

Irymple Structure Plan and Urban Design Framework

2021-2036

mesh



Mildura Rural City Council

Mildura Rural City Council acknowledges the Traditional Custodians of the land, which now comprises the Mildura Rural City municipality. We pay our respects to Elders past and present and celebrate and respect their continuing cultures and acknowledge the memories of their ancestors.

Produced by mesh in conjunction with Mildura Rural City Council.

mesh

Level 2, 299 Clarendon Street, South Melbourne, VIC 3205
phone. +61 3 9070 1166 meshplanning.com.au



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Mildura Rural City Council

Mildura Rural City Council

T 03 5018 8100

E mrcc@mildura.vic.gov.au

www.mildura.vic.gov.au

Deakin Avenue Service Centre
76 Deakin Avenue, Mildura

Madden Avenue Service Centre
108 Madden Avenue, Mildura

Ouyen Service Centre
79 Oke Street, Ouyen

Irymple Structure Plan and Urban Design Framework

2021-2036

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Executive Summary

The first *Irymple Structure Plan* was completed in 2012. Since then, there have been several changes to the township, including the development of new commercial and residential areas. In addition, there have been updates to state and local planning policy and strategies that identify preferred growth patterns in the municipality. Mildura Rural City Council (MRCC) has sought to review the *Irymple Structure Plan* in light of the above and prepare the *Irymple Structure Plan and Urban Design Framework 2021-2036* (the Plan) with the assistance of Mesh, Spiire and Onemilegrid.

The Plan provides an updated long-term vision and action plan for the Irymple town precinct (the study area) to guide future preferred outcomes for land use, built form, and public spaces.

The Structure Plan will be used to update relevant aspects of the Mildura Planning Scheme to support enhanced economic, social and environmental outcomes for the future of the Irymple study area for the next 15 years.

The Plan focuses on five key themes:

Theme 1: Irymple's role & identity

Theme 2: Neighbourhoods & precincts

Theme 3: Getting around

Theme 4: Sustainability & greening

Theme 5: Local centres & destinations

The vision is represented in a series of guiding plans, objectives, strategies and actions, as well as guidelines, graphics and cross-sections, where relevant.

Implementing the vision requires the involvement of various stakeholders such as State Government, residents, traders, community groups, and the private industry.

MRCC will play a key role in facilitating, monitoring and reviewing the Plan on behalf of those involved.



Key Considerations

The aim is to support enhanced economic, social and environmental outcomes for the future.

Part 1.

Introduction

1.1 Overview

The study area (see Figure 1) is bounded by Sandilong Avenue, Morpung Avenue, Fourteenth Street and Sixteenth Street. The study area is approximately 9 square kilometres in size and is bisected by a railway that is currently used as a Melbourne-Mildura freight route. The current study area reflects the same boundary as the *Irymple Structure Plan 2012* (2012 ISP).

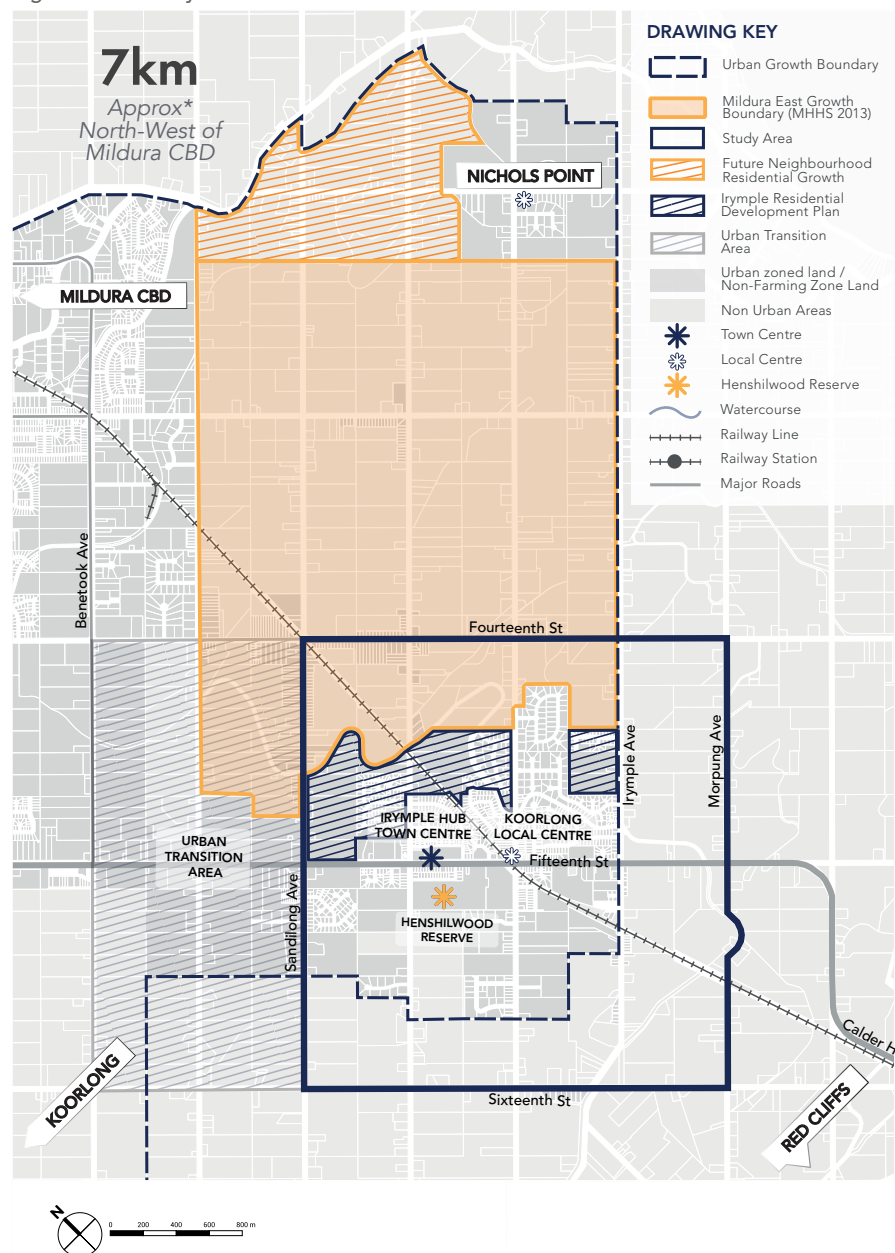
It is approximately 7 kilometres from the Mildura Central Business District (CBD), which is north-west of the site, and it is surrounded by the Mildura East Growth Area between Nichols Point and Irymple, and farmland to the south and east.

Key land uses and facilities are primarily structured around Fifteenth Street. As such, a key focus of the study area is Fifteenth Street and Henshilwood Reserve and the surrounding area, including Council's drainage reserve at Karadoc Avenue.

The study area excludes the Mildura-Irymple Urban Transition Area. The role of the Transition Area is to maintain a sense of entry and exit to and from Mildura and Irymple. Extensive strategic work has already been completed to date, and as such, the Transition Area does not form part of the scope of the *Irymple Structure Plan*¹.

For further information see Part 2: *The Study Area in Context*

Figure 1 The study area



¹ Mildura-Irymple Interface Study (2006); Mildura-Irymple Urban Transition Area Design Guidelines (2008); Special Use Zone 8 & 9 Issues Paper (2018)

1.2 Purpose of The Plan and The Vision

The Irymple Structure Plan and Urban Design Framework 2021-2036 (the Plan) provides a long-term framework to assist MRCC to facilitate orderly growth and development and to co-ordinate and deliver improvements in Irymple over the next 15 years to 2036. The Plan sets out the objectives, strategies and actions to achieve the vision for the study area.

The Plan provides a framework to achieve the vision via a suite of objectives, strategies and implementable actions relating to future projects, design and development guidelines, public realm improvements, development facilitation and infrastructure requirements.

