahlsens				7TH STREET	2.14	B03/0537	9
2003 Sub-Total		2.8306			2.3285		
2004 (Jan – Dec)							
Planning Permit No P04/228: PF399 1077-1089 Benetook - Forbes Wilson X3 Warehouses	BENETOOK	3.364	B04/0767				12
Planning Permit No P04/563: 1107 Cowra (Lot 6) PF 28068 Mildura Irrigation - To commence in 2006	COWRA	0.35	NOT ISSUED				1
2004 Sub-Total		3.714					
2005 (Jan – Dec)							
Planning Permit No P05/283: PF28065.							

Year / Application Details	Industrial 1 Zoned Land			Industrial 3 Zoned Land			
	Sub division	Lot Size (Ha)	Building Permit Issued	Sub division	Lot Size (Ha)	Building Permit Issued	
PF28066, PF28067 Lot 7,22 & 21 - 8-10 Bathurst Court - Proposed Bus Depot	COWRA	0.91					1
Planning Permit No P05/011- PF27440 48 Seventh Street - Shed & Showroom				7TH STREET	0.15	B06/0135	
Planning Permit No P05/042 - PF27443 54 Seventh Street - Proposed Car Wash				7TH STREET	0.2996	NOT ISSUED	2 & 6
Planning Permit No P003/195 - PF29916 93-95 Cureton Avenue - S0558					0.4578	B05/0593	2 & 6
Planning Permit No P05/403 & P04/491- PF1131 89-91 Cureton Ave - Vehicle Service Facility					0.8272	NOT ISSUED	10
Planning Permit No P04/434 - PF28456 967 Benetook Avenue - Lot 11				DOLPHIN	0.525	B05/1151 B05/0872	4
Planning Permit No P05/180: GTS Transport 1236-1250 Benetook Ave: PF463 1230-1234 Benetook Ave: PF26955		2.02	B05/0519 B05/0928				14
2005 Sub-Total		2.93			2.2596		
5 YEAR GRAND TOTAL		13.1925			7.2558		
5 YEAR CUMULATIVE GRAND TOTAL	20.4483						

Table 1 (b): Recent Building Activity on infill sites in Mildura Industrial Estate

Year / Application Details	Industrial 1 Zoned Land		Industrial 3 Zoned Land		Refer Figure
	Total Area (Ha)	Building Permit Issued	Total Area (Ha)	Building Permit Issued	
2001 (Jan – Dec)					
Planning Permit No P01/046 - PF26832 1051-1055 Etiwanda Ave - Trustyle/Tile Centre	0.09	B010088W			A
Planning Permit No P01/265 & P04/206 - PF26826 26-32 Seventh Street - Self Storage facilities		B2002161B	1.04	B2002161B B04/0718	B
2001 Sub Total	0.09		1.04		
2002 (Jan – Dec)					
Planning Permit No P02/265 - PF2526 1034 Etiwanda Motor Sales (1823m2)	0.183	B950295 B02/0452			C
Planning Permit No P02/327 - PF9659 5-6 Andriske Court – (2625m2)	0.2626	none			D
Planning Permit No P02/326 1095 Benetook - PF10316 (3000m2)	0.3	B04/0749			E
Planning Permit No P02/176 - PF9055 18-24 Seventh Street:			0.95	B2001147B B02/0709	F
2002 Sub Total	0.7456		0.95		
2003 (Jan – Dec)					
Planning Permit No P03/213 - PF 2132 27-29 Eleventh Street - (4655m2) Mildura Mini Mix	0.4665	SITE DRIVE B04/0228			G
Planning Permit No P03/316: PF6038 418- 422 San Mateo Ave – 2255m2	0.225	B03/1225			H
Planning Permit No P03/380 & P05/310 - PF6042 424-426 San Mateo Dunning Developments- 1287m2	0.12	B06/0316			J
Planning Permit No P03/479: PF4656 11-13 Ninth Street (1590m2) Zhomic Pty Ltd	0.16	B04/0432			K
2003 Sub-Total	0.9715				
2004 (Jan – Dec)					
Planning Permit No P04/077 - PF 9657 3 Andriske Court - 1208m2	0.1208	none found			L
Planning Permit No P04/201- PF1812 36 Eighth Street – -M.Symes	0.06	B05/0074			M
Planning Permit No P04/266: PF2529 - 1076-1094 Etiwanda Sarnia – Staged development - X5 warehouses	3.237	B05/1019			N
Planning Permit No P04/388 - PF 6551/6552 Lot 1,2 ,3 46 Tenth Street - 421m2 & 847m2	0.1268	B06/0268			O
Planning Permit No P04/518 - PF 6544 37 Tenth Street – 2 warehouses 894m2	0.0894	B05/0253 Lot1			P
2004 Sub-Total	3.634				
2005 (Jan – Dec)					
Planning Permit No P05/026 & P02/171 – PF27776 (3000m2)		B02/0397			

Year / Application Details	Industrial 1 Zoned Land		Industrial 3 Zoned Land		Refer Figure
	Total Area (Ha)	Building Permit Issued	Total Area (Ha)	Building Permit Issued	
1095A Benetook Ave- S.Trimboli	0.3	B05/0368			Q
Planning Permit No P05/118 - PF422 1100 Benetook Ave : Tony Carrazza (2368m2)	0.2368	none found			R
Planning Permit No P05/219 - PF 26537 36 Seventh Street			0.198	permit issued 06	S
Planning Permit No P05/566 - PF26539 40 Seventh Street			0.178	B000127W	T
2005 Sub-Total	0.5368		0.376		
5 YEAR GRAND TOTAL	5.9861		2.366		8.3521

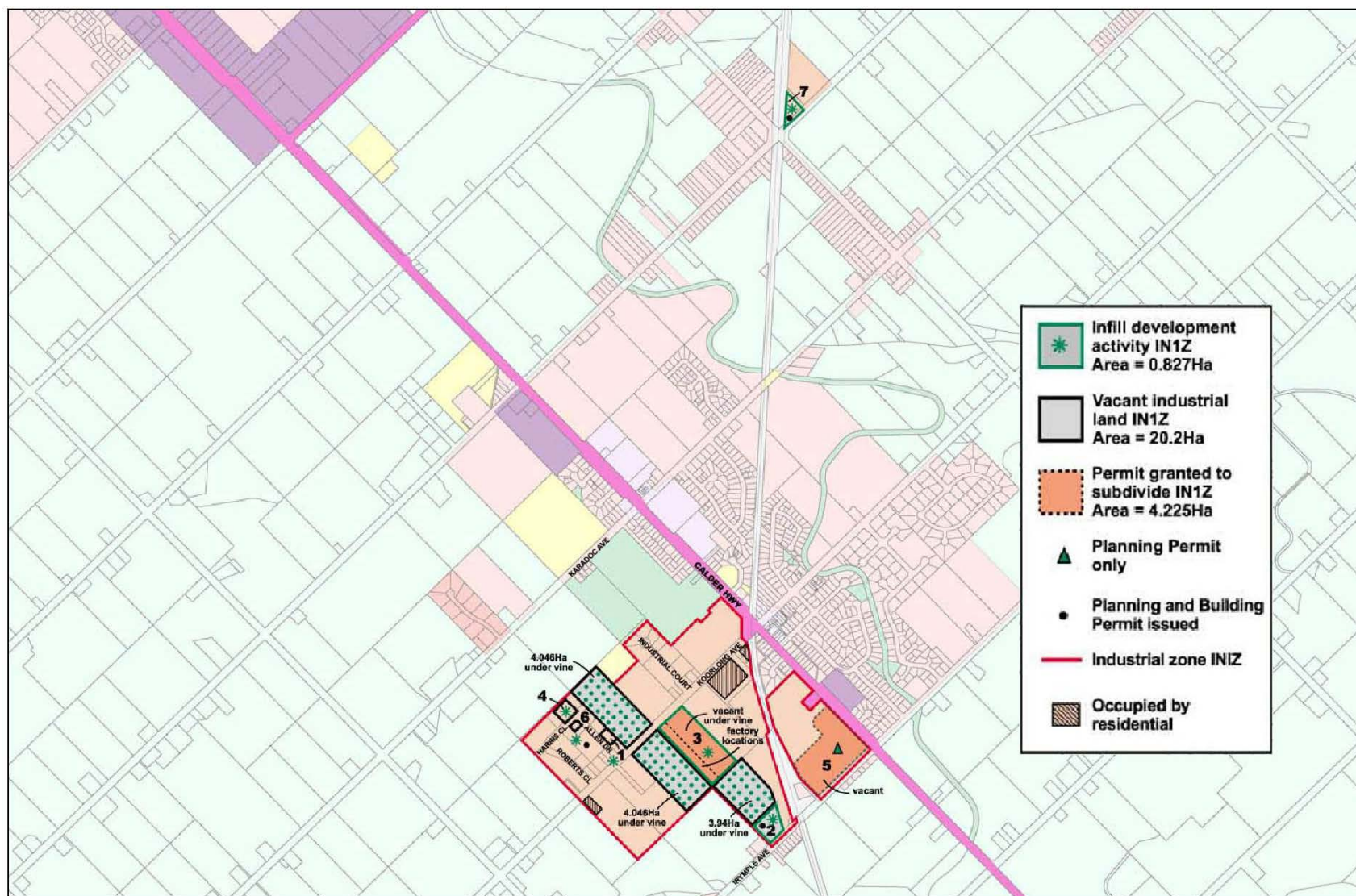


FIGURE 2 RECENT SUBDIVISION AND BUILDING ACTIVITY IN **IRYMPLE** INDUSTRIAL ESTATE 2000-05

Table 2: Irymple

Year / Application Details	Industrial 1 Zoned Land				Refer Figure
	Lots Created	Total Area (Ha)	Building Permit Issued	Infill Vacant Land Total Area (Ha)	
2001 (Jan – Dec)					
Planning Permit No P00/246 & P03/270 2 Allen Drive Irymple PF16439			B000138W	0.1914	1
Planning Permit No P01/374 Part Lot 14 1525 Irymple Ave PF16341			B960961P	0.102	2
2001 Sub Total				0.2934	
2002 (Jan – Dec)					
Planning Permit No P02/411 1542 Koorlong Ave PF16319: Cordoma Bros				1.85	3
2002 Sub Total				1.85	
2003 (Jan – Dec)					
Planning Permit No P03/009 1 Harris Close PF 16442				0.4	4
Planning Permit No P03/363, P03/445 S0635 Cnr 15th Street & Irymple Ave - PF16288 (S0590)	4	4.225	NONE ISSUED		5
Planning Permit No P03/512 7 Allen Drive Irymple PF16444			B03/1137	0.094	6
2003 Sub-Total		4.225		0.494	
2004 (Jan – Dec)					
2004 Sub-Total					
2005 (Jan – Dec)					
Planning Permit No P05/073 & 1185 Sandilong Ave PF15584 - (4436 m2)			B05/0574	0.44	7
2005 Sub-Total				0.44	
5 YEAR GRAND TOTAL		4.225		3.0774	
5 YEAR CULMUNATIVE TOTAL				7.3024	

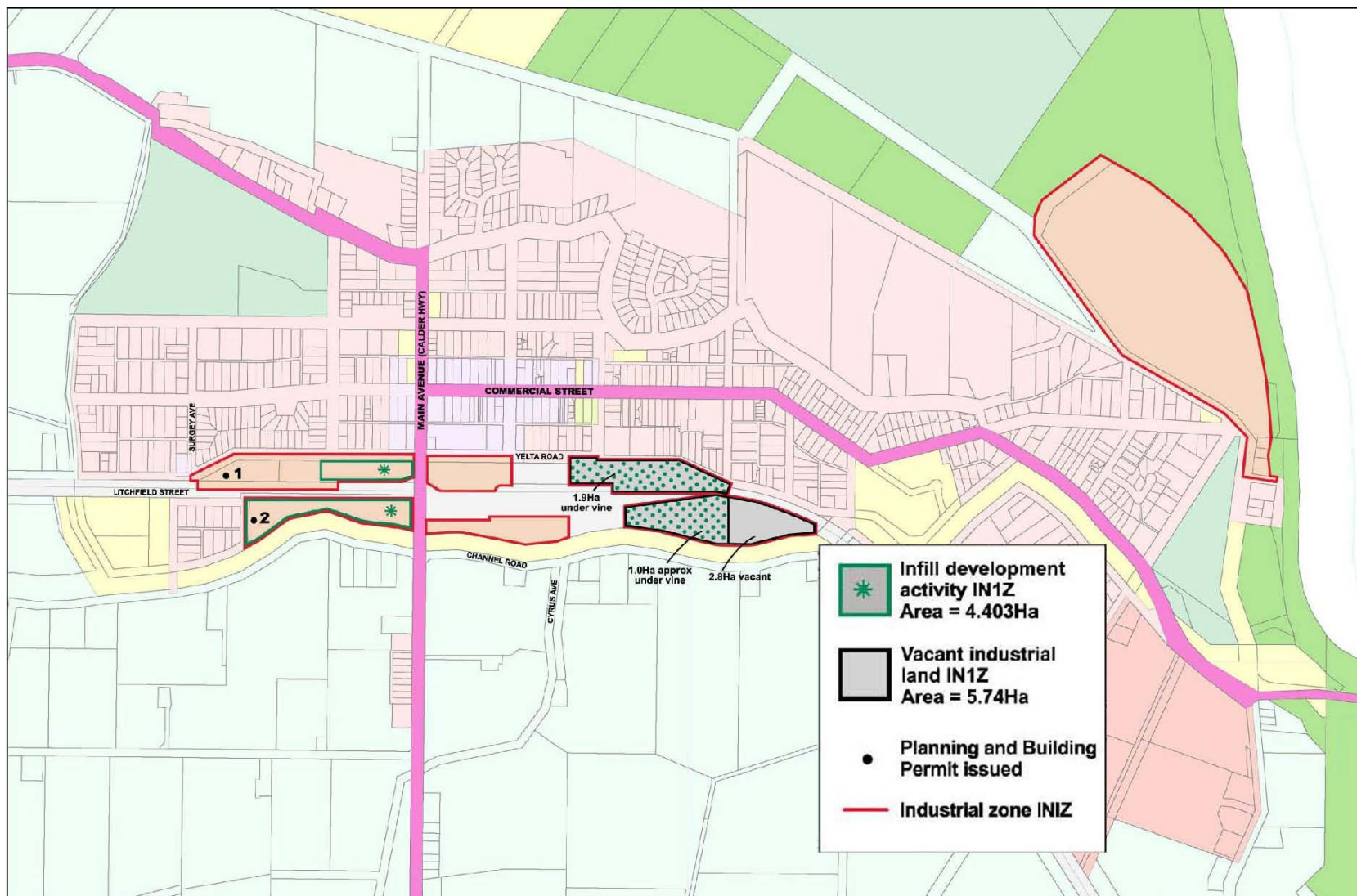


FIGURE 3 – RECENT SUBDIVISION AND BUILDING ACTIVITY IN **MERBEIN** INDUSTRIAL ESTATE 2000-05

Table 3: Merbein

Year / Application Details	Industrial 1 Zoned Land				Refer Figure
	Lot Created	Total Area (Ha)	Building Permit Issued	Infill Vacant Land Total Area (Ha)	
2001 (Jan – Dec)					
Planning Permit P01/479: PF21952 Game Street, Merbein - Wakefield Transport:			B020079W	1.578	1
2001 Sub Total				1.578	
2002 (Jan – Dec)					
2002 Sub Total					
2003 (Jan – Dec)					
2003 Sub-Total					
2004 (Jan – Dec)					
2004 Sub-Total					
2005 (Jan – Dec)					
Planning Permit P05/347: PF21951 1 Main Street, Merbein - Wakefield Transport:			B02/0239	2.825	2
2005 Sub-Total				2.825	
5 YEAR GRAND TOTAL				4.403	

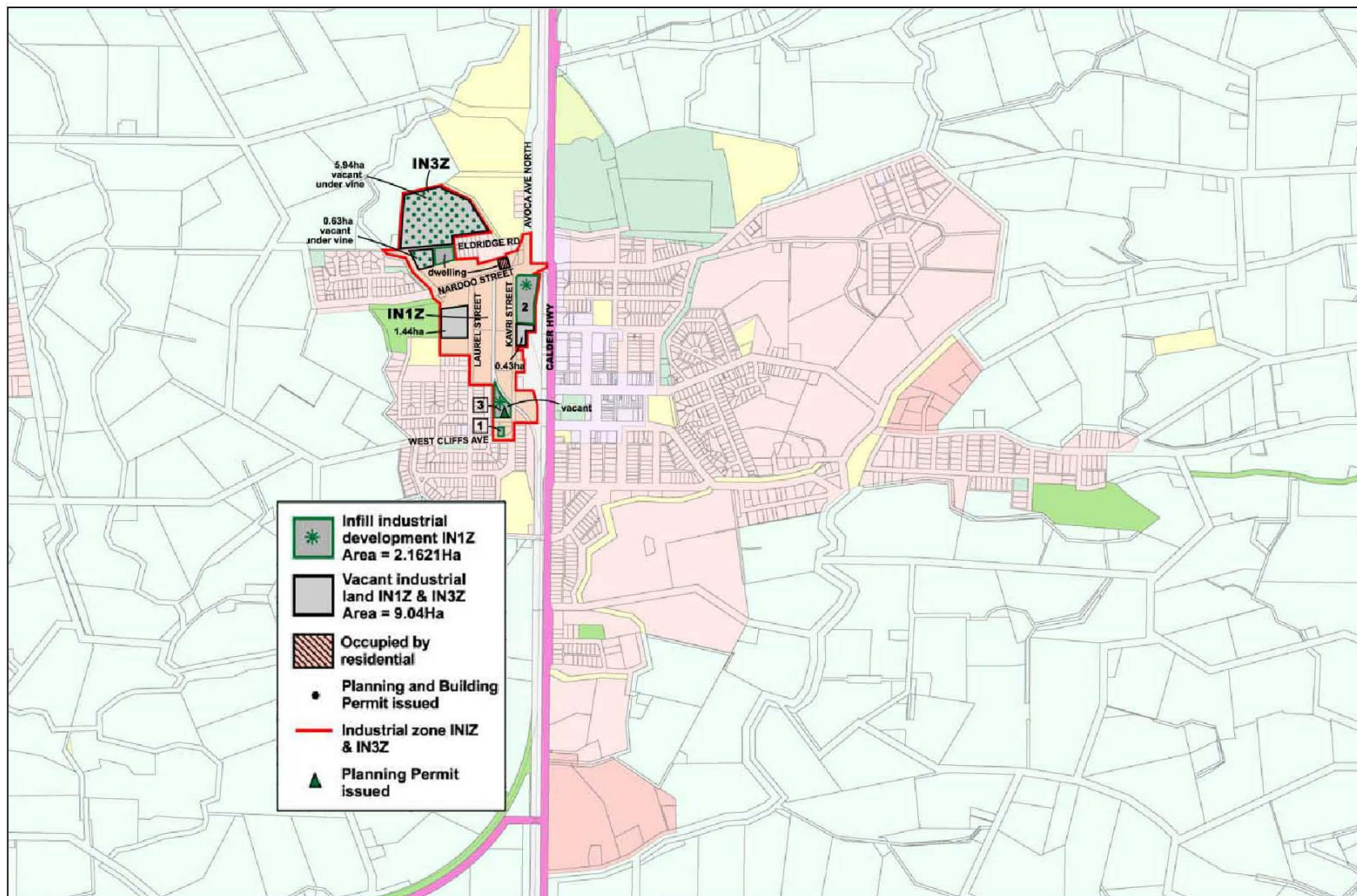


FIGURE 4 RECENT SUBDIVISION AND BUILDING ACTIVITY IN **RED CLIFFS** INDUSTRIAL ESTATE 2000-05

Table 4: Red Cliffs

Year / Application Details	Industrial 1 Zoned Land				Industrial 3 Zoned Land				Refer Fig
	Lots Created	Total Area (Ha)	Building Permit Issued	Infill Vacant Land (Ha)	Lots Created	Total Area (Ha)	Building Permit Issued	Infill Vacant Land (Ha)	
2001 (Jan – Dec)									
Planning Permit No P01/276 PF17976- Westcliffs Ave - Joinery Shed			B02/0549	0.0641					1
2001 Sub Total				0.0641					
2002 (Jan – Dec)									
2002 Sub Total									
2003 (Jan – Dec)									
2003 Sub-Total									
2004 (Jan – Dec)									
Planning Permit No P04/338 PF18434 - Kauri Street - Taylors Rural Store			B05/0482	1.494					2
2004 Sub-Total				1.494					
2005 (Jan – Dec)									
Planning Permit No P05/07 - PF17978 31-33 Kauri Street - Roof Truss Manufacture				0.604					3
2005 Sub-Total				0.604					
5 YEAR GRAND TOTAL				2.1621					