The Vision for Irymple

Irymple will be a **well-defined and self-sufficient town that is distinct from Mildura** and caters to all ages including young people.

It will include **integrated neighbourhoods and precincts in strategic locations** that cater to the local everyday needs of the current and future community.

Irymple will provide safe and purposeful connections that build on the existing movement network and encourages walking and cycling.

Irymple will be a sustainable and greener town that is responsive to climate change through urban cooling via tree plantings, open spaces and Water Sensitive Urban Design with consideration for its unique weather conditions.

The Town Centre Precinct and Community Precinct will form **the “central heart” of Irymple and include identifiable and attractive local centres and destinations.**



Irymple Signage

1.3 Drivers of Change

Since the completion of the Irymple Precinct Structure Plan 2012 (the 2012 ISP), there have been several actions and changes which prompted an update of the Irymple Structure Plan.

The drivers of change include:

- New developments since the completion of the 2012 ISP, including the new Irymple Hub Fishers Shopping Centre, which was completed in 2014, and several new residential developments and industrial developments, which are generally in accordance with the 2012 ISP.
- MRCCs desire to assess Irymple's future recreational needs.
- Preparation of the *Mildura Planning Scheme Review 2019*, which recommended prioritising the revision of the 2012 ISP to address stakeholder concerns.
- The updated Community and Council Plan 2017 to 2021 (2020 Update) includes goals in support of strategic land use projects such as reviewing the *Irymple Structure Plan*.
- Reviews and amendments to the Mildura Planning Scheme including Amendment C89 (approved by the Minister of Planning in 2016) and the Mildura Planning Scheme Review 2018 (final report adopted in April 2019), which recommended prioritising the revision of the 2012 ISP to address stakeholder concerns and several recommendations regarding Irymple's Mixed Use Zone areas.
- Updates to Victorian planning policy, including three amended residential zones, two new commercial zones and three amended industrial zones (Amendment VC100).

There have also been several new and amended Planning Practice Notes (PPN) including *PPN58: Structure Planning for Activity Centres*, *PPN85: Applying the Commercial 3 Zone* and *PPN91: Using the residential zones*.

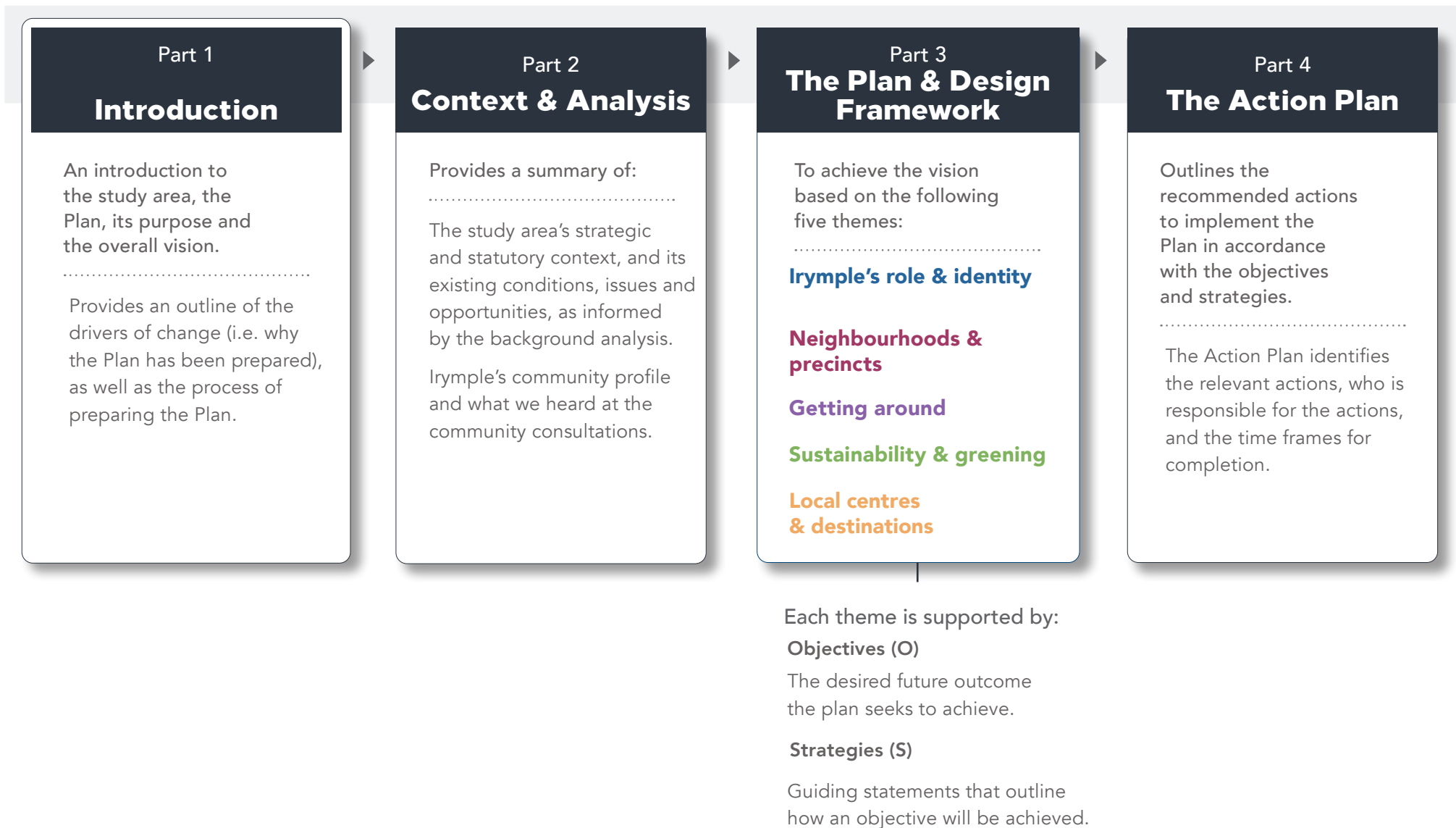
- Release of the *Urban Design Guidelines for Victoria 2017* by the Department of Environment, Land, Water and Planning.



1.4 The Structure of the Plan

The Plan is structured into four parts as outlined in Table 1 below.