NOTE: No Activity on IN3Z Land

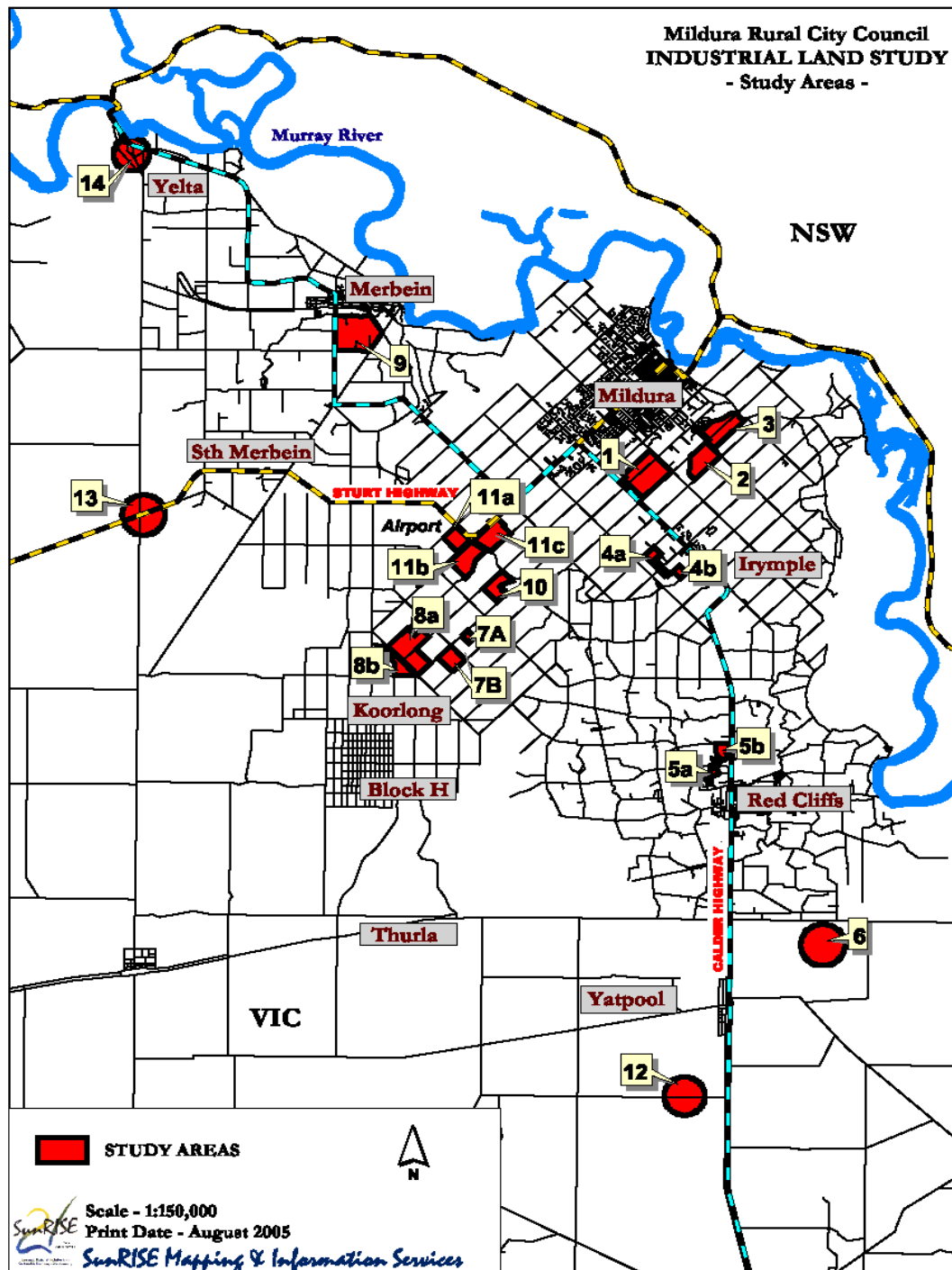


FIGURE 5 RECENT SUBDIVISION AND BUILDING ACTIVITY IN **OTHER AREAS** INDUSTRIAL ESTATE 2000-05

Table 5: Other Industrial Areas

Year / Application Details	Industrial 1 Zoned Land				Rural Zone		Refer Figure
	Lots Created	Total Area (Ha)	Area Vacant	No Vacant Lots	Lots Created	Total Area (Ha)	
2001 (Jan – Dec)							
2001 Sub Total							
2002 (Jan – Dec)							
Planning Permit No P02/351: Col Beasley PF20723 -Thurla - Winery Facility (40.5ha)	2	81.63	81.63	2			1
2002 Sub Total	2	81.63	81.63	2			
2003 (Jan – Dec)							
2003 Sub-Total							
2004 (Jan – Dec)							
Planning Permit No P04/622 & P05/565 Col Beasley PF20723 -Thurla - Industrial Subdivision	33	139.2	139.2	33			2
2004 Sub-Total	33	139.2	139.2	33			
2005 (Jan – Dec)							
Planning Permit No P05/455 & P06/008 PF20967 - Tank Farm & Rural Store (254Ha)						1.2	3
2005 Sub-Total						1.2	
5 YEAR GRAND TOTAL	35	220.83	220.83	35		1.2	

Infrastructure and Planning Assessment Investigation Areas 1 – 14



Investigation Area 1:

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	1	
General Location	Mildura Benetook Avenue/Fourteenth Street	
Area (ha)	130	
Ownership	Freehold	
Road Access	Sealed Main Road	
Rail Access	Mildura Railway Station	
Town Water	Available to site.	Consult LMW
Sewerage	Available pump required.	Consult LMW
Stormwater Drainage	Disposal to Calder Basin major works required.	Consult MRCC
Irrigation Water	Available to site from FMIT.	Consult FMIT
Natural Gas	Available Calder Highway works required.	Consult provider
Power	Available to site works required.	Consult provider
General Comments	<p>This area would be suitable for light industrial and fronts Benetook Avenue that is earmarked for a heavy vehicle by pass route around the City of Mildura.</p> <p>The area has access to all infrastructure services; however, major stormwater drainage works will be required to ensure that the area can be suitably drained.</p>	

Planning Assessment	
Area No	1
Current Zone	Part RUZ, B4Z and PUZ 6.
Current Overlays	DCPO, part DDO 2, part SMO
MSS Structure Plans	<p>Mildura Town Structure Plan Clause 21.04</p> <p><i>Retain non-urban break. (Note: To be revised with implementation of Mildura-Irnyple Interface Study)</i></p>

	<p><i>Long term highway commercial expansion.</i></p> <p><i>Provide for future road widening of Benetook Avenue.</i></p> <p><i>Promote highway commercial activities.</i></p> <p><i>Promote by-pass route.</i></p>
<p>Assessment Against Urban Area (IN3Z) Criteria</p> <p>(Refer Section 5.1.1)</p>	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> • Consistent with criteria. • Outside 2030 Residential Growth Boundary • The majority of the land is currently contained in the RUZ although a spine of B4Z was recently approved via Amendment C28 on the western side of Benetook Ave. A detailed site evaluation has been documented in the Mildura-Irymple Interface Study. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> • Consistent with criteria. • Abuts IN1Z to the north-east <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> • Consistent with criteria. • Benetook Avenue is the designated vehicle / truck by-pass route <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> • Consistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> • Consistent with criteria although augmentation required. <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> • Generally consistent with criteria. • Land on the western side of Benetook Ave abuts existing R1Z land and to the west abuts land identified in the Mildura Interface Study has having a combination of conventional and low density residential futures. • Sites have significant depth to incorporate buffers. <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • Consistent with criteria. • Land either side of Benetook Ave between 14th and 15th Street is identified as the priority area for future peripheral sales and service

	<p>industry development.</p> <p><i>Note:</i></p> <ul style="list-style-type: none"> • Also Refer to Submissions 5 and 6 Appendix 3
Recommendation	<p>Land fronting Benetook Avenue, between 14th and 15th Streets is considered to be the prime candidate site for rezoning to IN3Z in the short term, with the exception of the Council Depot site which would be more suited to an IN1Z to reflect is surrounding zoning pattern.</p> <p>Land fronting Benetook, at the top end of 15th heading toward 16th Street is also considered to be a strong candidate for rezoning to IN3Z in the short term as it is considered that the creation of a hub of activity in this location would not compromise future planning outcomes that may arise from future strategic planning for this area.</p>

Investigation Area 2:

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	2	
General Location	Mildura Cowra Venue, Eleventh to Fourteenth Streets	
Area (ha)	56 (9 College Lease)	
Ownership	Freehold/College Lease	
Road Access	Sealed Main Road	
Rail Access	Mildura Railway Station	
Town Water	Available to site.	Consult LMW
Sewerage	Available to site	Consult LMW
Stormwater Drainage	Limited to on site retention basins with pump out facilities	Consult MRCC
Irrigation Water	Available to site from FMIT.	Consult FMIT
Natural Gas	Nearest point Benetook Avenue and Eleventh Street	Consult provider
Power	Available to site. Works may be required.	Consult provider
General Comments	Rezoning of this area would compliment the existing IN1Z on the northwest side of Cowra Avenue.	

	<p>Most services are generally available with the exception of stormwater drainage.</p> <p>Drainage retention basins combined with pump out facilities are an option but ideally a conventional stormwater system should be investigated.</p> <p>There is 9 ha of College Lease land centrally located in the study area which may impede its development.</p>
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Planning Assessment	
Area No	2
Current Zone	RUZ
Current Overlays	N/A
MSS Structure Plans	N/A
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1.1)	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> Consistent with criteria. Outside 2030 Residential Growth Boundary The area is generally under vines although there is some cleared land to the south adjacent to the existing IN1Z land. Houses are scattered throughout the area with the largest concentration being along the Sandilong Avenue frontage. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> Consistent with criteria. Abuts IN1Z to the north-west along Cowra Ave <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> In-consistent with criteria. Development of site would potentially compound traffic congestion on 11th Street <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> Consistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> Other candidate sites are likely be more cost effective / efficient to service. <p>6. Can manage potentially sensitive interfaces</p>

	<ul style="list-style-type: none"> • Generally consistent with criteria. • Sites have significant depth to incorporate buffers. <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • This area is not identified as the priority area for IN3Z in proximity to Mildura. • A detailed planning investigation has not been undertaken for this part of the municipality. <p><i>(Note: Also Refer to Submissions 13 and 14 Appendix 3)</i></p>
Recommendation	<p>Retain current zonings.</p> <p>Determine long term future of land via the preparation of a land use framework.</p>

Investigation Area 3:

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	3	
General Location	Mildura Cowra Avenue, Eleventh Street to Cureton Avenue.	
Area (ha)	67	
Ownership	Freehold	
Road Access	Sealed main road.	
Rail Access	Mildura Railway Station	
Town Water	Available to site.	Consult LMW
Sewerage	Available to site. Pump required.	Consult LMW
Stormwater Drainage	Limited to on site retention basins with pump out facilities	Consult MRCC
Irrigation Water	Available to site from FMIT.	Consult FMIT
Natural Gas	Nearest point Benetook Avenue and Eleventh Street	Consult provider
Power	Available to site. Works may be required.	Consult provider
General Comments	<p>As per Area 2.</p> <p>It is suggested that consideration be given to rezoning the existing R1Z land to industrial.</p> <p>Again, the availability of stormwater drainage is a problem.</p> <p>Regardless of the eventual zoning of this area, the provision of an adequate stormwater system requires investigation.</p> <p>One option worthy of consideration is the creation of a wetland/reuse facilities on low land adjacent to the Mildura Racecourse in Cowra Avenue.</p>	

Planning Assessment	
Area No	3

Current Zone	RUZ
Current Overlays	Part DPO 1, part SMO, part HO (175)
MSS Structure Plans	Mildura Town Structure Plan Clause 21.04 <i>Area is within the 2030 Residential Growth Boundary.</i>
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1.1)	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> The area is within the Mildura Urban Framework however the land is identified for future conventional residential development as depicted by its inclusion in the 2030 Residential Growth Boundary. Area 3 is predominantly under vine and has a concentration of housing along the south of Cowra Avenue. North of Cowra Avenue is zoned R1Z and is preferred for residential development as it will consolidate existing residential development that abuts to the north west. South of Cowra does not have any particular advantage for industrial development at this time and would have potential interface issues with future residential development along the northern side of Cowra Avenue. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> A small portion of IN1Z is located on the other side of 11th Street. Other areas are considered to have better links to established nodes. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> In-consistent with criteria. Development of site would potentially compound traffic congestion on 11th Street as well as impinging on local residential traffic. <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> Consistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> Other candidate sites likely to be more cost effective / efficient to service. <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> In some areas it will be difficult to manage interface (eg with the established residential abuttal to the west – No opportunity in this area to share Buffer requirements as the residential land is already developed.) In other portion of the investigation land has significant depth to

	<p>incorporate buffers.</p> <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • This area is not identified as the priority area for IN3Z in proximity to Mildura. • Rezoning to IN3Z would be inconsistent with the lands nomination as being within the 2030 Residential Growth Boundary.
Recommendation	Retain current zoning regime.

Investigation Area 4 (a) & 4 (b):

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	4a & 4b	
General Location	Irymple Calder Highway/Koorlong Avenue	
Area (ha)	4a - 21 4b - 8	
Ownership	Freehold	
Road Access	Sealed main road to Calder Highway	
Rail Access	Irymple Railway Station	
Town Water	Available to site. Some works may be required.	Consult LMW
Sewerage	Available to site. Some works may be required depending on industry.	Consult LMW
Stormwater Drainage	Stormwater system currently requires upgrading before development could occur.	Stormwater basins proposed on land fronting Karadoc Avenue.
Irrigation Water	Available to site from FMIT.	Consult FMIT
Natural Gas	Available to study area 4 only. May require upgrading.	Consult provider
Power	Available to site. Works may be required.	Consult provider
General Comments	<p>Proposals for this area are limited to the expansion of the existing industrial zonings in Irymple.</p> <p>Stormwater drainage is a problem, but this may be resolved with the construction of major stormwater basins on Council owned land in Karadoc Avenue.</p> <p>It should be noted that because Irymple is situated in a basin, all stormwater collected must be pumped out of the township.</p>	

Planning Assessment	
Area No	4a
Current Zone	RUZ
Current Overlays	AEO2
MSS Structure Plans	<p>Irymple Town Structure Plan Clause 21.04</p> <p><i>Discourage the development of sensitive land uses that may compromise industrial development.</i></p> <p><i>Encourage protection of high quality agricultural areas for wine industry related activities.</i></p> <p><i>Provide buffers.</i></p>
<p>Assessment Against Urban Area (IN3Z) Criteria</p> <p>(Refer Section 5.1.1)</p>	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> The area is <u>not</u> located within the <u>Mildura</u> Urban Framework. The area is predominantly under vines and includes houses along the Karadoc Avenue frontage. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> Consistent with criteria. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> In-consistent with criteria. <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> Consistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> Other candidate sites likely to be more cost effective / efficient to service. Stormwater provision is a major inhibitor to development in the short – medium term. <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> The area to the south of Karadoc Avenue is identified as a buffer between existing industrial development and R1Z and LDRZ land to the north. Although industrial development of this land could take advantage of the proposed stormwater basin (adjoining to the north) its role as a buffer is important and should be maintained. This does not affect the land to the immediate south of the existing industrial estate (straddling Koorlong Avenue) that may have longer

	<p>term potential for industrial development (however it is considered that Area 4b would take precedence in a staging sense).</p> <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> This area is not identified as the priority area for IN3Z in proximity to Mildura. <p><i>(Note: Also Refer to Submission 3 Appendix 3)</i></p>
Recommendation	Retain current zonings.

Planning Assessment	
Area No	4b
Current Zone	RUZ
Current Overlays	AEO2
MSS Structure Plans	<p>Irymple Town Structure Plan Clause 21.04</p> <p><i>Discourage the development of sensitive land uses that may compromise industrial development.</i></p>
<p>Assessment Against Urban Area (IN3Z) Criteria</p> <p>(Refer Section 5.1.1)</p>	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> The area is <u>not</u> located within the <u>Mildura</u> Urban Framework. The area is currently under vine and has a small R1Z area to the south. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> Consistent with criteria. It abuts IN1Z land on two boundaries. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> In-consistent with criteria. <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> Consistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> Other candidate sites likely to be more cost effective / efficient to service. Stormwater provision is a major inhibitor to development in the short – medium term. <p>6. Can manage potentially sensitive interfaces</p>

	<ul style="list-style-type: none"> Generally consistent although there is a small area of R1Z to the south. <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> This area is not identified as the priority area for IN3Z in proximity to Mildura. <p><i>Note:</i></p> <ul style="list-style-type: none"> <i>Land to the south of this investigation area is also considered to address the above selection criteria.</i> <i>Also Refer to Submissions 1 & 16 in Appendix 3</i>
Recommendation	<p>This area would provide an opportunity to extend the existing industrial zoning with minimal impacts in the longer term. It has potential for industrial development, although the timing would be dependant on demand and the take up of existing and preferred areas.</p> <p>Retain current zonings at this time as demand for more land in Irymple cannot be strategically justified at this time. Potential future industrial use could be signified in the MSS.</p>

Investigation Area 5 (a) & 5 (b):

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	5a & 5b	
General Location	Red Cliffs Eldridge Road	
Area (ha)	5a – 20 5b - 10	
Ownership	Freehold	
Road Access	Sealed main road to Calder Highway	
Rail Access	Irymple Railway Station	
Town Water	Available. Extension required.	Consult LMW
Sewerage	Available to site. Pump required.	Consult LMW
Stormwater Drainage	Currently unavailable.	Future disposal options to be discussed with LMW.
Irrigation Water	Available from LMW.	Consult with LMW

Natural Gas	Available in Red Cliffs	Consult provider
Power	Available.	Consult provider
General Comments	<p>There are only 6 ha of undeveloped industrial land in Red Cliffs and its only access point is via Eldridge Road.</p> <p>The areas suggested for rezoning are better located in respect to road access, and area 5b in particular adjoins the existing industrial land and could provide alternate access to the site.</p> <p>Most infrastructure services are available with the exception of stormwater which may ultimately be able to be incorporated into the LMW wastewater treatment facilities.</p>	

Planning Assessment	
Area No	5a 5b
Current Zone	RUZ
Current Overlays	N/A
MSS Structure Plans	N/A
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1.1)	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> The area is <u>not</u> located within the <u>Mildura</u> Urban Framework. The area is predominantly under vines. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> The southern portion of area 5b has an abuttal with an existing undeveloped IN3Z estate. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> In-consistent with criteria. <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> Consistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> Most services available. Stormwater could possibly be incorporated into adjoining LMW facility. <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> Generally consistent.

	<p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • This area is not identified as the priority area for IN3Z in proximity to Mildura.
Recommendation	<p>It is considered that Area 5b would provide an opportunity to extend the existing industrial zoning with minimal impacts in the longer term. It has potential for industrial development, although the timing would be dependant on demand and the take up of existing and preferred areas.</p> <p>Retain current zonings at this time as demand for more land in Red Cliffs cannot be strategically justified at this time.</p>

Investigation Area 6:

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	6	
General Location	Red Cliffs Kulkyne Way	
Area (ha)	No specific area proposed	
Ownership	Freehold	
Road Access	Sealed road to Calder Highway	
Rail Access	Red Cliffs railway station	
Town Water	In vicinity, extension required.	Availability to be confirmed with LMW.
Sewerage	Not available.	Consultation required with LMW.
Stormwater Drainage	Not available, on site disposal required.	Consult with MRCC.
Irrigation Water	Maybe available from adjoining developer.	Investigation/negotiation required.
Natural Gas	Gas mains fronts site.	Availability to be discussed with provider.
Power	22KV lines front site.	Availability to be discussed with provider.
General Comments	<p>The area could provide a service centre for agricultural developments from Karadoc to Colignan and beyond, but as indicated above there are very few services currently available to this area, but it has the potential to be developed for heavy industrial and transport/storage facilities which require minimum services.</p> <p>Further and more detailed investigation of this area is suggested if it is to be considered for rezoning.</p>	

Planning Assessment	
Area No	6
Current Zone	RUZ
Current Overlays	None

MSS Structure Plans	N/A
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> It is considered that this area would significantly add to the diversity of choice in IN1Z locations in the district. The surrounding area has grown recently to be a key intensive horticultural area. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> It is understood that the upgrade of Kulkyne Way is nominated in the <i>Mildura Transport Plan for Long Term Regional Development Report</i> as a Stage 2 priority to facilitate the Sturt Highway deviation from the Calder highway through to a new bridge over the Murray River and connection to NSW section of the Sturt highway. In relation to the above the sites rezoning to IN1Z is strategically consistent with this long term vision. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> The site is predominantly cleared agricultural land although there are some stands of native vegetation. It is understood that the detailed assessment of the remaining native vegetation (prepared by Dr J Prider of Ecological Associates Pty Ltd) identifies that there are no anticipated issues with management of remaining native vegetation. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> Consistent with criteria. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> It is understood that there is significant interest in developing the site to accommodate a range of businesses services for the intensive horticultural industries in this area of the municipality. <p><i>Note: Also Refer to Submission 10</i></p>
Recommendation	<p>The parcel of land identified by Submission 10 which is contained in this investigation area (totalling approximately 260 ha) is considered a priority candidate for rezoning to IN1Z.</p>

Investigation Area 7 (a) & (b):

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	7a & 7b	
General Location	Koorlong Twentieth Street and Benetook Avenue. Adjoins existing crushing plant. May be suitable for heavy industrial/transport depot.	
Area (ha)	7a – 8 7b - 33	
Ownership	Freehold	
Road Access	Sealed road provides access to Calder and Sturt Highways.	
Rail Access	Red Cliffs, Mildura and Irymple stations	
Town Water	Available.	Consult with LMW
Sewerage	Available, pumping station required.	Consult with LMW
Stormwater Drainage	On site disposal required.	Consult with MRCC.
Irrigation Water	Available from FMIT, extension required.	Consult with FMIT
Natural Gas	Available at corner Twentieth Street and Benetook Avenue.	Site availability to be confirmed by provider.
Power	22KV frontage to site.	Availability to be confirmed by provider.
General Comments	Although this area is some 15 km from Mildura, most infrastructure services are available with the exception of stormwater drainage. The areas suggested for rezoning adjoin existing industrial land.	

Planning Assessment	
Area No	7a
Current Zone	RUZ

Current Overlays	AEO 2, ESO 4
MSS Structure Plans	N/A
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> This site is under vine and has relatively new housing (3 dwellings) constructed on it. It abuts IN1Z land to the south. It is considered that the rezoning of the site to IN1Z would not add to the diversity of IN1Z locations in the District. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> There is no strategic basis for rezoning of the site to IN1Z. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> Further investigation would be required. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> Inconsistent due to presence of Residential housing. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> Unaware of land owner intent. No development proposal known.
Recommendation	Retain current zoning.

Planning Assessment	
Area No	7b
Current Zone	RUZ
Current Overlays	Part AEO 1, part AEO 2. ESO 4
MSS Structure Plans	N/A
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> The land is largely cleared, with some vines and scattered housing (5 dwellings) constructed on it. It abuts IN1Z land to the north. It is considered that the rezoning of the site to IN1Z would not add to the diversity of IN1Z locations in the District. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> There is no strategic basis for rezoning of the site to IN1Z. <p>3. No Environmental Constraints</p>

	<ul style="list-style-type: none"> Consistent. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> Inconsistent due to presence of Residential housing. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> Unaware of land owner intent. No development proposal known.
Recommendation	Retain current zoning.

Investigation Area 8 (a) & (b):

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	8a & 8b	
General Location	Koorlong Twenty First Street and Benetook Avenue	
Area (ha)	8a – 92 ha (18 ha FMIT land) 8b – 33 ha (4 ha FMIT land)	
Ownership	Freehold FMIT	
Road Access	Sealed road provides access to Calder and Sturt Highways.	
Rail Access	Red Cliffs, Mildura and Irymple stations.	
Town Water	Available in Benetook Avenue. Extension required to service area.	Requires discussions with LMW.
Sewerage	Available to main sewer. Pumping required.	Requires discussions with LMW.
Stormwater Drainage	No current system in place, but potentially whole of 8a and 8b could discharge into existing adjacent drainage basins to the south.	Requires discussions with both FMIT and DSE.
Irrigation Water	Available from FMIT, extension required.	Requires discussion with FMIT.
Natural Gas	Available in Benetook Avenue.	Requires discussion with provider.
Power	Available in Benetook Avenue.	Requires discussion with provider.

General Comments	<p>All infrastructure services are generally available to areas 8a and 8b.</p> <p>The possibility of stormwater drainage disposal into existing irrigation drainage basins fronting Twenty Third Street should be further investigated with FMIT and DSE.</p> <p>The land itself was originally used for gravel extraction and is generally undeveloped apart from a number of houses and sheds on some lots.</p>
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Planning Assessment	
Area No	8a
Current Zone	Part RUZ and PUZ1
Current Overlays	Part AEO 1, part AEO 2
MSS Structure Plans	N/A
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> The area contains 25 houses, with particular concentration along the San Mateo and Etiwanda Avenue frontages. It is considered that the rezoning of the site to IN1Z would not add to the diversity of IN1Z locations in the District. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> There is no strategic basis for rezoning of the site to IN1Z. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> Consistent. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> Inconsistent due to presence of Residential housing. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> Unaware of land owners intent. No development proposals known. Unlikely that a suitable development parcels could be acquired due to the fragmented nature of land ownership / established housing.
Recommendation	Retain current zoning.

Planning Assessment	
Area No	8b
Current Zone	Part PCRZ, PUZ1 and RUZ
Current Overlays	AEO 2
MSS Structure Plans	N/A
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> The site adjoins an LDRZ estate to the south and has 6 houses scattered within it. It is considered that the rezoning of the site to IN1Z would not add to the diversity of IN1Z locations in the District. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> There is no strategic basis for rezoning of the site to IN1Z. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> Inconsistent. There may be potential stormwater discharge issues associated with the lake to the west. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> Inconsistent due to presence of residential housing. Residential and environmental interface issues preclude industrial development. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> Unaware of land owners intent. No development proposals known. Unlikely that a suitable development parcels could be acquired due to the fragmented nature of land ownership / established housing.
Recommendation	Retain current zoning.

Investigation Area 9:

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	9	
General Location	Merbein Calder Highway/Channel Road	
Area (ha)	131	
Ownership	Freehold	
Road Access	Calder Highway	
Rail Access	Merbein railway station	
Town Water	Available LMW	Consult LMW
Sewerage	Available, pump required.	Consult LMW
Stormwater Drainage	Available LMW, pumping required.	Consult MRCC.
Irrigation Water	Available LMW.	Consult LMW
Natural Gas	Not currently available.	Consult provider.
Power	Available.	Consult provider.
General Comments	<p>Options for industrial zoning in Merbein are considered limited because of the flood plain to the north of the town.</p> <p>The area suggested for rezoning adjoins the existing industrial zoning and front the Calder Highway.</p>	

Planning Assessment	
Area No	9
Current Zone	RUZ
Current Overlays	AEO 2
MSS Structure Plans	N/A
Assessment Against Urban Area (IN3Z) Criteria	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> The area is <u>not</u> located within the <u>Mildura</u> Urban Framework.

(Refer Section 5.1.1)	<ul style="list-style-type: none"> • This is a significant area that is under vine. Existing housing is scattered although there is a concentration along Channel Road. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> • Separated from existing IN1Z north of Channel road by a string of houses. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> • Inconsistent with criteria. <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> • Consistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> • Most services available. <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> • Inconsistent due to presence of Residential housing throughout the site. <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • This area is not identified as the priority area for IN3Z in proximity to Mildura.
Recommendation	<p>There is no apparent or compelling reason to take this land out of horticultural production.</p> <p>Retain current zoning.</p>

Investigation Area 10:

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	10	
General Location	South Mildura Dow Avenue/Benetook Avenue to Etiwanda Avenue	
Area (ha)	39	
Ownership	College Lease	
Road Access	Sealed main road to Sturt Highway.	
Rail Access	Mildura/Irymple/Red Cliffs and Merbein stations.	
Town Water	Available LMW.	Consult LMW.
Sewerage	Available pumping required.	Consult LMW.
Stormwater Drainage	Unavailable. On site/off site disposal may be an option.	Discuss with MRCC.
Irrigation Water	Available FMIT.	Consult with FMIT.
Natural Gas	Available in Etiwanda Avenue.	Confirm with provider.
Power	Available.	Capacity to be confirmed by provider.
General Comments	<p>This area is College Lease and this is probably why it remains undeveloped, rezoning to industrial may encourage its development.</p> <p>It adjoins the FMIT storage basins and the former Mildura abattoirs.</p> <p>Most infrastructure services are available with the exception of stormwater.</p>	

Planning Assessment	
Area No	10
Current Zone	RUZ
Current Overlays	AEO 1, ESO 4
MSS Structure Plans	N/A

<p>Assessment Against Non-Urban Area (IN1Z) Criteria</p> <p>(Refer Section 5.1.2)</p>	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> • The site is relatively proximate to the recently approved Mildura Airport Special Use Zone • It is considered that the rezoning of the site to IN1Z would not add to the diversity of IN1Z locations in the District. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • There is no strategic basis for rezoning of the site to IN1Z. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> • Consistent. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> • Consistent <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> • The land's College Lease status is likely to preclude its development.
<p>Recommendation</p>	<p>Retain current zoning.</p>

Investigation Area 11 (a), (b) & (c):

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	11a, b & c.	
General Location	South Mildura Dow Avenue/Deakin Avenue	
Area (ha)	11a – 32 ha 11b – 57 ha (9 ha College Lease) 11c – 55 ha (18 ha FMIT)	
Ownership	11a – Freehold 11 b – Freehold/College Lease 11c – Freehold/FMIT	
Road Access	Deakin Avenue (Sturt Highway)	
Rail Access	Mildura/Irymple/Red Cliffs and Merbein stations	
Town Water	Available LMW.	Consult LMW.
Sewerage	Available pumping station required.	Consult LMW.
Stormwater Drainage	Not available. On site collection and disposal.	Possibility of re-use or pumping into MRCC Sixteenth Street drainage system.
Irrigation Water	Irrigation water available.	Consult with FMIT.
Natural Gas	Not available.	Consult with provider.
Power	Available.	Consult with provider.
General Comments	All of these areas are ideally situated close to the airport and the Sturt Highway and would be suitable for light industrial or storage facilities. Most services are available but stormwater requires further investigation.	

Planning Assessment	
Area No	11a
Current Zone	RUZ

Current Overlays	AEO 1
MSS Structure Plans	N/A
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> The site is abuts the Mildura Airport and is proximate to the recently approved Mildura Airport Special Use Zone. It is considered that the rezoning of the site to IN1Z would not add to the diversity of IN1Z locations in the District. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> There is no strategic basis for rezoning of the site to IN1Z. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> Further environmental assessment required. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> 6 dwellings are located in the area. Unlikely that a suitable development parcels could be acquired due to the fragmented nature of land ownership / established housing. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> Unaware of land owners intent. No development proposals known. This site is predominantly under vine (some recently established) and includes an area of native vegetation which has not been assessed.
Recommendation	Retain current zoning.

Planning Assessment	
Area No	11b
Current Zone	RUZ
Current Overlays	AEO 1
MSS Structure Plans	N/A
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> The site is proximate to the recently approved Mildura Airport Special Use Zone. It is considered that the rezoning of the site to IN1Z would not add to the diversity of IN1Z locations in the District.

	<p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • There is no strategic basis for rezoning of the site to IN1Z. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> • Consistent. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> • 6 dwellings are located in the area. • Unlikely that a suitable development parcels could be acquired due to the fragmented nature of land ownership / established housing. • This site is mostly under vine and includes scattered housing within and around the area, some of which have been recently constructed. Part of the site is also subject to College Lease. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> • Unaware of land owners intent. No development proposals known.
Recommendation	Retain current zoning.

Planning Assessment	
Area No	11c
Current Zone	Part RUZ and PUZ1
Current Overlays	AEO 1
MSS Structure Plans	N/A
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> • The site is proximate to the recently approved Mildura Airport Special Use Zone. • It is considered that the rezoning of the site to IN1Z would not add to the diversity of IN1Z locations in the District. • A submission (Refer Sub 15 Appendix 3) has been lodged requesting either a 21 lot industrial subdivision or low density development outcome for a portion of the site. • The Industrial subdivision seeks to create lots between 5500 and 7500 m2 which would surround the existing 5 residential allotments fronting Deakin Ave. <p>2. Consistent with Council Adopted Strategic Planning Reports</p>

	<ul style="list-style-type: none"> • There is no strategic basis for rezoning of the site to IN1Z. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> • Consistent. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> • 10 dwellings are located in the area with a concentration fronting Deakin Avenue (5 houses). • The site being advocated for the industrial subdivision would surround the existing 5 residential allotments fronting Deakin Ave. • A potential exists for creating potential land use conflicts with these established residences should an industrial development outcome be pursued. • FMIT owns approximately 15 ha of land in the area. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> • No indication in the submission was provided regarding potential end users of the industrial subdivision.
Recommendation	<p>Retain Current Zoning.</p> <p>In regard to the submitter's alternate request for the application of the Low Density Residential Zone, further documentation would be required to consider the request including a Ministerial Direction No 6 assessment.</p>

Investigation Area 12:

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	12	
General Location	Yatpool, south of Red Cliffs. Calder Highway	
Area (ha)	Undefined but substantial.	
Ownership	Freehold	
Road Access	Fronts Calder Highway.	
Rail Access	Fronts Melbourne – Mildura railway line. Opportunity for rail siding.	
Town Water	Currently unavailable.	Consult LMW.
Sewerage	Not available. On site treatment and disposal.	Consult with LMW for alternative proposal.
Stormwater Drainage	Not available. Possibility of supply from nearby private irrigation development.	
Irrigation Water	Not available.	
Natural Gas	Not available.	Consult with provider.
Power	Available to site.	Consult with provider.
General Comments	<p>This area has been included because of its suitability for transport depots etc, as it is close to the Mildura/Melbourne rail line and the Calder Highway.</p> <p>Most infrastructure facilities are currently unavailable.</p>	

Planning Assessment	
Area No	12
Current Zone	RUZ
Current Overlays	None

MSS Structure Plans	N/A
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<ol style="list-style-type: none"> 1. Add to the Diversity of IN1Z locations <ul style="list-style-type: none"> • This site could add diversity of IN1Z locations in the District. 2. Consistent with Council Adopted Strategic Planning Reports <ul style="list-style-type: none"> • There is no known strategic basis for rezoning of the site to IN1Z. 3. No Environmental Constraints <ul style="list-style-type: none"> • Further investigation required. 4. Minimal Conflict with Surrounding Uses <ul style="list-style-type: none"> • Consistent 5. Responds to an Identified Opportunity <ul style="list-style-type: none"> • Unaware of land owners intent. No development proposals known.
Recommendation	In the absence of any known interest / development prospects for land within this investigation area it is recommended that the land retain its current zoning.

Investigation Area 13:

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	13	
General Location	South Merbein Sturt Highway/Meridian Road	
Area (ha)	No specific area proposed.	
Ownership	Freehold	
Road Access	Fronts Sturt Highway.	
Rail Access	Merbein/Yelta railway stations.	
Town Water	Not available.	Consult LMW.
Sewerage	Not available.	
Stormwater Drainage	Not available, requires on site disposal or to Wargan Drainage Basins.	Consult with MRCC.
Irrigation Water	Possibly available from Merbein Irrigation District, LMW.	Consult with LMW.
Natural Gas	Not available.	Consult with provider.
Power	22KV along Highway.	Consult with provider.
General Comments	This area has been selected because of its location to the Sturt Highway and would be suitable for transport depot/storage facilities.	

Planning Assessment	
Area No	13
Current Zone	RUZ
Current Overlays	Part AEO2 and part ESO3
MSS Structure Plans	N/A
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	1. Add to the Diversity of IN1Z locations <ul style="list-style-type: none"> This site would provide additional diversity of IN1Z locations in the District.

	<p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> It is understood that the <i>Mildura Transport Plan for Long Term Regional Development Report</i> identifies the upgrading of Meridian Road south of the Sturt Highway to provide for a heavy vehicle bypass for Mildura. With this scenario, Meridian Road and land in the vicinity of this intersection would form part of a link between the Sturt highway, the Silver City Highway, the Calder Highway and the Thurla Industrial Area. In relation to the above, it is considered that rezoning some of the land in the area to IN1Z is strategically consistent with this long term vision. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> Further investigation required. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> Further clarification / investigation is required regarding the implications of the ESO which is currently applied to the adjoining Merbein Mushrooms Composting Plant. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> A submission has been lodged on behalf of the co-owners of three of the four corners of the Sturt Highway / Meridian Road intersection. It is unknown at this time how much land is sought to be rezoned for industrial uses.
Recommendation	<p>Prior to recommending provision of IN1Z land at the junction seek further advice from the submitter during the exhibition phase of this Draft Report regarding:</p> <ul style="list-style-type: none"> Confirmation of land owner desire and response from relevant road and rail authorities regarding future plans at the junction; Confirmation that the land is free of environmental constraint; Further investigation regarding the implications of the ESO which is currently applied to the adjoining Merbein Mushrooms Composting Plant.