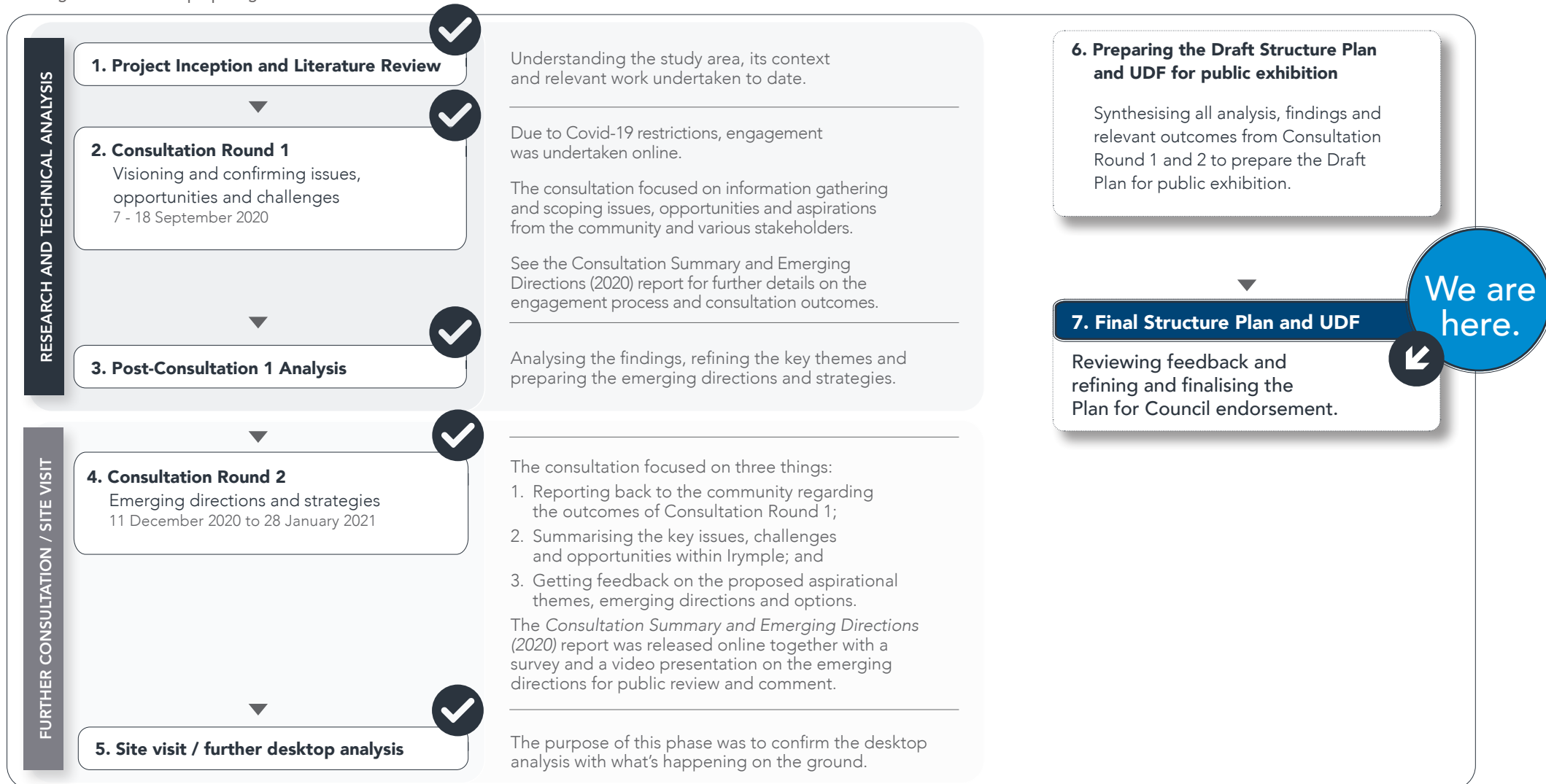
Table 1 The Structure of the Plan



1.5 Process of Preparing the Plan

The *Irymple Structure Plan and Urban Design Framework 2021-2036* was prepared by Mildura Rural City Council with the assistance of Mesh and the technical input of Onemilegrid for transport input, and Spiire for water and drainage input. Figure 2 summarises the process of preparing the Plan.

Figure 2 Process of preparing the Plan



Part 2.

Context and Analysis

2.1 Overview

Part 2 of this document provides a summary of the study area's context and the background analysis undertaken in the preparation of the Plan.

For further details see the Project Brochure (released in Consultation Round 1), which outlines the preliminary analysis, and the Consultation Summary and Emerging Directions report (released in Consultation Round 2), which identifies the key challenges and opportunities within the study area and identifies the emerging directions for the purpose of community consultation and preparation of the Plan.

2.2 Historic Context

Prior to the development of the Irymple area, these lands were occupied by aboriginal people over many generations. The name 'Irymple' is thought to have derived from an Australian Aboriginal word describing a waterhole². Irymple began as a pastoral leasehold (Crown land leased for use for grazing and related activities) and was one of the irrigation settlements in the Mildura region that was established in 1887 by George and William Benjamin Chaffey (commonly known as the Chaffey brothers).³

In 1889, farming and orchards began to pick up in Irymple and in 1903, Irymple station was opened for passengers once the railway was extended from Ouyen to Mildura.

The station was then closed in 1993. Soon after, fruit-packing factories, a distillery, a primary school (Irymple South Primary School – outside of the study area), a public hall and several stores were established.⁴

It is thought that the first stores at Irymple were located at Koorlong Avenue and Hassell Street shopping strip along Fifteenth Street. In 1926, Sunbeam Foods was formed by Mildura Co-op, Sarnia and Irymple Packing.⁵

The former site of Sunbeam Foods (also Mildura Fruit Co-Operative) and the railway station are both recognised for their heritage significance.

Irymple Railway Station is included on the Victorian Heritage Register as it is an important example of portable station building practice across the state and reflects the special needs of the region.⁶

However, the main station building was moved to Red Cliffs in 2003.



Remaining building at the Railway Station Heritage Site

A shed has remained in Irymple but is in poor condition (see images). The Mildura Fruit Co-Operative is representative of Irymple's agricultural history.

Both heritage places are representative of historic development in Irymple.



Heritage building façade at the former Sunbeam Foods site

² Victorian Places, 'Irymple', 2014, www.victorianplaces.com.au/irymples, accessed on 28/01/2021. ³ Ibid. ⁴ Ibid. ⁵ Ibid. ⁶ Victorian Heritage Register, 'Ref No H1568', http://vhd.heritage.vic.gov.au/places/result_detail/600, accessed 12/03/2021.

2.3 Strategic and Statutory Context

This section provides a brief overview of Irymple's strategic and statutory context following an assessment of relevant documents, state and local policies, strategies, plans and the Mildura Planning Scheme.

Strategic Context

Residential growth

As shown in Figure 3, Irymple is part of the Mildura region's Main Urban Area, which consists of Mildura, Irymple and Nichols Point. In accordance with the 2013 MHSS, the Main Urban Area is expected to accommodate the majority of the population in the region within established areas and growth areas.

The Mildura South Growth Area (subject to the *Mildura South Precinct Structure Plan or PSP*) has been partially constructed and will accommodate short-term growth in accordance with the 2013 MHSS. It includes major regional infrastructure such as the Mildura South Regional Sporting Precinct. A new growth front within proximity to the study area has also been identified in the 2013 MHSS. The Mildura East Growth Area (between Irymple and Nichols Point) is expected to accommodate medium to long-term growth.

Part of the Mildura East Growth Area is located within the Irymple study area to the north-east (see Figure 3). This growth front will be subject to a future precinct structure planning process, which has been a key consideration for the study area's future residential growth pattern and sequencing.

Surrounding activity centres and strategic areas

Fifteenth Street/Calder Highway comprises the main arterial road to and from Mildura and Melbourne. As such, several strategic areas are structured along the Fifteenth Street corridor, including the *Fifteenth Street Structure Plan area* and *City Gate Precinct Structure Plan area*, which are north-west of the Irymple Structure Plan area (see Figure 3).

These structure plans provide guidance for development of a sub-regional retail core along Fifteenth Street between Benetook Avenue and Walnut Avenue, which caters to restricted retailing and complements the Mildura CBD⁷.

These Structure Plan areas will continue to function as planned in accordance with the *Retail Strategy Review 2018*.

Adjacent the study area is the Mildura-Irymple Urban Transition Area, between Sandilong Avenue and Benetook Avenue.