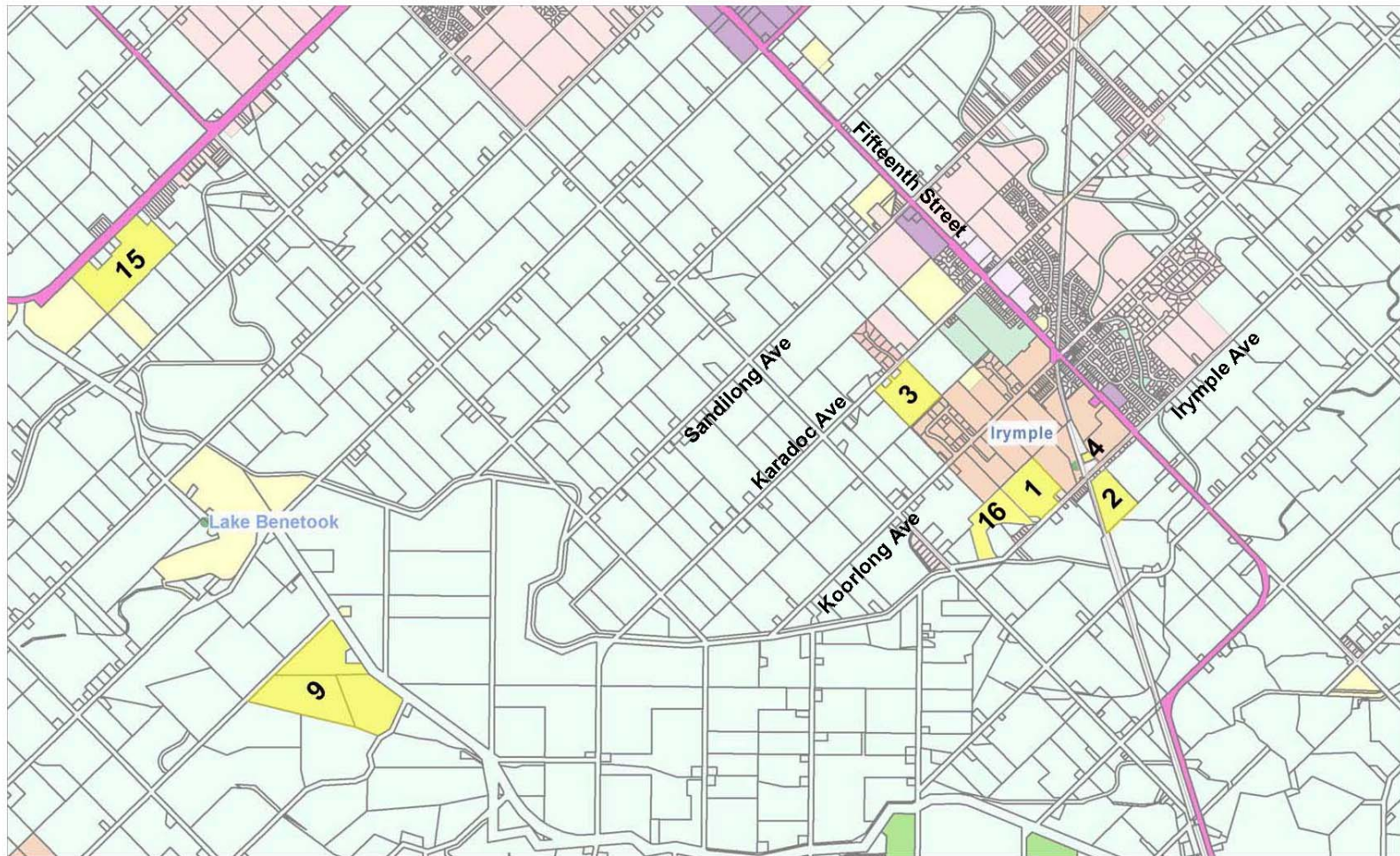
Investigation Area 14:

Infrastructure Assessment (Dudley – Oct 2005)		
Area No	14	
General Location	Yelta Calder Highway/Meridian Road	
Area (ha)	No specific area proposed.	
Ownership	Freehold	
Road Access	Calder Highway Meridian Road to Sturt Highway. All sealed.	
Rail Access	Yelta siding. Grain handling facility.	
Town Water	Not available.	
Sewerage	Not available.	
Stormwater Drainage	Not available. On site disposal re-use.	Consult with MRCC.
Irrigation Water	Private diversion from the Murray River.	Consult with LMW.
Natural Gas	Not available.	Consult with provider.
Power	Available to the general area.	Consult with provider.
General Comments	This area has been selected because of the existing rail head and wheat silo/handling facilities at Yelta, which could be complimented by other like developments.	

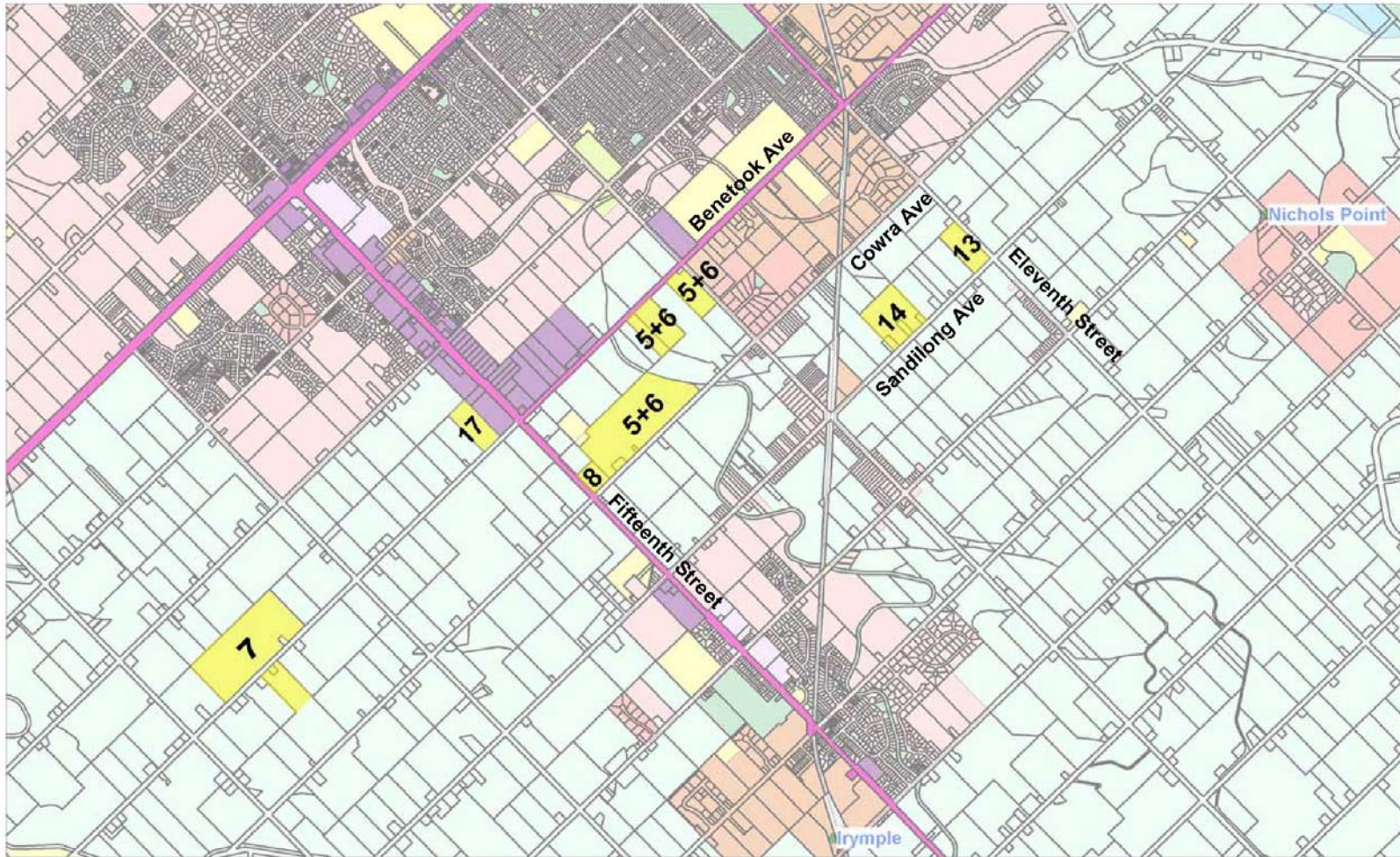
Planning Assessment	
Area No	14
Current Zone	Part RUZ, PCRZ and PUZ4
Current Overlays	Part ESO1 and LSIO.

MSS Structure Plans	N/A
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> This site would provide additional diversity of IN1Z locations in the District. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> It is understood that the <i>Mildura Transport Plan for Long Term Regional Development Report</i> recommends as a long term option (Stage 3) the extension of the rail line from Thurla to Yelta. Stage 4 works proposed include the construction of the standard gauge rail link from Yelta to the Transcontinental Line at Sayers Lake. In relation to the above, it is considered that the long term rezoning of land in Yelta for Industrial and Transport Uses may be justified as it would be consistent with above outlined long term vision. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> Further investigation required. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> Further clarification / investigation is required. It is noted that the area contains scattered housing and areas of native vegetation, as well as a number of relatively smaller landholdings. The area generally to the north of the siding is also subject to the LSIO and ESO 1. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> Unaware of land owners intent. No development proposals known.
Recommendation	<p>Retain Current Zoning.</p> <p>While the area has the advantage of existing rail infrastructure it appears constrained by flooding and vegetation issues. Future industrial development in association with railway infrastructure should be considered on a site and proposal specific basis.</p> <p>Consider future industrial development proposals on a site and proposal specific basis.</p>

Strategic Planning Assessment of
Submissions Lodged
(Sub 1 – Sub 17)



SUBMISSION 1, 2, 3, 9, 15 & 16 INDUSTRIAL REZONING INVESTIGATION



SUBMISSION 5&6, 7, 8, 13, 14 & 17 INDUSTRIAL REZONING INVESTIGATION

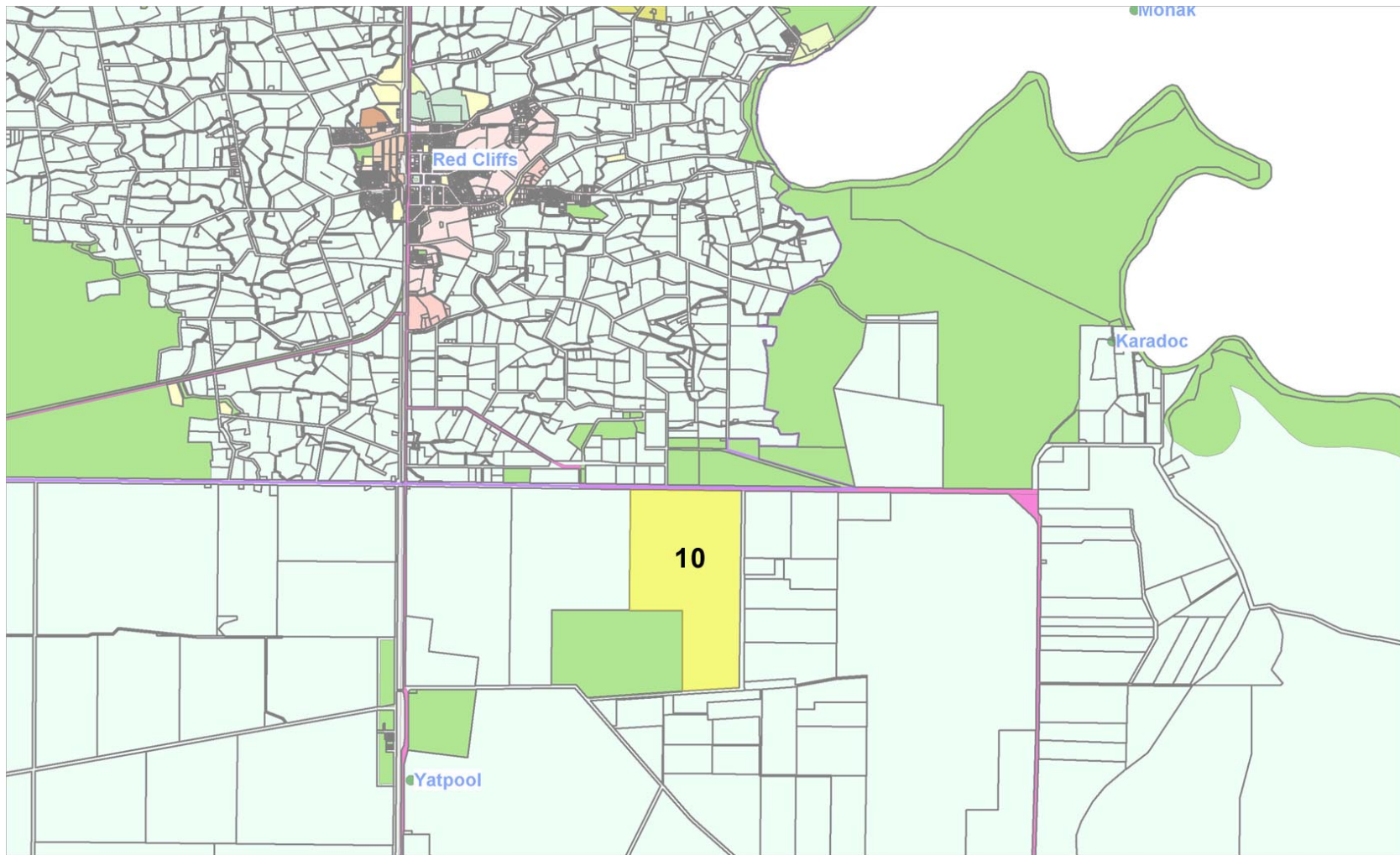
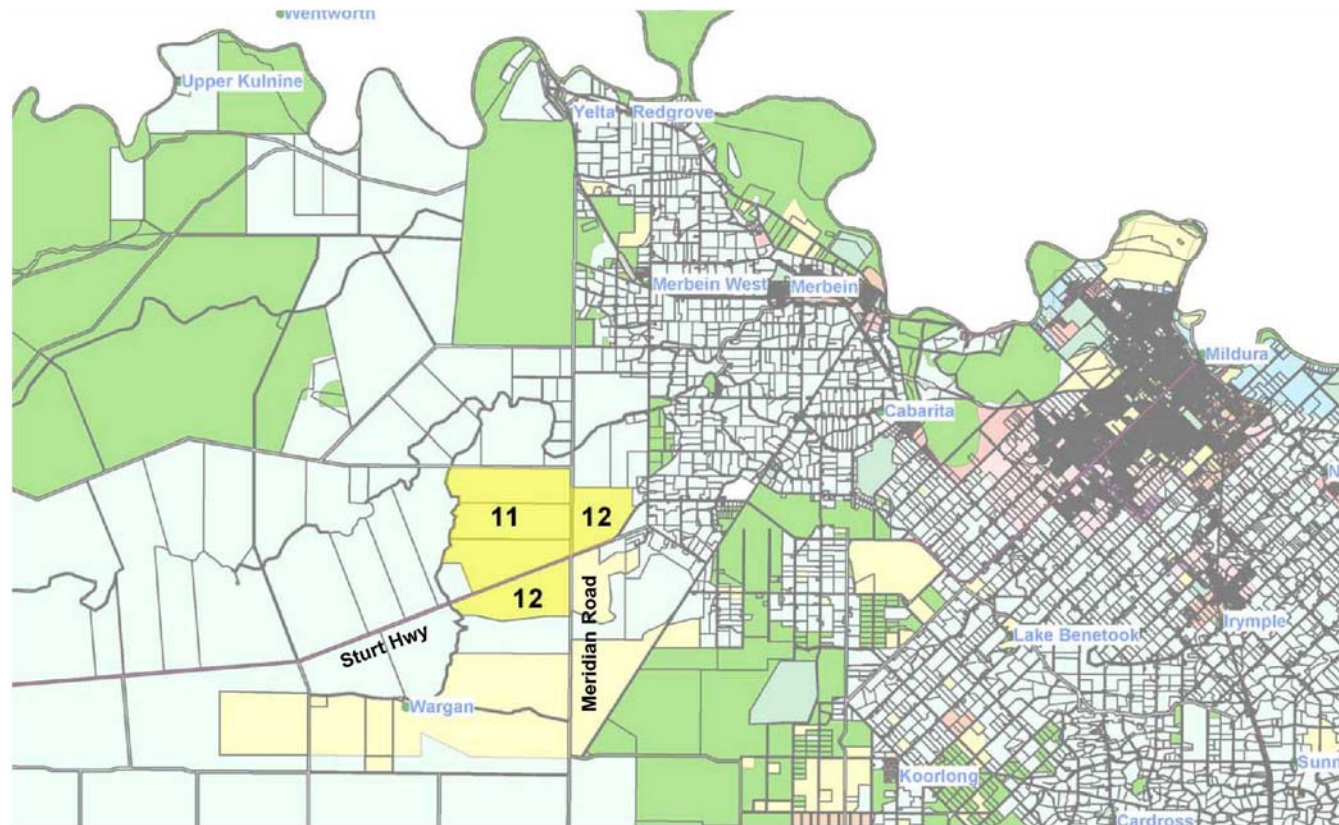


Figure 3 - Appendix 3: Location of Submission 10



SUBMISSION 11 & 12 INDUSTRIAL REZONING INVESTIGATION

Submission No	1
Submitter	D and R De Angelis
Location	Irymple Lot 3, Pt 4 PS3173, Sec 41 Blk F
Site Area	Not Stated
Current Zone	RUZ
Current Overlays	Part AEO2
MSS Structure Plans	N/A
Submission	Rezone to Industrial. The site is surrounded by industrial development to the north and west and could be easily added to the current industrial zone.
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1.1)	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> The subject site is <u>not</u> located within the <u>Mildura</u> Urban Framework. The subject site is currently under vine and has a small R1Z area to the south. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> Consistent with criteria. Site abuts IN1Z land on two boundaries. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> In-consistent with criteria. <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> Consistent with criteria. Land is held in one ownership <p>5. Accessible to required services</p> <ul style="list-style-type: none"> Other candidate sites likely to be more cost effective / efficient to service. Stormwater provision is a major inhibitor to development in the short – medium term. <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> Generally consistent although there is a small area of R1Z to

	<p>the south.</p> <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • This subject site is not identified as the priority area for IN3Z in proximity to Mildura. <p><i>Note:</i></p> <ul style="list-style-type: none"> • <i>Land to the south of this investigation area is also considered to address the above selection criteria.</i> • <i>Also Refer to Submissions 16 (Appendix 3) and Investigation Area 4b Assessment (Appendix 2)</i>
Recommendation	<p>This site would provide an opportunity to extend the existing industrial zoning with minimal impacts in the longer term. It has potential for industrial development, although the timing would be dependant on demand and the take up of existing and preferred areas.</p> <p>Retain current zonings as demand for more land in Irymple cannot be strategically justified at this time. Potential future industrial use could be signified in the MSS.</p>

Submission No	2
Submitter	D and R De Angelis
Location	Irymple Lot 2, PS 135268 Sec 452 Blk F
Site Area	Not Stated
Current Zone	RUZ
Current Overlays	AEO2
MSS Structure Plans	Irymple Town Structure Plan Clause 21.04 <i>Discourage the development of sensitive land uses that may compromise industrial development.</i>
Submission	Rezone to either Industrial or Residential. The site is one of the last existing fruit blocks with Irymple Avenue frontage.
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1.1)	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> The subject site is <u>not</u> located within the <u>Mildura</u> Urban Framework. The subject site is currently under vine and abuts the railway line. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> Generally consistent with criteria although it is noted that the Industrial activity in Irymple is focused on the opposite side of Irymple Avenue. This parcel of land is considered less suitable for industrial development, as compared to this and other submitters requests in Irymple due to its location on the opposite side of the existing concentration of industrial activity in the area. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> In-consistent with criteria. <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> Generally consistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> Other candidate sites likely to be more cost effective / efficient to service. Stormwater provision is a major inhibitor to

	<p>development in the short – medium term.</p> <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> • Generally consistent. <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • This area is not identified as the priority area for IN3Z in proximity to Mildura. <p><i>Note:</i></p> <ul style="list-style-type: none"> • <i>Also Refer to Submissions 1 (Appendix 3) and Investigation Area 4b Assessment (Appendix 2)</i>
Recommendation	Retain current zonings.

Submission No	3
Submitter	R Costa
Location	Karadoc Avenue Irymple Lot 2 PS 209180X and Lot 2 PS 209181V
Site Area	Not Stated
Current Zone	RUZ
Current Overlays	AEO2
MSS Structure Plans	<p>Irymple Town Structure Plan Clause 21.04</p> <p><i>Discourage the development of sensitive land uses that may compromise industrial development.</i></p> <p><i>Encourage protection of high quality agricultural areas for wine industry related activities.</i></p> <p><i>Provide buffers.</i></p>
Submission	<p>Rezone to industrial.</p> <p>The land abuts existing industrially zoned land within Irymple and would consolidate existing development.</p> <p>All services are available.</p> <p>The proposal would not remove valuable agricultural land from production.</p>
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1.1)	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> The land subject of this submission is <u>not</u> located within the <u>Mildura</u> Urban Framework. The subject land is predominantly under vines and includes houses along the Karadoc Avenue frontage. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> Consistent with criteria. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> In-consistent with criteria. <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> Consistent with criteria.

	<p>5. Accessible to required services</p> <ul style="list-style-type: none"> Other candidate sites likely to be more cost effective / efficient to service. Stormwater provision is a major inhibitor to development in the short – medium term. <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> The area to the south of Karadoc Avenue is identified as a buffer between existing industrial development and R1Z and LDRZ land to the north. Although industrial development of this land could take advantage of the proposed stormwater basin (adjoining to the north) its role as a buffer is important and should be maintained. <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> This area is not identified as the priority area for IN3Z in proximity to Mildura. <p><i>(Note: Also Refer to Submissions 1, 2, 4, 16 and Investigation Area Assessment for Areas 4a and 4b)</i></p>
Recommendation	Retain current zoning.

Submission No	4
Submitter	B Erskine (Mildura Real Estate) on behalf of K Foreman
Location	Railway Terrace, Irymple
Site Area	1269m2
Current Zone	R1Z
Current Overlays	AEO2
MSS Structure Plans	<p>Irymple Town Structure Plan Clause 21.04</p> <p><i>Promote continued industrial expansion by encouraging land uses that do not require significant buffer distances or that have off-site amenity impacts to locate on the edge of the zone.</i></p>
Submission	Rezone to Industrial
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1.1)	<ol style="list-style-type: none"> 1. Within Mildura's Urban Framework / Close to Mildura CBD <ul style="list-style-type: none"> • The subject site is <u>not</u> located within the <u>Mildura</u> Urban Framework. 2. Close / Contiguous With Other Established Industrial Areas / Nodes <ul style="list-style-type: none"> • Consistent with criteria. 3. Main Road Frontage and Exposure / Highly Accessible <ul style="list-style-type: none"> • Inconsistent with criteria. 4. Large land parcels – Facilitate mix of uses and lot sizes <ul style="list-style-type: none"> • Inconsistent with criteria. 5. Accessible to required services <ul style="list-style-type: none"> • Consistent. 6. Can manage potentially sensitive interfaces <ul style="list-style-type: none"> • Inconsistent. • It is noted in the submission that the adjoining residential zoned property does not support the rezoning of their land for Industrial use / development. 7. Consistent with Council Adopted Strategic Planning Reports <ul style="list-style-type: none"> • This area is not identified as the priority area for IN3Z in proximity to Mildura.

Recommendation	Retain existing zoning.
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Submission No	5 & 6
Submitter	W Sutherland & M Riedl
Location	General submission that discusses various sites.
Site Area	<p>Approximately 30 ha in total</p> <p>Approximately 10 ha fronting Benetook Avenue (towards 14th Street)</p> <p>Approximately 20 ha fronting Cowra Avenue (towards 15th Street)</p>
Current Zone	Rural
Current Overlays	Part AEO2 (approx 11 ha in Southern Portion of Land Holding fronting Cowra Ave.
MSS Structure Plans	<ul style="list-style-type: none"> ➤ Provision for Future Road Widening annotation affects land parcels fronting Benetook Avenue. ➤ Retain Non-Urban Corridor annotation affects all land holdings (It is noted that the Council Adopted Mildura-Irymple Interface Study recommends that this annotation be removed).
Submissions	<p>Two written submissions were lodged in relation to these land holdings (Sub 5 – Mr Sutherland and Sub 6 - Ms Riedl).</p> <p>The submissions are very comprehensive, well articulated and supported by accompanying plans outlining the landowners preferred development future for not only their land, but also surrounding lands.</p> <p>The written submissions discussed at 2 meetings at Council's Offices. The first with Ms Riedl, the second with Ms Riedl and Mr Freeman.</p> <p>At the second meeting Mr Freeman presented, on behalf of Mr Sutherland and Ms Riedl, a detailed development concept for the wider precinct. The development concept portrayed a residential corridor between the top end of the Sandilong – Cowra block (below Fourteenth Street) and extending south along Cowra. The design featured a mix of residential dwelling densities, extensive open space corridors (flowing through the site and links to adjoining blocks), water wise urban design features and the like.</p> <p>Follow up conversations were held with Mr Sutherland and Mr Freeman in which clarification was sought on a number of matters.</p> <p>By way of <u>summary</u> the written and verbal submissions highlight / advocate the following:</p> <ul style="list-style-type: none"> ➤ Provide an industrial or B4Z hub at the intersection of Benetook Avenue and Fifteenth Street, as a continuation along Benetook Avenue towards Sixteenth Street. Development should only be facilitated to a depth of 150m. ➤ The land along Benetook Avenue towards Sixteenth Street, should not continue past the distance halfway to Sixteenth Street, and neither should the industrial or B4Z land towards Fourteenth Street

	<p>continue past half distance.</p> <ul style="list-style-type: none"> ➤ B4 and Industrial land should not encircle Mildura. ➤ From Eleventh Street to Fourteenth Street there is industrial land on one side and some further residential housing. Suggests 660m of residential housing on both sides, before 660m of industrial land both sides. ➤ Existing industrial areas south of the railway between Fourteenth and Eleventh Streets should be joined. This land area of approximately 28 ha would be opposite existing industrial land and could be appropriate for deeper industrial development of 300m. ➤ The most appropriate industrial land with highway exposure is in Deakin Avenue between Seventeenth and Eighteenth Streets. Development to half depth would involve 25 ha, or to full depth would involve 50 ha. ➤ Fourteenth Street and Fifteenth Street can easily be a combination of residential and B4 facing each other. ➤ It is not appropriate to segregate Irymple and Mildura with a wall of industry half depth, both toward Etiwanda as well as to Cowra Avenue. ➤ Placing industry along the top section of Benetook Avenue flies in the face of the recommendations of the Mildura Planning Scheme at 13 October 2005. ➤ Main road industrial exposure can be achieved along Deakin Avenue between Seventeenth and Eighteenth Streets. ➤ Industrial development could also occur south of the railway line between Eleventh and Fourteenth Streets. ➤ Schools should be supported by residential development rather than industrial development. ➤ Heavy vehicle ring road is supported. ➤ Industrial development along the top section of Benetook Avenue is contrary to various elements of the MSS and would be inappropriate in view of the schools and residential development in the area.
<p>Assessment Against Urban Area (IN3Z) Criteria</p> <p>(Refer Section 5.1.1)</p>	<p>The assessment contained in Appendix 2 relating to <i>Investigation Area 1</i> supports the rezoning of land parcels fronting both sides of Benetook Avenue between 14th and 15th Street. Further the assessment concluded that there is strategic justification to extend the IN3Z south of 15th Street toward 16th.</p> <p>The key reasons highlighted in support of this finding are repeated below.</p> <p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> • Consistent with criteria detailed in section 5.1.1 of this report.

	<ul style="list-style-type: none"> • The area fronting Benetook Avenue is <u>outside</u> the endorsed 2030 Residential Growth Boundary. • The majority of the land is currently contained in the RUZ although a spine of B4Z was recently approved via Amendment C28 on the western side of Benetook Ave. A detailed site evaluation has been documented in the Mildura-Irymple Interface Study. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> • Consistent with criteria. • Abuts IN1Z to the north-east <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> • Consistent with criteria. • Benetook Avenue is the designated vehicle / truck by-pass route <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> • Consistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> • Consistent with criteria although augmentation required. <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> • Generally consistent with criteria. • Land on the western side of Benetook Ave abuts existing R1Z land and to the west abuts land identified in the Mildura Interface Study has having a combination of conventional and low density residential futures. • Sites have significant depth to incorporate buffers. <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • Consistent with criteria. • Land either side of Benetook Ave between 14th and 15th Street is identified as the priority area for future peripheral sales and service industry development in the municipality. <p>The assessment was supported by the following recommendations:</p> <ul style="list-style-type: none"> • Land fronting Benetook Avenue, between 14th and 15th Streets is considered to be the prime candidate site for rezoning to IN3Z in the short term, with the exception of the Council Depot site which would be more suited to an IN1Z to reflect is surrounding zoning pattern.
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	<ul style="list-style-type: none"> Land fronting Benetook, between 15th and 16th Street is also considered to be a strong candidate for rezoning to IN3Z in the short – medium term.
Recommendation	<p>That the submitters <u>strong</u> opposition to the potential application of an industrial zoning (and the depth of such zoning) on land on the top half of Benetook Ave (between 14th and 15th Street be noted.</p> <p>That the submitters support for the application of a Special Use zone along 15th Street (between Benetook Ave and Sandilong Ave) be noted.</p> <p>That the submitters (and/or Mr Freeman on their behalf) be provided the opportunity to contribute to the drafting of planning scheme controls relating to the achievement of buffers between any industrial zone application fronting Benetook Avenue and the adjoining land fronting Sandilong Avenue.</p> <p>The submitters support for the application of an industrial or commercial zone on Benetook Ave south of 15th Street in order to create a node / hub of commercial activity be noted.</p>

Submission No	7
Submitter	R Costa
Location	Benetook Avenue, Irymple
Site Area	Not stated
Current Zone	RUZ
Current Overlays	DCPO, AEO 1
MSS Structure Plans	Mildura Town Structure Plan Clause 21.04 <i>Promote by-pass route.</i>
Submission	<p>Rezone to either IN1Z or IN3Z.</p> <p>Access to Benetook Avenue.</p> <p>Necessary services are available.</p> <p>Site is located to service both Mildura and Irymple.</p>
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1.1)	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> • Generally consistent with criteria although it is noted that the site is relatively distant from the CBD. • Outside 2030 Residential Growth Boundary <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> • Inconsistent with criteria. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> • Consistent with criteria. • Benetook Avenue is the designated vehicle / truck by-pass route <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> • Consistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> • Consistent with criteria although augmentation required. <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> • Generally consistent with criteria. • Land on the western side of Benetook Ave abuts an area

	<p>designated for mid to longer term R1Z development.</p> <ul style="list-style-type: none"> • Sites have significant depth to incorporate buffers. <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • A detailed investigation of the future of the area has not been undertaken. <i>Note:</i>
Recommendation	<p>Being located on Benetook Avenue (the designated truck by pass route) The subject site is considered to have potential for industrial development in the longer term (post 2020). Such an outcome will need to be further investigated. Development of land along Benetook Avenue (between 15th and 16th Streets) for industrial or commercial uses should occur in a staged and sequential manner starting from 15th Street. "Leap frogging" of development should be avoided.</p> <p>Retain existing zoning at this time.</p> <p>Determine long term future of land in the corridor below 15th Street via the preparation of a land use framework.</p>

Submission No	8
Submitter	R Costa
Location	Fifteenth Street, Mildura Lot 2 PS 136886
Site Area	Approximately 4 ha.
Current Zone	RUZ
Current Overlays	AEO 2, DCPO
MSS Structure Plans	Mildura Town Structure Plan Clause 21.04 <i>Retain non-urban break.</i>
Submission	<p>Rezone to IN3Z.</p> <p>Fronts major highway and is of sufficient size for appropriate uses.</p> <p>Is not highly valuable agricultural land, is not a viable agricultural unit of production.</p> <p>All necessary services are available.</p> <p>Location between Irymple and B4Z along Fifteenth Street would consolidate the urban area, rather than create new areas that would remove large horticultural properties.</p>
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1.1)	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> The land subject of this submission is located within Mildura – Irymple interface. The subject land is predominantly under vines and includes houses along the Karadoc Avenue frontage. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> Inconsistent with criteria. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> Consistent with criteria. <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> Inconsistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> Other candidate sites likely to be more cost effective / efficient to service. Stormwater provision is a major inhibitor to

	<p>development in the short – medium term.</p> <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> • Generally consistent <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • This area is identified as a future Business 4 zone in the Mildura-Irymple Interface study. • Its rezoning to Industrial 3 as requested is not supported by the adopted Strategic Planning Report for the area
Recommendation	Retain current zoning.

Submission No	9
Submitter	R Costa
Location	Dow Avenue, Irymple South
Site Area	Not stated
Current Zone	RUZ
Current Overlays	Part AEO 2, part AEO 1
MSS Structure Plans	N/A
Submission	<p>Rezone to IN1Z.</p> <p>Separated from residential development.</p> <p>All necessary services are available.</p> <p>Potential benefits of proximity to abattoir.</p> <p>Located near to Benetook Avenue.</p>
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> It is considered that the rezoning of the site to IN1Z would not add greatly to the diversity of IN1Z locations in the District. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> There is no strategic basis for rezoning of the site to IN1Z. Rezoning of the site for industrial use and development would not advance the long term transport planning of the region. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> Not addressed in submission. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> Consistent <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> No development concept provided with submission. Submitters preferred development outcome not articulated.
Recommendation	Retain in current zone.

Submission No	10
Submitter	Nicol Projects on behalf of R&N Cua
Location	Kulkyne Way, Karadoc
Site Area	250 ha.
Current Zone	RUZ
Current Overlays	None
MSS Structure Plans	N/A
Submission	<p>Rezone to an Industrial zone.</p> <p>Supports development of the Karadoc Service Centre.</p> <p>All services available to site.</p> <p>Main Road access.</p> <p>Native vegetation assessment indicates that there are no anticipated issues with managing remnant vegetation.</p>
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> It is considered that the subject site would significantly add to the diversity of choice in IN1Z locations in the district. The surrounding area has grown recently to be a key intensive horticultural area. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> It is understood that the upgrade of Kulkyne Way is nominated in the <i>Mildura Transport Plan for Long Term Regional Development Report</i> as a Stage 2 priority to facilitate the Sturt Highway deviation from the Calder highway through to a new bridge over the Murray River and connection to NSW section of the Sturt highway. In relation to the above the site's rezoning to IN1Z is strategically consistent with this long term vision. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> The subject site is predominantly cleared agricultural land although there are some stands of native vegetation. It is understood that the detailed assessment of the remaining native vegetation (prepared by Dr J Prider of Ecological Associates Pty Ltd) identifies that there are no anticipated issues with management of remaining native vegetation. <p>4. Minimal Conflict with Surrounding Uses</p>

	<ul style="list-style-type: none"> • Consistent with criteria. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> • It is understood that there is significant interest in developing the site to accommodate a range of businesses services for the intensive horticultural industries in this area of the municipality.
Recommendation	The subject land totalling approximately 260 ha is considered a priority candidate for rezoning to IN1Z.

Submission No	11 & 12
Submitter	Nicol Projects on behalf of Eastern Millewa Farming Pty Ltd & N Charles
Location	Sturt Highway/Meridian Road, Merbein South
Site Area	Not stated
Current Zone	RUZ
Current Overlays	Part AEO 2 and part ESO 3
MSS Structure Plans	N/A
Submission	<p>Rezone to industrial zone now or designate the land for future industrial development in Council's Structure Plan.</p> <p>Site has strategic potential for locating service industries and transport related facilities.</p> <p>ESO (Merbein Mushrooms) needs to be addressed as it is an impediment to development.</p>
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> The subject sites would provide additional diversity of IN1Z locations in the District. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> It is understood that the <i>Mildura Transport Plan for Long Term Regional Development Report</i> identifies the upgrading of Meridian Road south of the Sturt Highway to provide for a heavy vehicle bypass for Mildura. With this scenario, Meridian Road and land in the vicinity of this intersection would form part of a link between the Sturt highway, the Silver City Highway, the Calder Highway and the Thurla Industrial Area. In relation to the above, it is considered that rezoning some of the land in the subject land to IN1Z is strategically consistent with this long term vision. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> Further investigation required. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> Further clarification / investigation is required regarding the implications of the ESO which is currently applied to the adjoining Merbein Mushrooms Composting Plant. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> It is unknown at this time how much land is sought to be

	rezoned for industrial uses.
Recommendation	<p>Seek further advice from the submitter during the exhibition phase of this Draft Report regarding:</p> <ul style="list-style-type: none"> ○ Confirmation of land owner desire and response from relevant road and rail authorities regarding future plans at the junction; ○ Confirmation that the land is free of environmental constraint; and ○ Further investigation regarding the implications of the ESO which is currently applied to the adjoining Merbein Mushrooms Composting Plant.

Submission No	13
Submitter	T Garraway
Location	Cnr Sandilong Avenue/Eleventh Street Lot 1 on Title Plan 674875H and Title Plan 676621F
Site Area	Not stated
Current Zone	RUZ
Current Overlays	N/A
MSS Structure Plans	N/A
Submission	Rezone to an industrial zone.
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1.1)	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> • Generally consistent with criteria. • Outside 2030 Residential Growth Boundary • The subject site is under vine. • Houses are scattered throughout the surrounding area with the largest concentration being along the Sandilong Avenue frontage to the south of subject land. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> • While the broader investigation area (Area 2) is abuts Industrial uses on its Cowra interface, the subject site is currently separated from these uses. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> • In-consistent with criteria. • Development of site would potentially compound traffic congestion on 11th Street <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> • The land area is approximately 4 ha and therefore unless consolidated with other land parcels the site would not represent a significant development opportunity. In this regard adjoining land owner intent has not been identified. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> • Other candidate sites are likely be more cost effective / efficient to service.

	<p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> • Generally consistent with criteria. • The subject sites has significant depth to incorporate buffers. <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • This area is not identified as the priority area for IN3Z in proximity to Mildura. • A detailed planning investigation has not been undertaken for this part of the municipality.
Recommendation	<p>Retain current zoning.</p> <p>Determine long term future of land via the preparation of a land use framework.</p>

Submission No	14
Submitter	U. Hussein
Location	Sandilong Avenue between 11 th and 14 th Street
Site Area	7.091 ha
Current Zone	Rural
Current Overlays	N/A
MSS References	N/A
Submission	Requests rezoning (not specified)
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1.1)	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> • Generally consistent with criteria. • Outside 2030 Residential Growth Boundary • The subject site is under vine. • Houses are scattered throughout the surrounding area with the largest concentration being along the Sandilong Avenue frontage to the south of subject land. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> • While the broader investigation area (Area 2) abuts Industrial uses on its Cowra interface, the subject site (located on the Sandilong Ave) is currently separated from these uses. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> • In-consistent with criteria. <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> • The land area is approximately 7 ha and therefore unless consolidated with other land parcels the site would not represent a significant development opportunity. In this regard the intent of adjoining land owners has not been identified. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> • Other candidate sites are likely be more cost effective / efficient to service. <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> • Generally inconsistent with criteria. • While the subject site has depth to incorporate buffers there are

	<p>3 existing residential properties directly in front of the subject site.</p> <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • This area is not identified as the priority area for IN3Z in proximity to Mildura. • A detailed planning investigation has not been undertaken for this part of the municipality.
Recommendation	<p>Retain current zoning.</p> <p>Determine long term future of land via the preparation of a land use framework.</p>

Submission No	15
Submitter	C Beruldsen
Location	Deakin Avenue Lot 3 PS 527162K Sec 66 Blk F
Site Area	Approximately 40 acres.
Current Zone	Rural
Current Overlays	AEO 1
MSS Structure Plans	N/A
Submission	Propose an industrial subdivision. Located on major highway. If Council pursues an industrial subdivision at the airport, a low density residential subdivision would be proposed instead.
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> The site is proximate to the recently approved Mildura Airport Special Use Zone. It is considered that the rezoning of the site to IN1Z would not add to the diversity of IN1Z locations in the District. As noted above the submission seeks either a 21 lot industrial subdivision or a low density development outcome. The Industrial subdivision seeks to create lots between 5500 and 7500 m2 which would surround the existing 5 residential allotments fronting Deakin Ave. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> There is no strategic basis for rezoning of the site to IN1Z. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> Consistent. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> 10 dwellings are located in the wider investigation area (Refer Area 11c). 5 of these dwellings are located in front of the proposed industrial subdivision and would be potentially be surrounded by industrial activity should the rezoning be approved. As such a potential exists to create land use conflicts with

	<p>these established residences.</p> <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> • No indication in the submission was provided regarding potential end users of the industrial subdivision.
Recommendation	<p>Retain Current Zoning.</p> <p>In regard to the submitter's alternate request for the application of the Low Density Residential Zone, further documentation would be required to consider the request including a Ministerial Direction No 6 assessment.</p>