In accordance with Clause 21.10-3 the transition area seeks to:

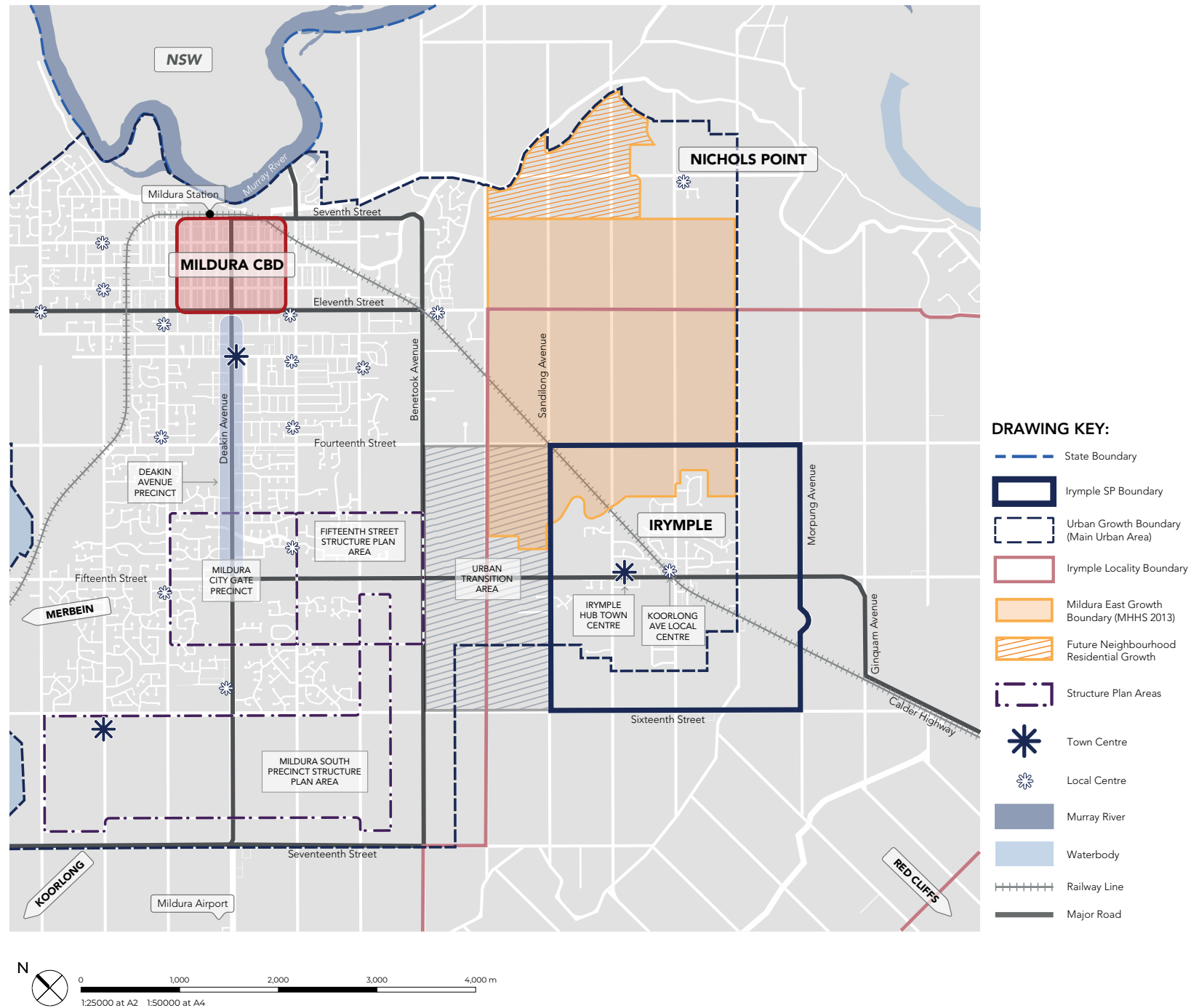
- Maintain a sense of transition or entry and exit to and from Mildura and Irymple in the public realm.
- Articulate a clear identity for Mildura and Irymple using built form, scale, use, landscape and urban design treatments particularly along Fifteenth Street in accordance with the *Land Use Vision and Urban Design Framework for the Mildura – Irymple Interface Area 2006*.⁸

Historically, stakeholders have expressed concerns about the transition area's intent and merit.⁹ Landowners within the transition area consider that the planning controls are too restrictive, particularly regarding land use and setbacks.

These concerns have been raised again during Community Consultation Round 2, however, given the extensive strategic work that has already been undertaken for this area, the Plan does not revisit these matters. For the scope and purpose of the Plan, the ISP 2012 boundary has been adopted.

⁷ *Fifteenth and Deakin Structure Plan (2012)* ⁸ *Mildura-Irymple Interface Study (2006)*; *Mildura-Irymple Urban Transition Area – Urban Design Guidelines (2008)* ⁹ *Special Use Zone 8 & 9 Issues Paper (2019)*

Figure 3 The strategic context of the study area



Irymple Structure Plan 2012

The 2012 ISP was implemented via Amendment C67, which was approved in 2013. Since then, several commercial, residential and industrial developments have occurred, which are generally in accordance with the 2012 ISP.

These developments include the new Irymple Hub Fishers Shopping Centre (completed in 2014) and several new residential subdivisions particularly to the north of Fifteenth Street.

The 2012 ISP focused on guiding development within Irymple's Urban Growth Boundary (UGB).

The UGB seeks to limit urban sprawl, control the development within the boundary and preserve the areas outside the boundary for non-urban uses.

The Plan builds on the 2012 vision and is based on what we heard during community consultations as summarised in the *Irymple Consultation Summary and Emerging Directions* report.

Key aspects of the 2012 ISP have been incorporated into the Mildura Planning Scheme via Mildura's Local Planning Policy Framework (Clause 21) and planning zone schedules and overlays (see Part 2.2 Statutory context).

The 2012 ISP was also amended via Amendment C89 (gazetted November 2017) to include a modification to the UGB following the recommendation of the Panel.

The Panel did not support the proposed rezoning of 1076 Karadoc Avenue from Farming Zone to General Residential Zone as per the landowner's proposal as it would not be appropriate to locate sensitive uses adjoining land in the Industrial 1 Zone (IN1Z).

However, the Panel agreed to the inclusion of the land within the UGB, noting that there may be other uses for the land in the future that do not include sensitive uses. These other uses were not reported in the Panel report. Given the matter has remained unresolved, 1076 Karadoc Avenue has been flagged as a key site for consideration in the Plan (see recommendations for the land at Part 3.2 and Part 3.5).

The vision of the 2012 Plan stated:

Irymple will be a distinct township with a strong sense of place and identity and an agenda to create a sustainable township into the future.