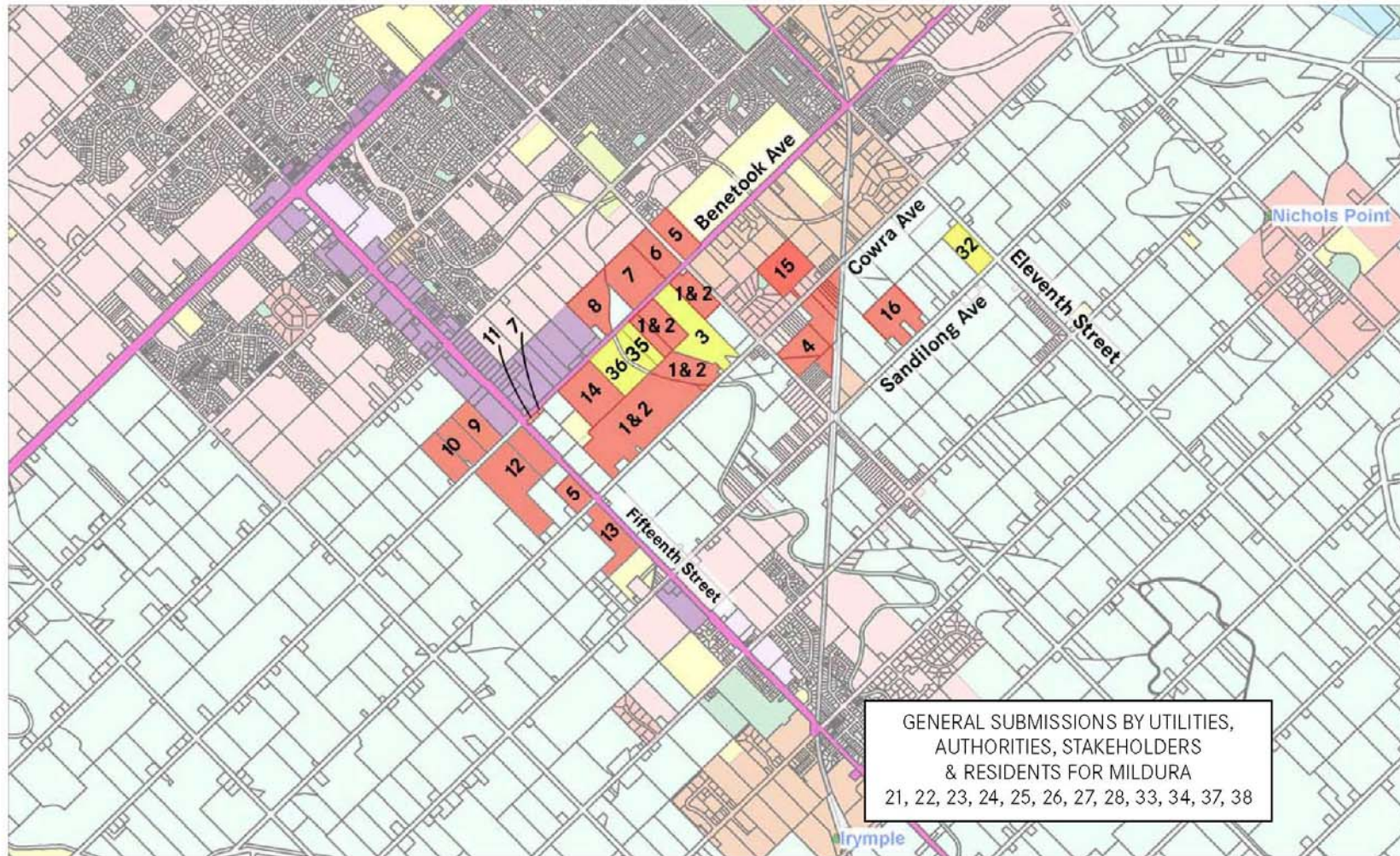
Submission No	16
Submitter	R. Costa on behalf of Mr Michael Rolfe
Location	Irymple Avenue, Irymple Lot 2 PS 517570A
Site Area	Not specified
Current Zone	Rural
Current Overlays	N/A
MSS Structure Plans	Discourage the development of sensitive land uses that may compromise industrial development.
Submission	<p>Considers land a suitable candidate for additional industrial land in Irymple.</p> <p>Rezoning considered appropriate should the land to the north of the subject site also be rezoned to an industrial zoning.</p> <p>Rezoning would consolidate the industrial area in Irymple rather than seeking to provide additional land in new areas.</p>
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1.1)	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> The subject site is <u>not</u> located within the <u>Mildura</u> Urban Framework. The subject site is part under vine and part utilised for other horticultural activities. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> Consistent with criteria. Site abuts IN1Z land on its north-west boundary. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> In-consistent with criteria. <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> Inconsistent with criteria if considered in isolation from land in the area with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> Other candidate sites likely to be more cost effective / efficient to service. Stormwater provision is a major inhibitor to development in the short – medium term.

	<p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> Managing residential abuttals to the South of the subject site may prove difficult as the site surrounds approximately 8 residential properties fronting Irymple Avenue. <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> This subject site is not identified as the priority area for IN3Z in proximity to Mildura.
Recommendation	<p>While this site could potentially provide an opportunity to extend the existing industrial zoning in the general vicinity in the longer term it is more constrained by residential abuttals than the land to its north.</p> <p>It is noted that no additional rezoning in Irymple are supported at this time.</p> <p>Retain current zoning and review potential if or when the land to the North is further considered.</p>

Submission No	17
Submitter	R. Costa on behalf of Mr Ilario Dimasi
Location	Benetook Avenue, Mildura Lot 1 TP 253215C
Site Area	4.046 ha
Current Zone	Rural
Current Overlays	N/A
MSS Structure Plans	Promote By-Pass Route
Submission	<p>Land considered to be well suited for industrial type zoning due to all services being available for development immediately and abutting existing Business 4 zoned and developed land.</p> <p>Being located on the by-pass route, the site is suitably situated for industrial development.</p> <p>If rezoned the site would not affect the strategic directions of the Mildura Planning Scheme in respect to future residential or business zonings.</p> <p>Site accords with SPPF and LPPF for industrial zonings.</p> <p>The site has good exposure and easy access from the Calder Highway.</p> <p>Has immediate development capacity.</p>
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1.1)	<p>1. Within Mildura's Urban Framework / Close to Mildura CBD</p> <ul style="list-style-type: none"> • Generally consistent with criteria. • Outside 2030 Residential Growth Boundary <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> • The site does not close to Industrial activity however is abuts a developed B4 node. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> • Consistent with criteria. • Benetook Avenue is the designated vehicle / truck by-pass route <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p>

	<ul style="list-style-type: none"> • Consistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> • Consistent with criteria although augmentation required. <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> • Generally consistent with criteria. • The subject site has significant depth to incorporate buffers. <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> • A detailed investigation of the future of the area has not been undertaken. However, as discussed in response to Submission 7 the development of land along Benetook Avenue (between 15th and 16th Streets) for industrial or commercial uses is supported in a staged and sequential manner starting from 15th Street. <p><i>Note: It is considered that supporting a limited node of IN3Z activity in the vicinity of this site is warranted. Further extension of the node beyond approximately 500m from 15th Street should be avoided until a detailed planning investigation of the wider corridor is undertaken.</i></p>
Recommendation	<p>The creation of a node of IN3Z on both sides of Benetook Ave south of the existing B4Z fronting 15th Street is supported at this time. In forming this recommendation consideration has been given to the demand for 70 ha of additional IN3Z land in Mildura in the short term.</p> <p>On this basis the rezoning of the subject site to IN3Z is conditionally supported. In this regard, it is noted that the facilitation of this additional node of activity on Benetook Avenue is considered a secondary priority compared to IN3Z the rezonings recommended for land on Benetook Avenue between 14th and 15th Streets.</p>

Assessment of
Submissions Lodged in Response to Draft Report
(Submissions 1 – 40)



SUBMISSIONS 1-16, 21-38, 33, 34, 37, 38 INDUSTRIAL REZONING INVESTIGATION

MILDURA URBAN AREA (Refer Plan Page 2)

Submission No	1
Submitter	Sutherland
Previous Submission	5 & 6 (Refer Appendix 3)
Location	Benetook Ave between 14 th and 15 th Street Corwa Avenue between 14 th and 15 th Street
Overview of Submission	<p>Detailed 21 page submission advancing views expressed in original submission.</p> <p>Opposes proposed IN3Z along Benetook Avenue.</p> <p>Does not object to any other part of the report.</p> <p>Reiterates preference for residential corridors to link Mildura and Irymple.</p> <p>If rezoning is to proceed as documented in the Draft report the submitter highlights desire to limit the rezoning to a depth of 150m (as opposed to the 300m) especially along the eastern side of Benetook Avenue between 14th and 15th Streets.</p> <p>Highlights concerns with Green Belt interface and landscaped buffer recommendations. Prefer a screened concrete wall.</p> <p>A number of compromise solutions/concepts are documented.</p> <p>Advocates that there should be no contribution of residential land to any buffer.</p>
Consultant Assessment of Submission	<p>The submission reiterates previous views expressed by the submitter in his original submission (refer Submission 5 & 6 Appendix 3) as well as identifying a number of compromise concepts.</p> <p>The project team considers that the rezoning of land to IN3Z on both sides of Benetook Ave (between 14th and 15th Street) to the adjoining mid blocks fronting Cowra and Etiwanda Avenues is warranted and will deliver the most appropriate land use and urban design outcomes. It is noted that road widening of Benetook Avenue, suitable industrial development building envelopes, landscape treatments and provision for car parking and buffers are required to be accommodated. The depth of rezoning is also supported by the detailed work undertaken by Hansen in the Mildura – Irymple interface study which has been adopted by Council.</p>

	Having noted the above, the detail of the statutory tools to accompany the rezoning are still to be determined including the drafting of the appropriate overlay control. The project team reiterates its commitment to invite the submitter to participate in the process to develop such controls in the next phase of the project.
Recommendation	That the submission be noted and the submitter be invited to participate in process to determine appropriate statutory controls to accompany the rezoning.

Submission No	2
Submitter	Reidl
Previous Submission	5 & 6 (Refer Appendix 3)
Location	Benetook Ave between 14 th and 15 th Street Cowra Avenue between 14 th and 15 th Street
Overview of Submission	<p>Detailed 18 page submission advancing views expressed in original submission. By way of summary, the key points raised include:</p> <p>Opposes proposed IN3Z along Benetook Avenue.</p> <p>Opposes depth of proposed rezoning (eg full depth to mid block)</p> <p>If rezoning to proceed would prefer an INZ3 depth of 150 m.</p> <p>Safety needs to be considered when suggesting a green belt.</p> <p>Recommends that Council advance and actively promote their by-pass around Mildura and across a bridge at Monak.</p> <p>Buffer needs to be safe, consistent and acceptable to the community.</p> <p>Truck depots and truck movements should be encouraged onto a by-pass around the town. Benetook Avenue's designation as a truck route should be reconsidered.</p> <p>Would like Council / Councillor support to realise their vision / eg a 450 m depth for residential development from Cowra Avenue.</p> <p>Concern that Council should be 'listening to the community it represents'</p>
Consultant Assessment of Submission	<p>The submission reiterates previous view expressed by the submitter in her original submission (refer Submission 5 & 6 Appendix 3).</p> <p>As highlighted in response to the previous submission (Submission 1)</p>

	<p>the project team considers that the rezoning of land to IN3Z on both sides of Benetook Ave (between 14th and 15th Street) to the adjoining mid blocks fronting Cowra and Etiwanda Avenues is warranted and will deliver the most appropriate land use and urban design outcomes. It is noted that road widening of Benetook Avenue, suitable industrial development building envelopes, landscape treatments and provision for car parking and buffers are all required to be accommodated.</p> <p>The depth of rezoning is also supported by the detailed work undertaken by Hansen in the Mildura – Irymple interface study which has been adopted by Council.</p> <p>Having noted the above, the detail of the statutory tools to accompany the rezoning are still to be determined including the drafting of the appropriate overlay control. The project team reiterates its commitment to invite the submitter to participate in the process to develop such controls in the next phase of the project.</p>
Recommendation	That the submission be noted and the submitter be invited to participate in process to determine appropriate statutory controls to accompany the rezoning.

Submission No	3
Submitter	Butler
Previous Submission	No
Address	<p>Lot 2 PS2380 Sec 35 Blk F</p> <p>Lot 2 PS 91904</p> <p>Total = 9.641 Ha</p>
Location	<p>Benetook Ave between 14th and 15th Street</p> <p>Corwa Avenue between 14th and 15th Street</p>
Overview of Submission	Fully supports IN3Z rezoning on Benetook Avenue between 14th and 15th Streets.
Consultant Assessment of Submission	Submission supports Draft Strategy.
Recommendation	That the submission be noted.

Submission No	4
Submitter	Freeman and Freeman on behalf of landowner
Previous Submission	No Mildura-Irymple Interface Study
Address	Approx 12 land parcels totally approximately 12.7 Ha
Location	Land bounded by Cowra and Fourteenth Street.
Overview of Submission	Request rezoning to Residential 1 Zone.
Consultant's Assessment of Submission	An assessment of this area is documented in Appendix 1 (refer Dudley Investigation Area No 2). The draft report recommends that the long term future of the land in this vicinity should be determined via the preparation of a land use framework.
Recommendation	Retain current zoning.

Submission No	5
Submitter	Mark Johnson
Previous Submission	No
Address	Lot 20 PS2272 Sec 29 Blk F = 4.047 Ha
Location	Corner 15 th Street & Cowra Ave
Overview of Submission	The submission requests an industrial zoning for land on the corner of Fifteenth Street and Cowra Avenue. The submission suggests that the right development will make an impressive gateway to Mildura.
Current Zone	FZ
Current Overlays	AEO 2, DCPO
MSS Structure Plans	Mildura Town Structure Plan Clause 21.04 <i>Retain non-urban break.</i>
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1)	1. Within Mildura's Urban Framework / Close to Mildura CBD <ul style="list-style-type: none"> The land subject of this submission is located within Mildura – Irymple interface. The interface study recommends that the land be rezoned to Business 4 when demand can be satisfied.

	<ul style="list-style-type: none"> The project team considers it appropriate to reposition the B4Z rezonings from Benetook Ave to this “preferred” location. <p>2. Close / Contiguous With Other Established Industrial Areas / Nodes</p> <ul style="list-style-type: none"> Rezoning to B4Z would represent a logical extension to the B4Z node along Fifteenth Street. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> Consistent with criteria. <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> Consistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> Stormwater provision is a inhibitor to development in the short – medium term. <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> Consistent <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> This area is identified as a future Business 4 zone in the Mildura-Irnyple Interface study. Its rezoning to Business 4 at this time is supported subject to the rezoning of the Benetook B4Z to IN3Z
Recommendation	Rezone to Business 4 subject to the existing B4Z on Benetook Ave being rezoned to IN3Z.

Submission No	6
Submitter	Violi
Previous Submission	No
Address	Lot 1 TP 675008
Location	Corner of Benetook Ave & 14 th Street
Overview of Submission	Supports IN3Z rezoning on Benetook Avenue between 14th and 15th Streets.

	Support subject to a satisfactory agreement being achieved on the buffer zone width between the proposed IN3Z land in Benetook Ave and the adjoining R1Z land in Etiwanda Ave. Considers that the proposed buffer area unnecessarily large.
Consultant's Assessment of Submission	Submission supports Draft Strategy. Buffer distance shown in Draft Strategy was indicative only. Resolution of Buffer distance to be resolved in the next stage of the process.
Recommendation	That the submission be noted and the submitter be invited to participate in process to determine appropriate statutory controls to accompany the rezoning

Submission No	7
Submitter	de Maria
Previous Submission	No
Address	Lot 1 & 2 PS 427760 Lot 1 & 2 PS 427761 Total = 7.92 Ha PT Lot 10 PS2380 = 1,141m2
Location	Benetook Ave between 14 th and 15 th Street Benetook Ave behind 15 th Street
Overview of Submission	Supports rezoning on Benetook Avenue between 14th and 15th Streets. Seeks to have PT Lot 10 PS2380 included in the rezoning. 50m buffer area should be shared between the 2 adjoining land uses.
Consultant Assessment of Submission	Support for the recommendations of the Draft report is noted. Buffer distance shown in Draft Strategy was indicative only. Resolution of Buffer distance to be resolved in the next stage of the process. The project team supports a rezoning of PTLot 10 PS 2380 Sec 35 Blk F Benetook Ave to the B4Z (not IN3Z as requested) subject to the rezoning of the current B4Z land on Benetook Ave to IN3Z. This outcome is consistent with the recommendations of the Mildura – Irymple Interface Study. It is noted that development of detailed design

	guidelines for this area is also required.
Recommendation	<p>That the submitters support for application of the IN3Z along Benetook Avenue be noted.</p> <p>That PT Lot 10 PS2380 be rezoned to B4Z subject to subject to the existing B4Z on Benetook Ave being rezoned to IN3Z.</p>

Submission No	8
Submitter	Roy Costa & Associates (Giofre)
Previous Submission	No
Address	Lot 2 PS 428574M = 5.806 Ha
Location	Benetook Ave between 14 th and 15 th Street
Overview of Submission	<p>Support rezoning on Benetook Ave between 14th and 15th Streets.</p> <p>Support is subject to the removal of the proposed green belt from part of the submitter's land holding.</p>
Consultant's Assessment of Submission	<p>Support for the recommendations of the draft report is noted.</p> <p>Retention of the green belt is considered an important outcome to be achieved. It is acknowledged that the extent of the green belt requires further consideration in the detailed design phase and should be determined in the Planning Scheme Amendment preparation phase of the project.</p>
Recommendation	That the submission be noted and the submitter be invited to participate in process to determine appropriate statutory controls and detailed design of Green Belt as part of the next phase of the project.

Submission No	9
Submitter	Roy Costa & Associates (Dimasi)
Previous Submission	Submission 17
Address	Lot 1 TP253215C = 4.047 Ha
Location	Benetook Ave between 15 th and 16 th Street
Overview of Submission	Supports recommendation regarding the application of the IN3Z on Benetook Avenue between 15th and 16th Streets.

Consultant's Assessment of Submission	<p>The submitters support for the draft recommendation is noted. However, having considered the sum of submissions received in response to the Draft report, and having further considered the vision articulated in the Interface Study, the project team considers rezoning of land between 15th and 16th streets to IN3Z as recommended in the Draft report is a "second best" outcome compared to the benefits of consolidating IN3Z on both sides of Benetook Ave between 14th and 15th Streets and repositioning existing B4Z land to 15th Street. The above outcome would preclude any additional IN3Z rezonings between 15th and 16th Streets as the land area determined as supportable to the year 2020 can be met between 14th and 15th Streets. Having noted this the project team retains its view that land between 15th and 16th Street is the next logical extension for future industrial 3 provision and as such this outcome should be reflected in a revised Town Structure Plan for Mildura.</p>
Recommendation	<p>That the submission be noted.</p> <p>That the Mildura Town Structure Plan be modified to highlight that land on both sides of Benetook Ave between 15th and 16th Street represents a logical extension of IN3Z provision in the long term.</p>

Submission No	10
Submitter	Roccisano
Previous Submission	No
Address	<p>Lot 1,2 PS437910 = 4.047Ha</p> <p>Lot 1 TP816749 = 3.945 Ha</p>
Location	<p>Benetook Ave between 15th and 16th Street</p> <p>Benetook Ave between 15th and 16th Street</p>
Overview of Submission	Support rezoning on Benetook Avenue between 15th and 16th Streets..
Consultant's Assessment of Submission	Refer response to Submission 9.
Recommendation	<p>That the submission be noted.</p> <p>That the Mildura Town Structure Plan be modified to highlight that land on both sides of Benetook Ave between 15th and 16th Street represents</p>

	a logical extension of IN3Z provision in the long term.
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Submission No	11
Submitter	Roy Costa & Associates (Cavallaro)
Previous Submission	No
Address	Lot 2 PS437771J = 2414M2
Location	Benetook Ave between 15 th and 16 th Street
Overview of Submission	Seeks rezoning to IN3Z now or B4Z in the future.
Consultant's Assessment of Submission	The project team supports a rezoning to the B4Z subject to the rezoning of the current B4Z land on Benetook Ave to IN3Z. This outcome is consistent with the recommendations of the Mildura – Irymple Interface Study. It is noted that development of detailed design guidelines for this area is also required.
Recommendation	That Lot 2 PS437771J be rezoned to B4Z subject to the existing B4Z on Benetook Ave being rezoned to IN3Z.

Submission No	12
Submitter	Frank Dimasi
Previous Submission	No
Address	Lot 1,2 PS207165 = 3.98Ha Lot 2 PS2380 & Lot 2 PS446312
Location	Benetook Ave between 15 th and 16 th Street.
Overview of Submission	Opposes rezoning to IN3Z on Benetook Avenue Between 15th & 16th Street. Working farm property, concerned about rezoning effecting rates etc and that industrial generally should be on Greenfield sites. Concern with potential change of amenity. Doesn't agree that there is a pressing need for more Industrial land. Considers Block H suitable for industry.
Consultant's Assessment of	Comments and observations regarding objections made in the submission are noted.

Submission	<p>As highlighted in response to submissions 5, 7 and 9 the project team, having considered the sum of submissions received in response to the Draft report and having further considered the vision articulated in the Interface Study, considers rezoning of land fronting 15th Street between Benetook Avenue and Cowra Ave to the B4Z is warranted at this time (subject to the existing B4Z land on Benetook Avenue being rezoned to IN3Z). The submitter noted his support for this revised outcome at the community briefing session held on Dec 7th although he noted his concern regarding any rate increases associated with the decision.</p> <p>The project team also highlights that the above outcome would preclude any additional IN3Z rezonings between 15th and 16th Streets at this time, as the land area determined as supportable to the year 2020 can be met between 14th and 15th Streets. Having noted this the project team retains its view that land between 15th and 16th Street is the next logical extension for future industrial 3 provision and as such this outcome should be reflected in a revised Town Structure Plan for Mildura.</p>
Recommendation	<p>Rezone the submitters land fronting 15th Street to the B4Z subject to the existing B4Z on Benetook Ave being rezoned to IN3Z.</p> <p>That the Mildura Town Structure Plan be modified to highlight that land on both sides of Benetook Ave between 15th and 16th Street represents a logical extension of IN3Z provision in the long term.</p>

Submission No	13
Submitter	Roy Costa & Associates on behalf of land owner
Previous Submission	Yes (overlooked in Draft Strategy)
Address	<p>Lot 2 PS312199J</p> <p>Lot 2 PS348722T</p> <p>Total = 5.449 Ha</p>
Location	Corner of Fifteenth Street Cowra Avenue
Overview of Submission	Should include 15 th Street and Cowra for rezoning for Industrial.
Current Zone	FZ
Current Overlays	AEO 2, DCPO
MSS Structure Plans	Mildura Town Structure Plan Clause 21.04

	<i>Retain non-urban break.</i>
<p>Assessment Against Urban Area (IN3Z) Criteria</p> <p>(Refer Section 5.1)</p>	<ol style="list-style-type: none"> 1. Within Mildura's Urban Framework / Close to Mildura CBD <ul style="list-style-type: none"> • The land subject of this submission is nominated on within the Mildura-Irymple Interface study as forming part of the 15th Street Precinct. 2. Close / Contiguous With Other Established Industrial Areas / Nodes <ul style="list-style-type: none"> • Inconsistent with criteria. 3. Main Road Frontage and Exposure / Highly Accessible <ul style="list-style-type: none"> • Consistent with criteria. 4. Large land parcels – Facilitate mix of uses and lot sizes <ul style="list-style-type: none"> • Inconsistent with criteria. 5. Accessible to required services <ul style="list-style-type: none"> • Other candidate sites likely to be more cost effective / efficient to service. Stormwater provision is a major inhibitor to development in the short – medium term. 6. Can manage potentially sensitive interfaces <ul style="list-style-type: none"> • Generally consistent 7. Consistent with Council Adopted Strategic Planning Reports <ul style="list-style-type: none"> • This area is identified as a future Special Use Zone in the Mildura-Irymple Interface study. • Its rezoning to Industrial 3 as requested is not supported by the adopted Strategic Planning Report for the area. Its rezoning to a Special Use Zone as recommended in the Interface Study is supported
Recommendation	Rezone to the Special Use Zone.

Submission No	14
Submitter	Primarano
Previous Submission	No

Address	Lot 1, 2 PS146660 Sec 35 Blk F Total = 8.090 Ha
Location	Benetook Ave between 14 th and 15 th Street
Overview of Submission	Supports IN3Z rezoning on Benetook Avenue between 14th and 15th Streets. Agrees with draft strategy that there is a need for screening between proposed IN3Z and Residential areas. Notes that the area shown for the buffer area is unnecessarily large.
Consultant Assessment of Submission	Submission supports Draft Strategy. Buffer distance shown in Draft Strategy was indicative only. Resolution of Buffer distance to be resolved in the next stage of the process.
Recommendation	That the submission be noted and the submitter be invited to participate in process to determine appropriate statutory controls to accompany the rezoning.

Submission No	15
Submitter	Freeman & Freeman (Fitzgerald)
Previous Submission	No
Address	Lot A PS 446675D = 6.3 Ha
Location	Cowra Avenue near 14 th Street Benetook Avenue side
Overview of Submission	Request to rezone from LDRZ TO IN3Z. Site has industrial and low density abuttals. Development for low density not viable. Has access to services.
Current Zone	LDRZ
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1)	<ol style="list-style-type: none"> Within Mildura's Urban Framework / Close to Mildura CBD <ul style="list-style-type: none"> Consistent with criteria. Close / Contiguous With Other Established Industrial Areas / Nodes

	<ul style="list-style-type: none"> Consistent with criteria. <p>3. Main Road Frontage and Exposure / Highly Accessible</p> <ul style="list-style-type: none"> Inconsistent with criteria. While the site has “driveway” access to Benetook Ave, it does not offer exposure. <p>4. Large land parcels – Facilitate mix of uses and lot sizes</p> <ul style="list-style-type: none"> Generally consistent with criteria. <p>5. Accessible to required services</p> <ul style="list-style-type: none"> Consistent with criteria. <p>6. Can manage potentially sensitive interfaces</p> <ul style="list-style-type: none"> The subject land abuts an established LDRZ estate (boarded on two sides by LDRZ). Other nominated sites are less constrained. <p>7. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> Site nominated in previous reports as an extension of the LDRZ estate which was supported by the land owner at that time.
Recommendation	Retain current zoning.

Submission No	16
Submitter	Hussein
Previous Submission	14
Address	Lot 3 PS44229 = 7.091 Ha
Location	Cowra Avenue near 11 th Street
Overview of Submission	<p>Supports rezoning on Benetook Ave between 14th and 15th Streets.</p> <p>Opposes rezoning on Benetook Avenue between 15 and 16th Streets.</p> <p>Proposes rezoning of property in Submission 14 to LDRZ.</p>
Consultant's Assessment of	Comments noted. As highlighted in respect to submission 12, the project team retains the view that the extension of the IN3Z from 15 th to

Submission	<p>16th Street along Benetook Ave represents a sound long term option.</p> <p>The submitters request to have his land parcel zoned to LDRZ is beyond the scope of this study. An assessment of this area is documented in Appendix 1 (refer Dudley Investigation Area No 2). The draft report recommends that the long term future of the land in this vicinity should be determined via the preparation of a land use framework.</p>
Recommendation	Retain current zoning.

Submission No	32 (Late Submission)
Submitter	Garraway
Previous Submission	13
Address	LOT 1 TP674875H = 4.047Ha
Location	Corner Sandilong Avenue and 11 th Street.
Overview of Submission	<p>Reiteration of Previous Rezoning Request</p> <p>Believe that their land should be rezoned IN3Z due to proximity to city, existing industrial areas etc</p>
Consultant's Assessment of Submission	Project team retain their view regarding the submitters original request (refer submission 13, Appendix 3). Rezoning of this land to IN3Z is not supported by the assessment against the Urban Area Criteria. The future of this land, and land in its vicinity should be determined via the preparation of a land use framework.
Recommendation	Retain current zoning.

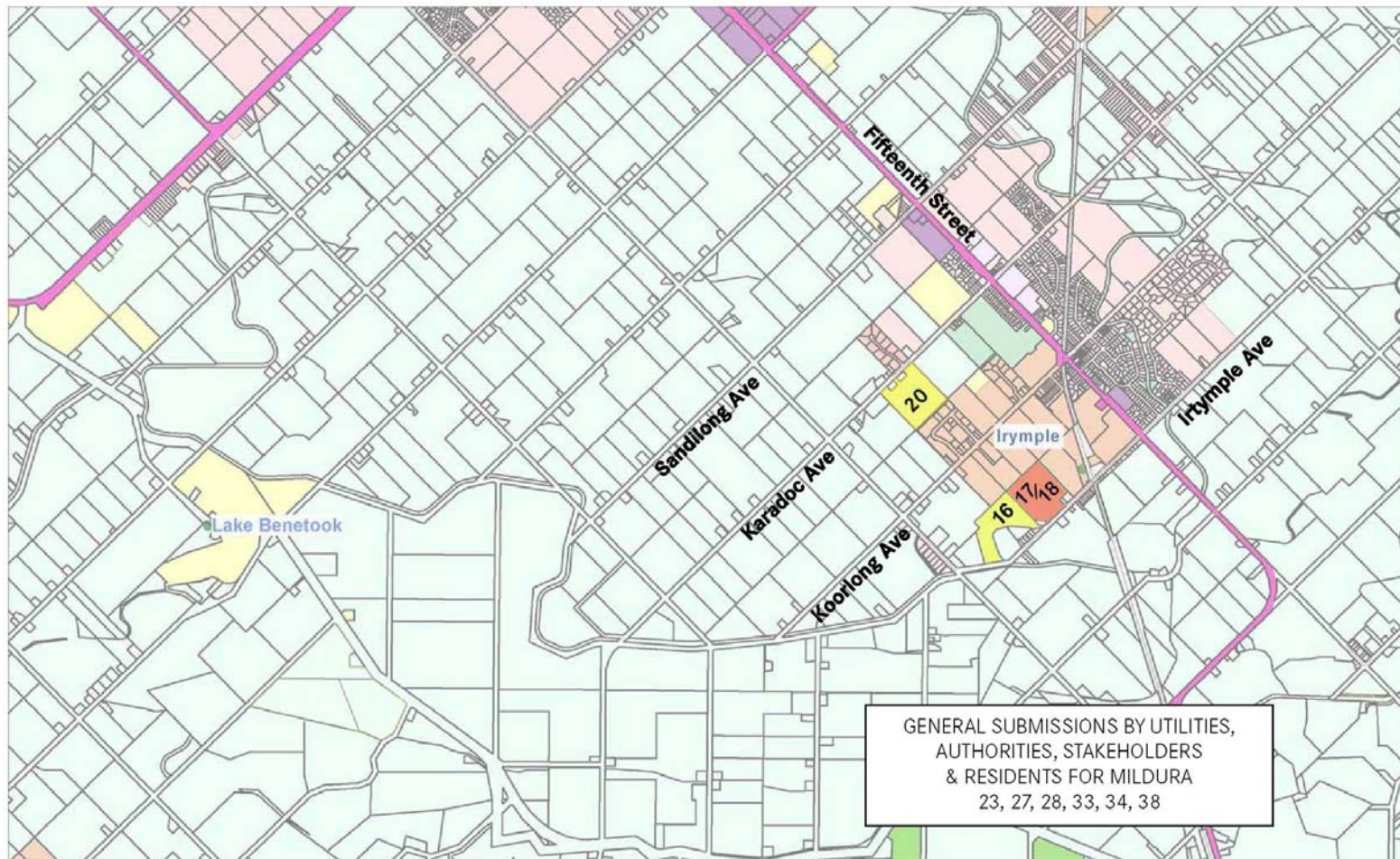
Submission No	35 (Late Submission)
Submitter	V Primarano
Previous Submission	No
Address	<p>Lot 1 TP806136T</p> <p>Lot 1 TP806139M Sec 35 Blk F = 4.310Ha</p>
Location	Benetook Ave between 14 th and 15 th Street
Overview of Submission	Supports proposed rezoning land between 14th and 15th Streets on Benetook Avenue

	<p>on Benetook Avenue.</p> <p>Does not support the extent of the proposed green belt.</p>
Consultant's Assessment of Submission	Retention of the green belt is considered an important outcome to be achieved. It is acknowledged that the extent of the green belt requires further consideration in the detailed design phase and should be determined in the Planning Scheme Amendment preparation phase of the project.
Recommendation	That the submission be noted and the submitter be invited to participate in process to determine appropriate statutory controls and detailed design of Green Belt as part of the next phase of the project.

Submission No	36 (Late Submission)
Submitter	M Primarano
Previous Submission	No
Address	<p>Lot 1 TP706317W</p> <p>Lot 1 TP673427S Sec 35 Blk F = 5.168Ha</p>
Location	Benetook Ave between 14 th and 15 th Street
Overview of Submission	<p>Supports proposed rezoning land between 14th and 15th Streets on Benetook Avenue.</p> <p>Does not support the extent of the proposed green belt.</p>
Consultant's Assessment of Submission	Retention of the green belt is considered an important outcome to be achieved. It is acknowledged that the extent of the green belt requires further consideration in the detailed design phase and should be determined in the Planning Scheme Amendment preparation phase of the project.
Recommendation	That the submission be noted and the submitter be invited to participate in process to determine appropriate statutory controls and detailed design of Green Belt as part of the next phase of the project.

Submission No	40 (late submission)
Submitter	Freeman and Freeman on behalf of Pileggi and James Harwood Developments Pty Ltd
Previous Submission	No
Address	Part of Lots 1 & 2 on PS444714G
Location	Corner of Benetook Avenue and Cureton Avenue
Overview of Submission	Request rezoning to IN3Z.
Current Zone	FZ
MSS Structure Plans	Mildura Town Structure Plan Clause 21.04 <i>Within 2030 Residential Growth Boundary</i>
Assessment Against Urban Area (IN3Z) Criteria (Refer Section 5.1)	<ol style="list-style-type: none"> 1. Within Mildura's Urban Framework / Close to Mildura CBD <ul style="list-style-type: none"> • Consistent. 2. Close / Contiguous With Other Established Industrial Areas / Nodes <ul style="list-style-type: none"> • Opposite developed industrial estate. 3. Main Road Frontage and Exposure / Highly Accessible <ul style="list-style-type: none"> • Inconsistent with criteria. While located on Benetook Ave the subject land is north east of the by-pass route 4. Large land parcels – Facilitate mix of uses and lot sizes <ul style="list-style-type: none"> • Inconsistent with criteria. Land area relatively small. 5. Accessible to required services <ul style="list-style-type: none"> • Uncertain. 6. Can manage potentially sensitive interfaces <ul style="list-style-type: none"> • Generally consistent 7. Consistent with Council Adopted Strategic Planning Reports <ul style="list-style-type: none"> • The subject land is partly zoned UFZ and FZ. Given the small size of the land parcel, and not being on the designated truck route, plus its abuttal to the UFZ the other areas nominated for

	rezoning in the draft report are considered to be superior candidates for IN3Z rezoning.
Recommendation	Retain Current Zoning.



SUBMISSIONS 17-20, 23, 27, 28, 33, 38 INDUSTRIAL REZONING INVESTIGATION

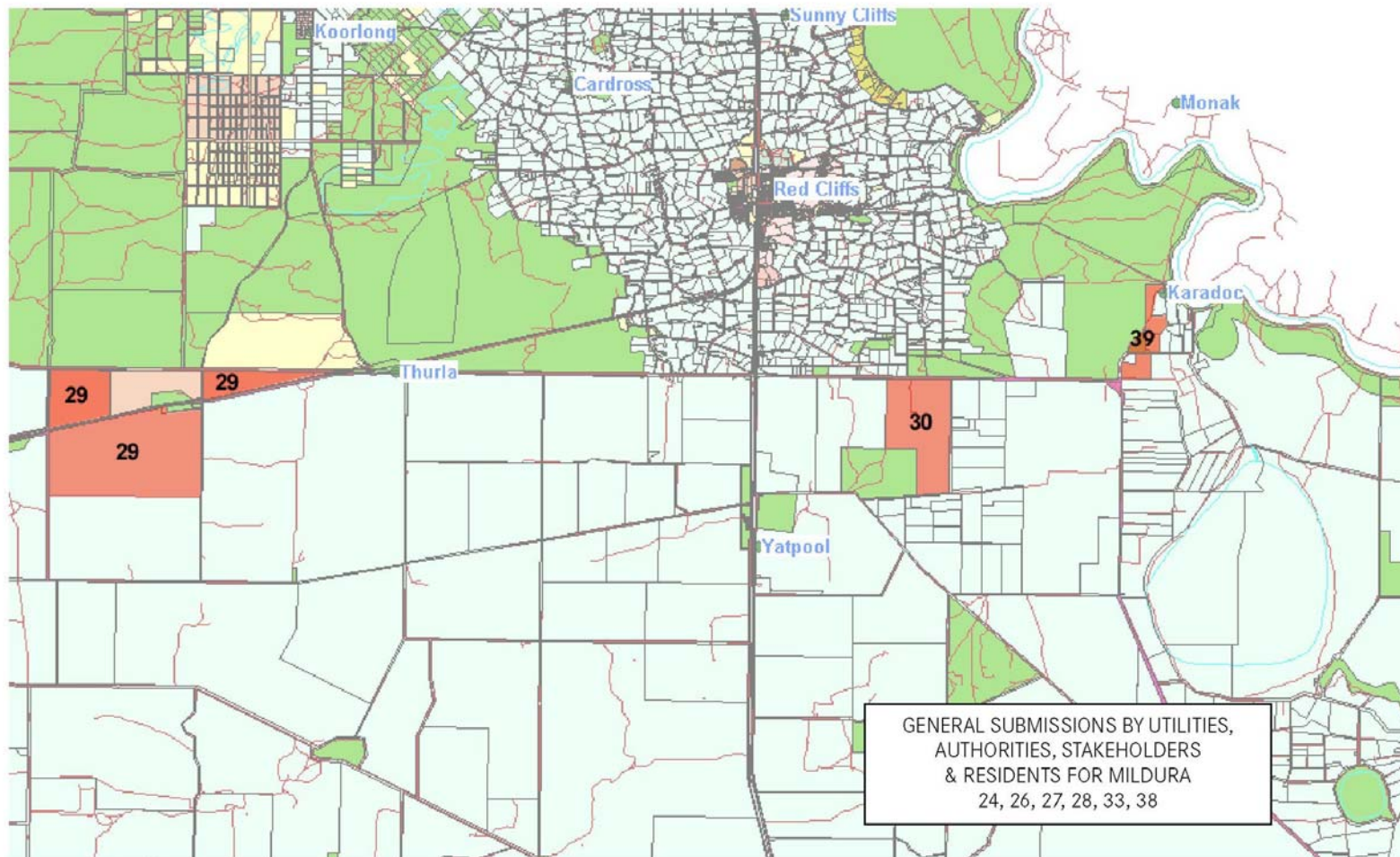
IRYMPLE URBAN AREA (Refer Plan Page 16)

Submission No	17
Submitter	De Angelis
Previous Submission	1 & 2
Address	Lot 3 & Pt Lot 4 PS 3173 Sec 41 Blk F = 5.559Ha
Location	Irymple Avenue, Irymple
Overview of Submission	Propose IN3Z rezoning in Irymple. Believe their land should be rezoned as currently monopoly on remaining vacant land which is increasing price.
Consultant's Assessment of Submission	Assessment against Urban Area Criteria does not support the rezoning. Project team considers original assessment (Refer Submissions 1 & 2 Appendix 2) remains valid. The site should be recognised as a longer term extension of the Irymple Industrial Estate. Stormwater provision remains a major inhibitor to development.
Recommendation	Retain current zoning. Potential future industrial use should be identified in a revised Structure Plan for Irymple.