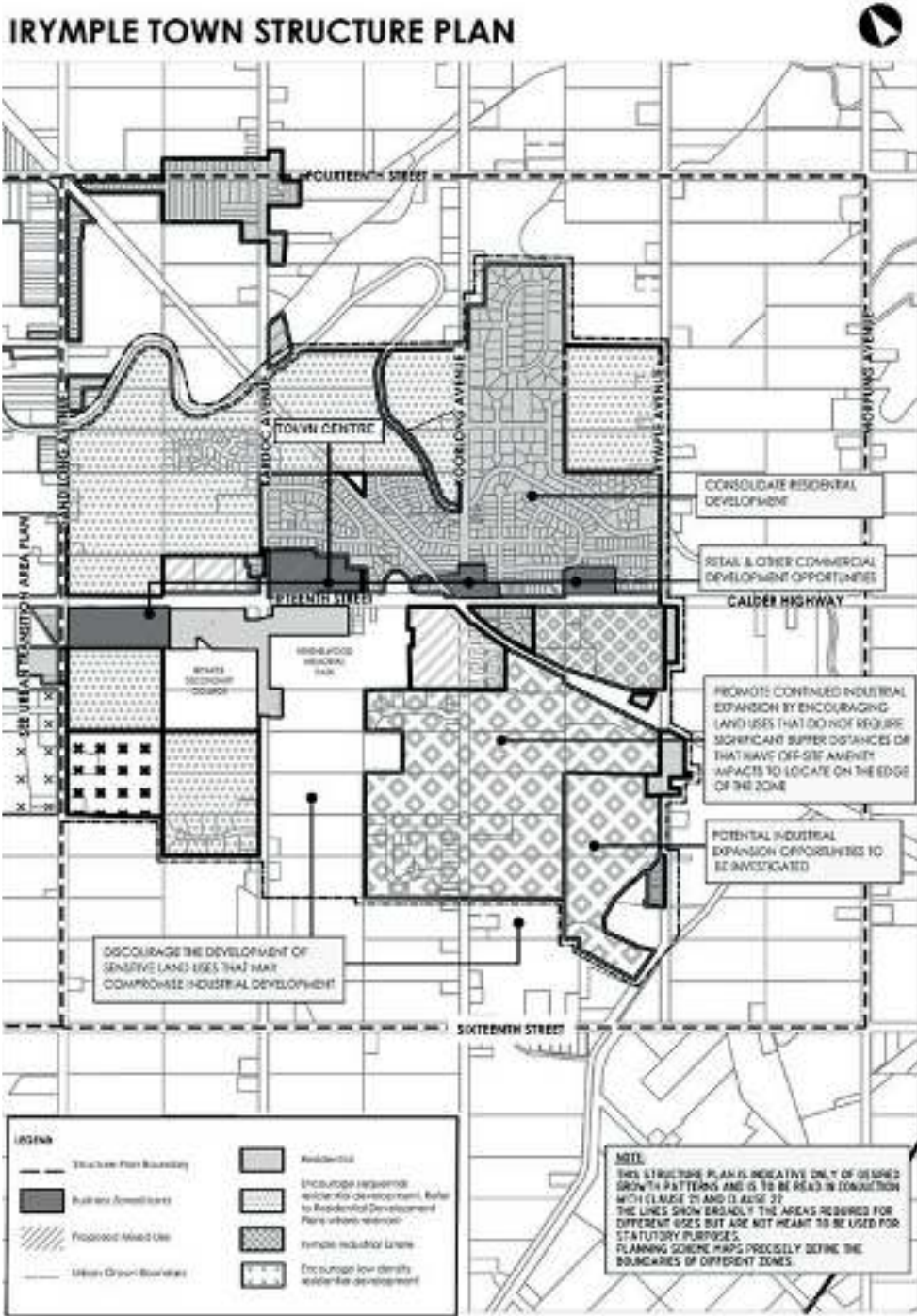
A neighbourhood centre will be the focus of commercial activity in Irymple providing local shopping needs and meeting place for residents.

A community hub focused around Henshilwood Reserve will provide for the recreation, education and leisure needs of the community. Residential growth will be supported through well designed neighbourhoods offering a range of housing types.

Streets will be made attractive and safe, and improved connections between activity hubs will help to create a balance between private vehicle-based transport and walking and cycling in the township.

Development of the township will be supported through adequate infrastructure provision.

Figure 4 Irymple Town Structure Plan 2012 (Source: p. 9, Clause 21.10 of the Mildura Planning Scheme)



This section summarises relevant matters following an assessment of the planning controls. Figure 5 shows the existing planning zones and Figure 6 shows the existing planning overlays that apply to the study area.

Statutory Context

Zones

Irymple includes a mix of zoning and land uses, particularly to the south of Fifteenth Street (see Figure 5), which includes a mix of industry, housing, aged care, a school and land under vine. This has resulted in fragmentation and a lack of structural legibility along Fifteenth Street.

A summary of existing zones, their relevance and effect on the study area is provided here.

Farming Zone (FZ)

There is known development interest in rezoning land within FZ to accommodate residential uses within and outside of the UGB (e.g. land south of Council’s basin at 1076 Karadoc Avenue).

The analysis undertaken as part of this Plan finds that rezoning this land for residential use does not demonstrate strategic merit given:

- It raises land use compatibility issues with the adjoining industrial land;
- It may exacerbate fragmented land use patterns given its location south of Council’s drainage reserve; and
- Residential land supply and growth is proposed in the opposite direction in the Mildura East Growth Area.

General Residential Zone (GRZ)

GRZ areas are predominantly located north-east of the study area and includes several estates with subdivision permits that are yet to be constructed. These future estates are also subject to the Development Plan Overlay (DPO1) and guided by the Irymple residential Development Plan 2007 or Irymple RDP (2007).

Based on residential demand analysis, there is sufficient residentially zoned land to accommodate the projected population up to 2036. (See Part 2.4 Community context).

Constructed developments within GRZ have been identified as having connectivity and drainage amenity issues.

Low Density Residential Zone (LDRZ)

There are minimal areas where this applies to the study area, generally in the south-west. These areas provide a transition towards FZ areas and the UGB, and the urban transition area to the west. Lots tend to be larger with significant setbacks.

Mixed Use Zone (MUZ)

The MUZ was applied to land adjacent the industrial precinct and land across the Irymple Hub Shopping Centre in accordance with the 2012 ISP. The MUZ areas currently include industrial uses, the Masonic centre and housing.

The vision and objectives for these areas as per the 2012 ISP remain relevant and the recommendations of the Planning Scheme Review 2019 regarding these sites should be adopted.

The vision for these MUZ areas is to encourage housing diversity and choice, and connectivity with Henshilwood Reserve and the shopping centre. They present opportunities for higher density residential with a mix of small-scale retail and offices.

Public Park & Recreation Zone (PPRZ)

Applies to the Henshilwood Recreation Reserve and part of Council’s drainage reserve to the south.

Commercial 1 Zone (C1Z)

This applies to the Irymple Hub Shopping Centre and on residential lots north of Paradise Drive, which has been identified as a planning anomaly to be corrected. The Irymple Hub has been developed in accordance with the relevant Design and Development Overlay (DDO13) and as such, the 2012 ISP. The site is almost fully developed. It includes a Fishers IGA, a post office (which recently moved from the Koorlong Avenue Local Centre), a newsagent, food and retail. Works for a gym commenced in 2020.

A proposal for a service station has also been proposed. It is noted that a service station is not entirely consistent with the objectives of the Plan related to pedestrian amenity (see Part 3.2, 3.3 and 3.5). There may be potential for further detailed assessment of the proposal pending the endorsement and incorporation of the Plan.

Public Use Zone (PUZ)

Applies to local and state government owned land (e.g. Irymple Secondary College, drainage assets and the Irymple Ambulance Station).

Commercial 2 Zone (C2Z)

This applies to two areas:

1. Coachman Tourist Park: The current use is not permitted under C2Z. Rezoning to GRZ would be reflective of the current and preferred future use. This is supported by the *Mildura Retail Strategy Review 2018*, which recommends considering rezoning given caravan parks are not a permitted use in C2Z land and it is not considered to be a prime commercial location. See Part 3.2 and 3.5 for direction on the preferred location for commercial activity (i.e. within the Town Centre).

2. 782-790 Sandilong Avenue: Vacant and previously one of two potential locations for the shopping centre. The Mildura Retail Strategy Review 2018 recommends retaining as C2Z at this time to provide flexibility regarding commercial land in Irymple.

However, retaining this land as C2Z:

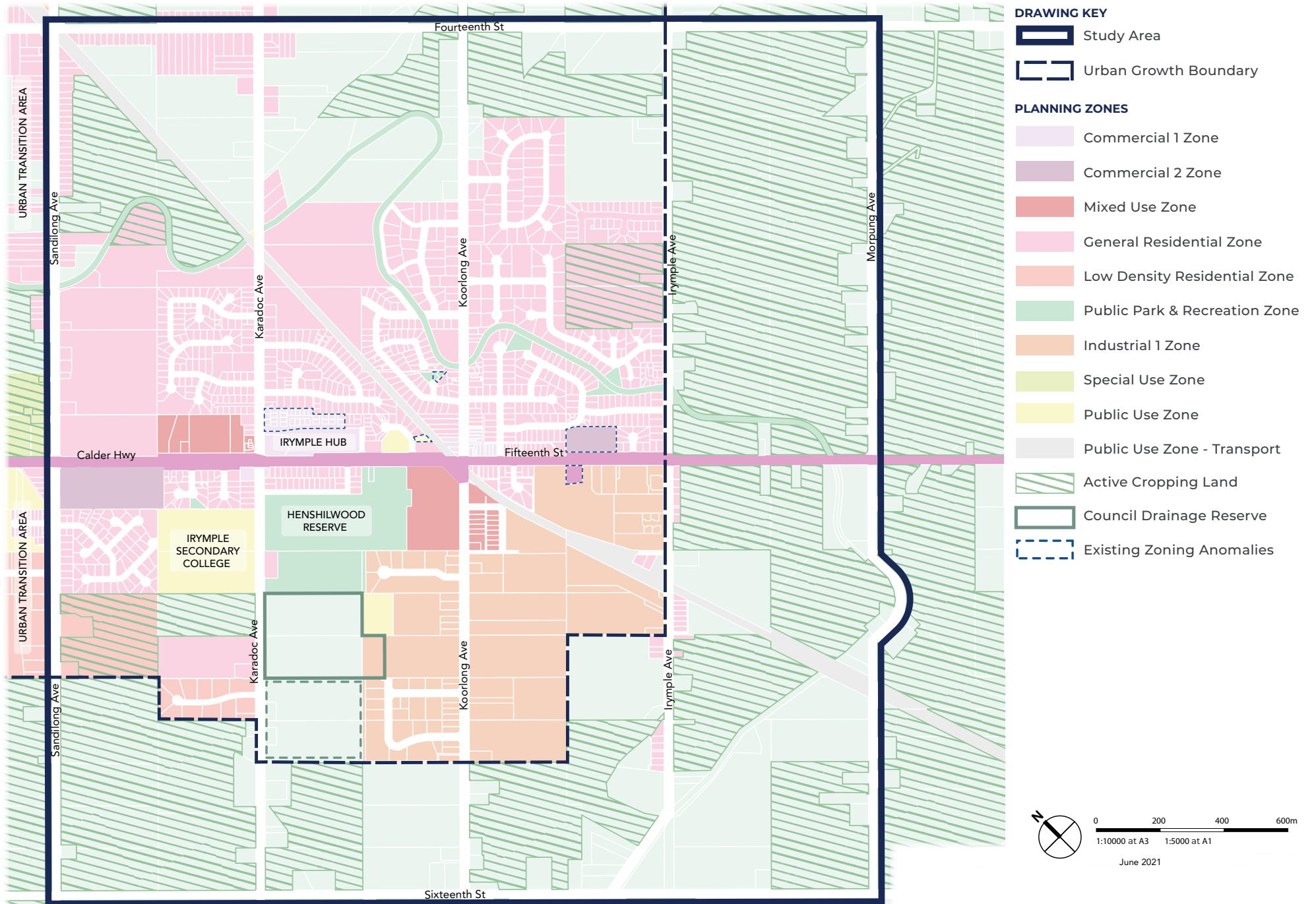
- Exacerbates the fragmented land use pattern.
- Does not support the intent of the Plan, which seeks to form a consolidated, logical and attractive Town Centre along Fifteenth Street, between Karadoc Ave and the Koorlong Ave Shopping Strip. See Part 3.2 and Part 3.5.

Industrial 1 Zone (IN1Z)

Applies to the Irymple industrial precinct at Koorlong Avenue, which has in previous years seen several new developments. However, there are still several vacant industrial sites, indicating that there is not significant demand for industrial uses in Irymple at this time. Irymple's industrial precinct benefits from limited interfaces with sensitive uses, which is a benefit that should be maintained. It should be noted that other larger industrial precincts, such as the Thurla industrial precinct, which is outside the study area, can accommodate high intensity industrial activities.

Areas in the study area where IN1Z applies also include the Environmental Audit Overlay and DDO4 (see 'Overlays' for further details). MRCC plans to review the *Industrial Land Strategy (2006)* in the future, which will likely provide further guidance for the role of Irymple's industrial precinct in the future in the context of other industrial precincts.

Figure 5 Existing planning zones



The study area includes several planning overlays. Of most relevance are the overlays which seek to control the design and development outcomes of areas along Fifteenth Street and the GRZ areas to the north. A brief summary of existing overlays, their relevance and effect on the study area is provided below.

Overlays

Development Plan Overlay Schedule 1 (DPO1)



Applies to residential areas across the municipality. In Irymple, it specifically applies to land subject to the Irymple RDP (2007), which is not an incorporated document but is used as a reference document.

The requirements generally include matters that need to be considered as part of a subdivision application.

However, the following continue to be an issue in Irymple's DPO1 areas:

- Poor east-west connectivity. This is likely due to fragmented ownership.
- Preferred WSUD treatments have not been applied such as the 'blueways', which is referred to in the RDP (2007). This is likely due to the inconsistent rainfall making the blueways an impractical solution and fragmented development patterns preventing coordinated drainage responses.
- Drainage infrastructure has been provided in a piecemeal manner and opportunities for multi-functional basins (used for open space) have not been maximised.

Development Plan Overlay Schedule 4 (DPO4)



Applies to Irymple's low density residential areas (i.e. those subject to the LDRZ). The DPO4 generally includes permit requirements for submission of a development plan for land subject to the overlay.

Design and Development Overlay Schedule 4 (DDO4)



Applies to industrial areas across the municipality. The schedule includes permit application requirements and decision guidelines that are typical for the assessment of industrial developments.

However, amenity and presentation issues have been flagged by the community. This may be the result of compliance and maintenance issues.

Design and Development Overlay Schedule 11 (DDO11)



This applies outside of the study area, within the Mildura-Irymple Urban Transition Area. This overlay is of relevance to the Plan as its purpose is to define an entry and exit between the study area and Mildura by establishing a low-scale large setback interface along Fifteenth Street.

Design and Development Overlay Schedule 13 (DDO13)



Applies to key sites of the study area (MUZ, C1Z and C2Z sites). DDO13 seeks to implement the development design guidelines prepared under the 2012 ISP.

DDO13 includes a very extensive list of objectives and requirements regarding building heights (up to 12m for commercial buildings), activity, access, car parking, building scale and siting, building design, landscaping, and advertising signs.

DDO13 has been successful in guiding the development of the Irymple Hub Shopping Centre within C1Z land in accordance with the 2012 ISP. No other developments have occurred on sites under the DDO13.

Heritage Overlay



There are several sites subject to the Heritage Overlay within the study area including the former Irymple Railways Station and Mildura Fruit Co-Operative site, which are both included on the Victorian Heritage Register.

Following the findings and recommendations of the *Mildura Heritage Study (Part B) Stage 1 Volume 1 (2020)*, several other areas within Irymple are likely to be subject to the HO in the future following further investigation and detailed assessment.

Development Contributions Plan Overlay Schedule 2 (DCPO2)