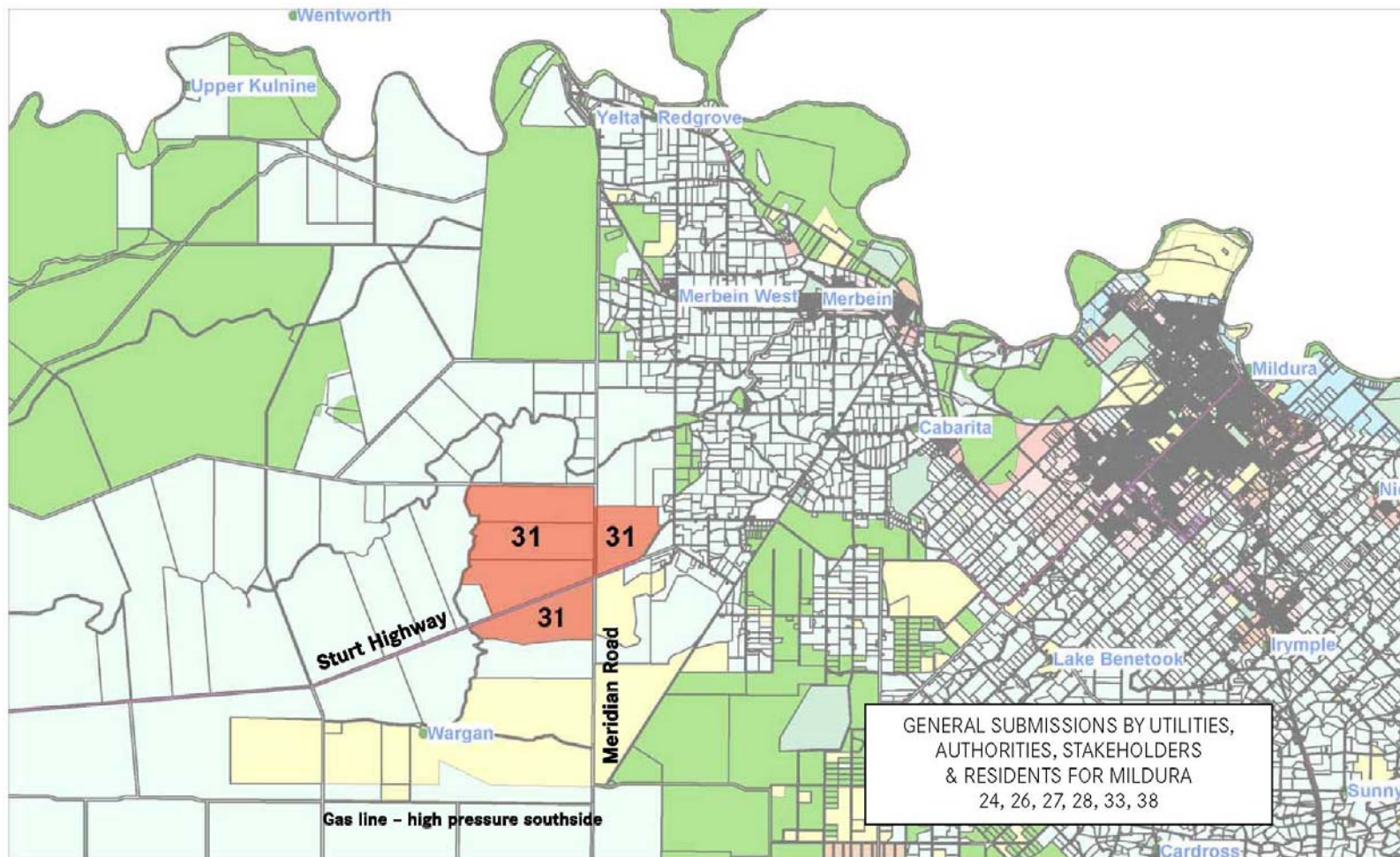
Submission No	18
Submitter	Roy Costa & Associates (De Angelis)
Previous Submission	1 & 2
Address	Lot 3 & Pt Lot 4 PS 3173 Sec 41 Blk F = 5.559Ha
Location	Irymple Avenue, Irymple
Overview of Submission	Supports Draft recommendation to nominate land as a long term option for industrial development extension in Irymple.
Consultant's Assessment of Submission	Support noted. Also refer comments in relation to submission 17 above.
Recommendation	Retain current zoning. Potential future industrial use should be identified in a revised Structure Plan for Irymple.

Submission No	19 (Shown on Irymple Map as Submission 16)
Submitter	Roy Costa & Associates (Rolfe)
Previous Submission	16
Address	Lot 2 PS 517570A = 6.714 Ha
Location	Irymple Avenue, Irymple
Overview of Submission	Propose that land be identified in MSS for longer term Industrial zoning.
Consultant's Assessment of Submission	Project team retains its views expressed in the Draft report (refer response to submission 16, Appendix 3) that the subject land could potentially provide an opportunity to extend the existing industrial zoning in the general vicinity in the longer term.
Recommendation	Retain current zoning. Potential future industrial use should be identified in a revised Structure Plan for Irymple.

Submission No	20
Submitter	Roy Costa & Associates (Cappola)
Previous Submission	3
Address	Lot 2 PS 209180X & PS 209181V = 8.093Ha
Location	Karadoc Avenue, Irymple
Overview of Submission	Propose that land be identified in MSS for longer term Industrial zoning.
Consultant's Assessment of Submission	As highlighted in the assessment of the submitters original submission (refer submission 3, Appendix 3) the subject land is not considered appropriate for industrial development.
Recommendation	Retain current zoning.



SUBMISSIONS 24, 26-28, 33, 38 INDUSTRIAL REZONING INVESTIGATION



SUBMISSIONS 24, 26-28, 31, 33, 38 INDUSTRIAL REZONING INVESTIGATION

Non-Urban Areas (Refer Plans Pages 19 & 20)

Submission No	29
Submitter	Freeman & Freeman (Beasley)
Previous Submission	No
Address	Thurla
Location	Thurla
Overview of Submission	Proposes that the land identified 'future industrial development' on the Thurla Concept Plan should be rezoned due to current demand.
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> Rezoning a portion of the land subject of the submission would reinforce / expand the opportunities within this developing precinct. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> The subject land is nominated on the existing Thurla Structure Plan as Future Industrial Development and therefore has strong strategic support for rezoning. The project team agree with the submitter's observation that rezoning of the land would further confirm and highlight Council's commitment to the Mildura Transport Plan for Long Term Regional Development. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> A 68.3 ha parcel of land identified in the submission is clear of vegetation and considered to have no environmental constraints. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> Consistent. Land opposite has recently been granted approval for a 33 lot IN1Z subdivision with many lots sold and development imminent. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> No specific opportunity identified however there is known interest

	and a sound track record of the owner progressing plans for the development of the estate.
Recommendation	Rezone the 68.3 ha parcel of land opposite Thurla - Stage 3 to IN1Z in the short term as part of the Amendment process to implement the findings and recommendations of this investigation.

Submission No	30
Submitter	Nicol Projects (Cua)
Previous Submission	10
Address	C.A 8 Parish of Yatpool = 254.019 Ha
Location	Corner of Kulkyne and Treviso Way, Karadoc
Overview of Submission	Generally supportive of rezoning with additional information provided on the site, services etc
Consultant's Assessment of Submission	<ul style="list-style-type: none"> • The project team confirms its original assessment that the majority of land is ideally suited to provide an additional short term IN1Z front. • The project team agrees with the submission by Nicol Projects that it would be appropriate to subdivide the current lot to enable the key area of significant habitat (the southern 50 ha of the site) to remain in the Farming Zone. • In pursuing the rezoning of the land as part of the implementation of this investigation it will be important to address the following issues identified by DSE regarding the provision of adequate buffers to crown land; the provision of appropriate access to the site to minimise disturbance to linear roadside vegetation corridors; protection of remnant vegetation across the property and protection of vegetation at the rear of the property (Refer dot point above), and application of an appropriate overlay to the northern portion of the site.
Recommendation	Pursue rezoning of the majority of the subject land to IN1Z (approximately 200 ha) and continue to involve the MCCMA and DSE in devising a suitable suite of statutory controls to address issues identified.

Submission No	31
Submitter	Nicol Projects (Simmons & Charles)
Previous Submission	11
Address	C.A 14, 15, 16 Parish of Wargan = 772.641 Ha
Location	Sturt Highway South Merbein
Overview of Submission	Submission providing additional information in respect to their request for rezoning to IN1Z. Two short & long term development options appended to the submission.
Consultant's Assessment of Submission	<p>This site was identified in the Draft Report as being a potential additional candidate for rezoning to IN1Z in the short term subject to further investigation.</p> <p>Lower Murray Water and MCCMA both expressed reservations regarding the rezoning of the subject lands as follows:</p> <p>LMW -</p> <ul style="list-style-type: none"> • Sewerage not available therefore on-site wastewater management systems would be required (Consultant Comment: An on-site solution is likely to be feasible). • Outside the Authority's Urban Water District. Extensive up-grading of the reticulated system would be required. Irrigation water would not be available from the Authority's existing Merbein Irrigation supply system. It is noted that the submitter highlights that it is this supply option that they would rely – refer Section 4.2 of their submission (Consultant Comment: Resolution of water supply to the site in the short term will be difficult and potentially a significant barrier to development). <p>MCCMA -</p> <ul style="list-style-type: none"> • The area is in close proximity to Wargan Basins, which is a Nationally significant wetland listed under the Directory of Important Wetlands. Before this area is rezoned to industrial, it is important that any potential impacts are investigated, particularly pollution from entering the Wargan Basin as a result of nutrients, sediments, chemicals or other pollutants (ie via stormwater runoff). (Consultant Comment: Further investigation and potential management strategies required)

	<ul style="list-style-type: none"> The adjoining roadside close to Study Area 13 also contains important stands of <i>Acacia Melvillei</i>, which is considered Vulnerable in Victoria. It is important that full consideration is given to any potential impacts to native vegetation in this area (either within the property or on adjoining roadsides, particularly with respect to the provision of services for industrial use of the property.) (Consultant Comment: Further investigation and potential management strategies required) <p>Given the above advice the project team considers that it would be premature to rezone land in this area for industrial use at this time. Further investigations / solutions are required to resolve water, servicing, vegetation protection, and drainage issues.</p> <p>The submitter is encouraged to liaise with the relevant authorities to address the outstanding matters. In the interim it is suggested that the general vicinity be identified within the MSS as a potential long term industrial development location pending resolution of matters identified. It is noted that this action would represent the submitter's original fall-back position if rezoning was not supported in the short term.</p>
Recommendation	<p>Retain current zoning.</p> <p>Identify land as possible long term industrial development location pending satisfactory resolution of water, drainage, service provision and vegetation protection.</p>

Submission No	39 (Late Submission)
Submitter	Kim Steinle on behalf of Ryan Family
Previous Submission	No
Address	7 land parcels at Karadoc comprising approximately 82 ha (Lots 1, 2, 3, & 4 PS417539B and Lots 9 LP73313)
Location	Karadoc
Overview of Submission	Requests rezoning to Industrial 1 Zone.
Assessment Against Non-Urban Area (IN1Z) Criteria (Refer Section 5.1.2)	<p>1. Add to the Diversity of IN1Z locations</p> <ul style="list-style-type: none"> Generally consistent. <p>2. Consistent with Council Adopted Strategic Planning Reports</p> <ul style="list-style-type: none"> It is understood that the upgrade of Kulkin Way is nominated

	<p>in the <i>Mildura Transport Plan for Long Term Regional Development Report</i> as a Stage 2 priority to facilitate the Sturt Highway deviation from the Calder highway through to a new bridge over the Murray River and connection to NSW section of the Sturt highway.</p> <ul style="list-style-type: none"> • In relation to the above the site is very close to but not directly abutting Kulkine Way. <p>3. No Environmental Constraints</p> <ul style="list-style-type: none"> • The majority of the subject lands are under vine. The subject land parcels are relatively close to the sensitive environment of the Murray River. An environmental assessment was not submitted with the rezoning request. Comments from DSE and MCCMA have not been obtained. <p>4. Minimal Conflict with Surrounding Uses</p> <ul style="list-style-type: none"> • Concern regarding proximity to the Murray River. <p>5. Responds to an Identified Opportunity</p> <ul style="list-style-type: none"> • Unknown.
Consultant's Assessment of Submission	<p>Many issues need further investigation particularly in relation to environmental constraints / the subject lands proximity to the Murray River.</p> <p>On balance the project team considers the Cua Land (Refer Submission 30) to be better positioned to respond to the needs / demands for IN1Z land in this part of the municipality.</p>
Recommendation	Retain current zoning.

Utilities, Authorities & Other Submissions

Utilities & Authorities

Submission No	24
Submitter	Mallee Catchment Management Authority
Previous Submission	N/A
Address	Not applicable - General Comments on Draft Study
Overview of Submission	<p>Supports rezoning of Block H to PUZ.</p> <p>No issues with proposed Benetook rezoning to IN3Z</p> <p>Notes need to address native vegetation issues in relation to Kulkynne Way (Recommendation 6.2 / Investigation Area 6 - Appendix 1 / Submission 10 -Appendix 3 / Submission 30 - Appendix 4).</p> <p>Highlights concern with rezoning of Investigation Area 13 (Refer Submission 31) due to potential impact on the Wargan Basins threats to remnant vegetation. (Investigation Area 13 - Appendix 1/ Submissions 11 & 12 – Appendix 2 / Submission 31 – Appendix 3)</p>
Consultant's Assessment of Submission	<p>Support for recommended rezonings of Block H and Benetook Avenue noted.</p> <p>Concerns expressed regarding Investigation Area 13 noted and discussed in assessment of Submission 31.</p>
Recommendation	Submission be noted.

Submission No	25
Submitter	GWM Water
Overview of Submission	Noted that the areas addressed in the report are not within the GWM Water Region and consequently will not affect their operation.
Consultant's Assessment of Submission	No action required.
Recommendation	That the submission be noted.

Submission No	26
Submitter	Lower Murray Water
Overview of Submission	<p>Notes that restrictions apply to the provision of sewer to Benetook Avenue.</p> <p>Proposes (and seeks advice on) a mechanism to advise landowners of requirements relating to the provision of sewerage in Benetook Avenue.</p> <p>Proposes that a mechanism be implemented to avoid leap frogging of development on Benetook Avenue.</p> <p>Applications on Benetook Avenue should be referred to LMW.</p> <p>Sturt Highway/Meridian Road (Investigation area 13) would require on site wastewater treatment, is not supplied with urban water, and irrigation quality water would not be available from the Merbein irrigation supply system.</p>
Consultant's Assessment of Submission	<p>LMW's submission is noted.</p> <p>Appropriate responses to the issues raised will be addressed via the drafting of statutory controls in the next phase of the project in consultation with the Authority.</p> <p>It is noted that following review of all submissions received, it is now recommended that rezoning of part of Investigation area 13 be deferred until a number of issues are further investigated.</p>
Recommendation	The submission be noted and that consultation continue with the authority during the next phase of the project regarding issues identified.

Submission No	27
Submitter	Sunraysia Mallee Economic Development Board
Overview of Submission	Supportive of Draft Recommendations and the process and outcomes of the Draft Report
Consultant's Assessment of Submission	No action required.
Recommendation	That the submission be noted.

Submission No	28
Submitter	Environment Protection Authority
Overview of Submission	Notes that the relevant statutory legislation must be taken into account.
Consultant's Assessment of Submission	Relevant statutory controls have been considered.
Recommendation	That the submission be noted.

Submission No	33
Submitter	G-MW
Overview of Submission	G-MW has no issues with the Draft Strategy Comment on Mildura Riverfront Masterplan and request to be advised on any further works
Consultant's Assessment of Submission	Support for the Draft Strategy is noted.
Recommendation	That the submission be noted.

Submission No	37
Submitter	VicRoads
Overview of Submission	Rezoning should be consistent with Vic Roads and Council Plans to maintain Benetook Avenue as a Mildura Freight Bypass route.
Consultant's Assessment of Submission	The need for controlled access to Benetook Avenue is noted. This requirement reinforces the design concept articulated by Hansen and Associates (refer Page 10) and the need for depth of blocks fronting Benetook Avenue.
Recommendation	That the submission be noted.

Submission No	38
Submitter	Department of Sustainability and Environment
Overview of Submission	<p>Supports rezoning of Block H to Public Use Zone, Local Government.</p> <p>Supports the replacement of Block H with another site(s).</p> <p>Further clarification is sought regarding the extent of additional IN3Z required.</p> <p>Concern expressed that the IN3Z rezoning along Benetook Avenue between 14th and 15th Streets will leave an isolated area of B4Z on the northwest corner of Benetook Avenue and 14th Street.</p> <p>Further clarification is sought by the Department regarding the consistency of the recommendations of Interface Study and the recommendations of this industrial review in relation to the future of Benetook Ave as a commercial and service industry precinct.</p> <p>Suggests that additional urban area criteria include "no environmental constraints". Suggest that rural area criteria include Main road frontage/accessible and Ability to bypass the urban area of Mildura.</p> <p>Provides specific comments in relation to Investigation areas 1, 5, 6, 8, 11, 12 and 14.</p>
Consultant's Assessment of Submission	<p>The Department's support for the rezoning of Block H from IN1Z to PUZ6 is noted.</p> <p>The Department's support for the identification and rezoning of appropriate parcel(s) of land to replace land lost at Block H is noted.</p> <p>The project team stress that the development opportunities associated with the SUZ rezoning at Mildura Airport will meet a separate market to that which is in demand within the urban context of Mildura. The findings of the extensive consultation undertaken in association with this project confirmed the preferred location for IN3Z type development along the Benetook Ave By-pass and the development opportunities associated with the Mildura Airport are a quite separate market. The project team <u>and Council</u> retain its view that an additional 70 plus ha of IN3Z land is urgently required to address the adopted strategies in the MSS at CI 21.04-4 and to provide realistic short and medium term development opportunities to meet identified demand based on historical take up rates. Note: Strategies to achieve the objective of <i>"providing an adequate supply of industrial zoned land and direct future industrial development to appropriate locations"</i> include: <i>"Concentrate industrial development in areas highly accessible to truck routes"</i> and <i>"Encourage small-medium scale local and regional industrial and</i></p>

	<p><i>commercial activities in Mildura</i>'. (emphasis added).</p> <p>The project team supports the additional assessment criteria identified by the Department and notes that all recommended rezonings in the draft report satisfy the additional criteria identified.</p> <p>The Departments observations regarding the relationship of this report with the recommendations of the Interface Study have been taken on board and have resulted in modifications being made to the final recommendations of this study.</p>
Recommendation	<p>That the submission be noted.</p> <p>That the project team and Council continue to liaise with the Department in drafting the Planning Scheme Amendment documentation to advance the recommendations of this report.</p>

Other Submissions

Submission No	21
Submitter	BW & A - Building Surveyors & Consultants
Previous Submission	No
Address	Not applicable - General Comments on Draft Study
Overview of Submission	Supports the rezoning of land along Benetook from 14th to part 16th Street as per Draft Strategy.
Consultant's Assessment of Submission	Support for the Draft and its recommendations noted.
Recommendation	That the submission be noted.

Submission No	22
Submitter	Milne
Previous Submission	No
Address	Not applicable - General Comments on Draft Study
Overview of Submission	Considers that the rail bypass of Mildura/Merbein via Thurla and Yelta is a viable means of improving operations and has potential to have a

	<p>is a “pipe dream of immense proportions and has potential to have a negative effect on sensible development if taken seriously”.</p> <p>Objects to the proposed rezoning of the Council depot site.</p>
Consultant's Assessment of Submission	<p>It is understood that the Mildura Transport Plan for Long Term Regional Development (May, 2005) represents an adopted strategic position of Council. Sub-division and development at Thurla is taking place and future extension of road and rail links are strategically supported.</p> <p>Rezoning of the Council depot site to IN1Z is considered strategically justified given that it is no longer owned by Council. The zoning of the land should accord with surrounding IN1Z land use.</p>
Recommendation	The submission is not supported.

Submission No	23
Submitter	S & E Pica
Previous Submission	No
Overview of Submission	<p>Supports non-urban assessment criteria in relation to siting new industrial areas to complement the long term transport network.</p> <p>Provides many observations / comments in relation to the draft report.</p> <p>Supports proposals relating to IN3Z along Benetook Ave and associated road widening, green belt and buffers although also notes that it is not appropriate to segregate Irymple with a wall of industry half depth both towards Etiwanda and well as Cowra Avenue.</p> <p>Concerned with building form and long term development along 15th Street.</p>
Consultant's Assessment of Submission	Submission is noted. Given the submitter's interest and long involvement in the Mildura – Irymple interface investigations and keen interest in the development of 15 th Street in this area, it is recommended that the submitter be invited to participate in the process to determine appropriate buffer controls.
Recommendation	That the submission be noted and the submitter be invited to participate in process to determine appropriate statutory controls to accompany the rezoning.

Submission No	34
Submitter	Freeman & Freeman (Sutherland) (also refer to submission 1)
Previous Submission	5 & 6
Address	Refer Submission 1 & 2 Appendix 4
Location	Benetook Ave between 14 th and 15 th Street Corner of Benetook Ave & 14 th Street
Overview of Submission	Supportive of the submissions made by Bill Sutherland (Submission 1 Appendix 4) and additionally mentions why split zoning cannot occur. Proposes a built buffer rather than a landscape buffer.
Consultant's Assessment of Submission	Refer Response to Submission 1
Recommendation	Refer Response to Submission 1