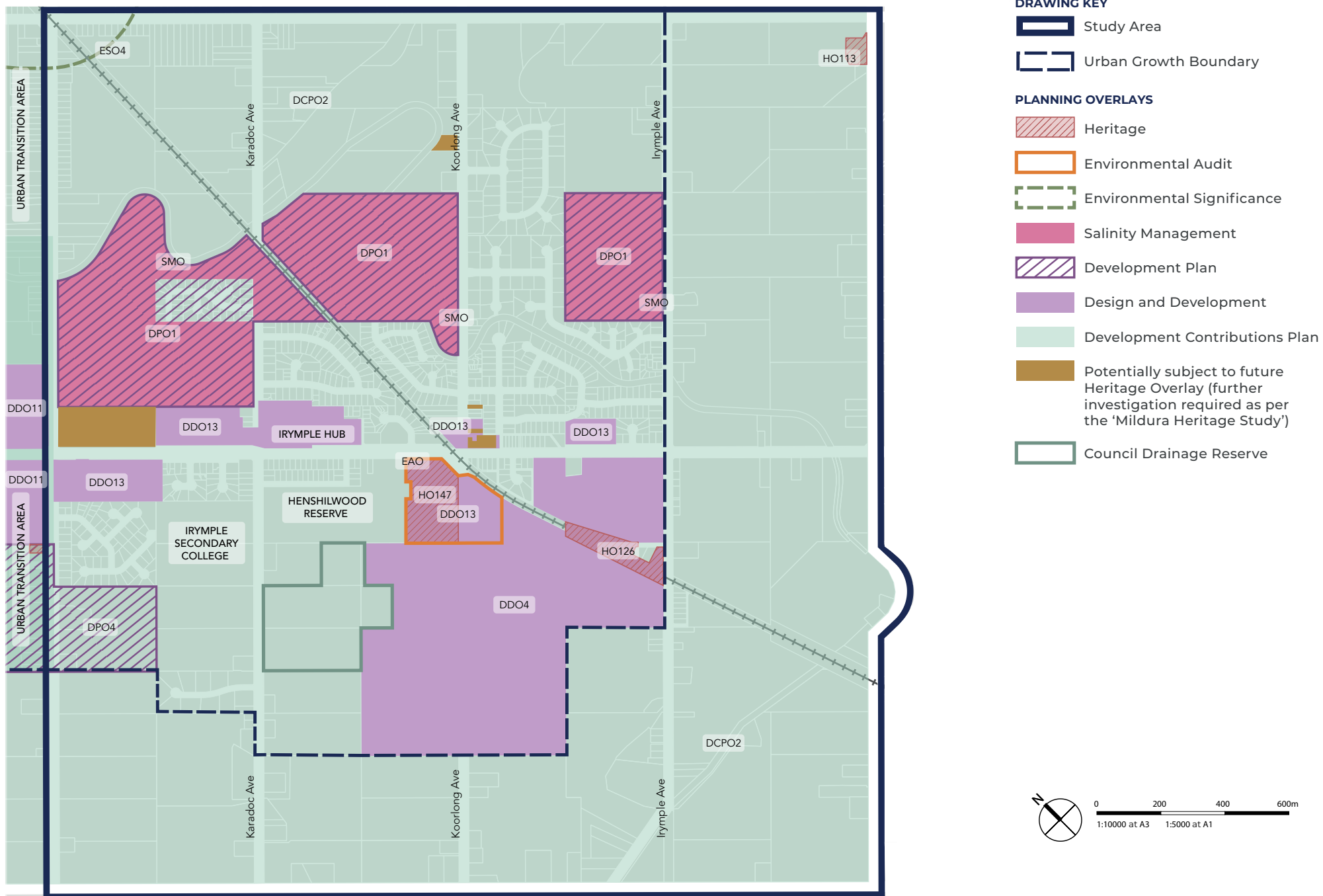
Applies to land designated in the *Development Contributions Plan No. 2 for Mildura Rural City Council* (SGS Economics and Planning, October 2006).

It identifies areas which require the preparation of a development contributions plan for the purpose of levying contributions for the provision of works, services and facilities before development can commence.

Furthermore, there are several existing DCP projects relevant to the study area, which are listed below and are recommended for review to ensure that they are relevant to the community's needs:

- BP207 Ranfurly to Irymple Green Belt - Sandilong Avenue to Karadoc Avenue
- CF013 Irymple Multi-purpose Community Centre, Internet Café & Library (expansion)
- CF015 Irymple Skatepark
- CF016 Irymple Recreation Precinct Plan
- DG006 Irymple Drainage Works
- DG007 Irymple Pump Station
- ED001 Irymple Preschool
- OS006 Stormwater Retention - Irymple
- OS007 Playgrounds - Irymple
- OS008 Linear Reserves & Parks - Irymple
- OS009 Blueway - Irymple
- RB002 Bus stops / shelters - Irymple
- RF012 Irymple Entrance Features

Figure 6 Existing planning overlays



2.4 Community Context

This section discusses Irymple's demographics, the study areas projected population and its effect on future demand for residential land and open space. It also summarises the outcomes of the *Irymple Community Plan 2020-25* and Consultation Round 1 and 2.

Community profile and future demand

By 2036, Irymple's local statistical area, which extends beyond the study area (see Figure 7) is projected to have a population of approximately 5,900.

Of this projected population, it is expected that Irymple will continue to predominantly consist of family households (65%+).

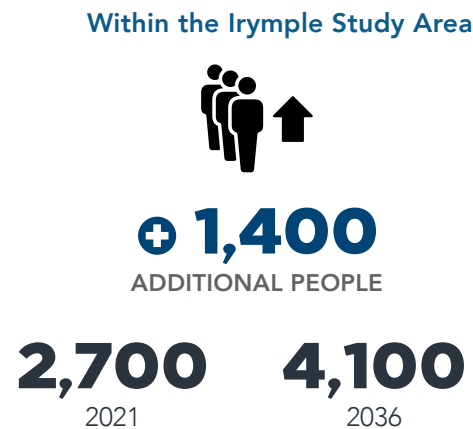
However, between 2021-2036, lone person households are expected to increase from 21% to 24%, and a trend towards an ageing population is also expected, increasing from 6.7% to 10.2%. ¹¹

Within the study boundary the current population is estimated to be around 2,700. This is expected to increase by approximately 1,300 residents by 2036, bringing the total to 4,100 based on existing projections.

Based on these population estimates, the study area has sufficient existing residentially zoned land to accommodate an additional 1,400 residents for the next 15 years, until 2036 (see Figure 8).

A portion of the Mildura East Growth Area falls within the study area, which can also accommodate long-term growth (beyond 2036) in accordance with the 2013 MHSS.

Based on the projected population to 2036, additional open space will be required to service the future population. Open space needs of the future population can be addressed with the provision of planned open spaces within future residential areas.

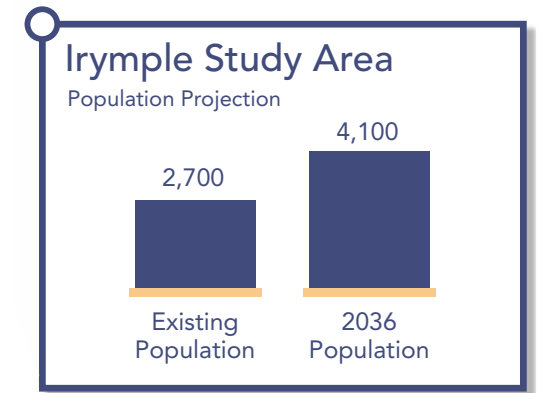
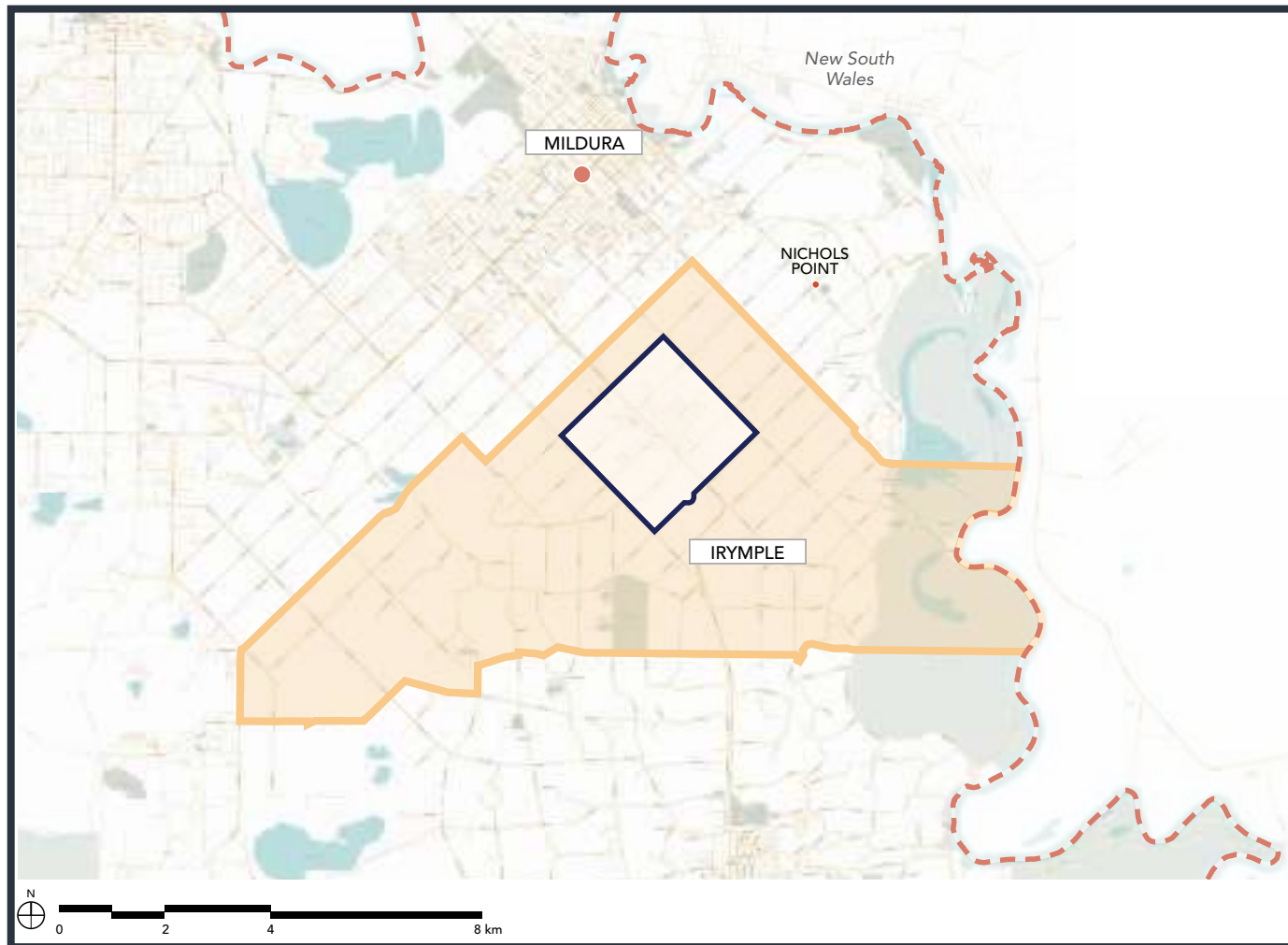


Key Considerations

Based on the projected population to 2036, additional open space will be required to serviced the future population.

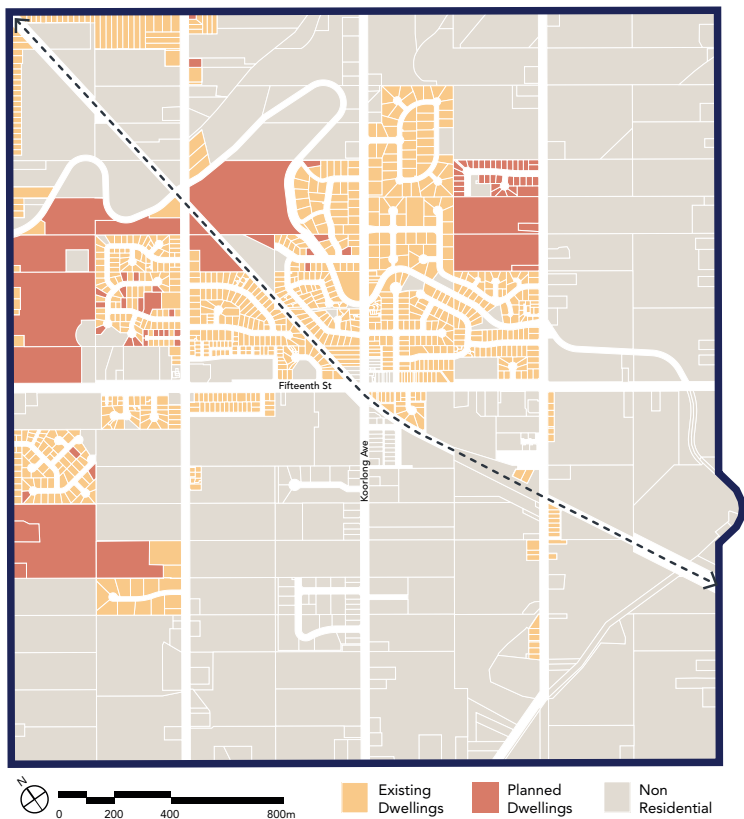
¹¹ Department of Environment, Land, Water and Planning. Victoria in Future 2019 (VIF2019), <<https://www.planning.vic.gov.au/land-use-and-population-research/victoria-in-future>>

Figure 7 Irymple's projected population (Source: ABS 2016)



Source:
 1. ABS 2016 Census QuickStats.
 2. Victoria in Future (VIF) 2019.

Figure 8 Estimated residential supply and demand from 2020-2036



Irymple Structure Plan
Dwellings Projection



Engagement outcomes

Community consultations were undertaken in two rounds prior to the exhibition of the draft Plan to allow stakeholders, including the residents and landowners, private and public institutions, and even town visitors to express their input regarding the future of their community.

Due to Covid-19 restrictions, no engagement was undertaken in person (e.g. roundtable or drop-in sessions). Online consultations were undertaken via online workshops and surveys.

Consultation Round 1

7 September and 18 September 2020.



The consultation involved:

- Focussing on information gathering, scoping issues, opportunities and aspirations;
- Online engagement due to Covid-19 via Zoom and Mural; and
- 5 online workshops, an online survey (45-69 responses were received per question) and 3 submissions.

A summary of what we heard in Consultation Round 1 can be found in *The Consultation Summary and Emerging Directions (2020)* report, which was released during Consultation Round 2.

Consultation participants had various interests and provided important input.

It was made clear that the community values Irymple's small-town character that is distinct from Mildura, Irymple's agricultural land and industry which contribute to its local economy, and Irymple's facilities and services, which cater to its growing neighbourhoods.

The community raised several potential actions that could improve Irymple, such as:

- Creating an identifiable town entrance/community hub;
- Providing additional street trees;
- Improving parks and trails; and
- Improving community facilities.

Consultation Round 2

11 December 2020 to 28 January 2021.



The consultation involved:

- Reporting back on Consultation 1 and discussing key themes and emerging directions;
- The Irymple Consultation Summary and Emerging Directions report, a video presentation, an online survey (25 responses were received per question) and 14 submissions.

Most participants and all responsible authorities such as the CFA and the Department of Transport agreed with the proposed aspirational themes outlined below:

- A distinct town that supports its growing community;
- Integrated neighbourhoods and precincts;
- Safe and purposeful connections;
- A greener town; and
- An identifiable and attractive community hub.

Participants recommended emphasis on catering to younger people by providing opportunities for recreational activities, which has been reflected in Part 3.5 Local centres and destinations.

Other comments referred to considerations for safer and more efficient movement and access along Fifteenth Street and key intersections such as the Fifteenth Street/Koorlong Avenue intersection.

Some members of the community expressed a desire to change the study area boundary and the rezoning of individual sites outside of the study area or outside the UGB. Rezoning of individual lots outside of the UGB conflicts with the policies and objectives of the Mildura Planning Scheme, 2013 MHSS and the vision for the Plan.

Engagement outcomes continued

Consultation Round 3

This consultation involved formal public exhibition of the Draft Structure Plan and UDF from 7 May to 4 June 2021. Council also prepared a video for public viewing, which summarised the key aspects of the Draft Plan.

22 written submissions were received from the community, landowners and service authorities and agencies. The comments were generally supportive of the vision and objectives set out in the Plan.

Some submitters once again expressed a desire to change the study area boundary and the rezoning of individual sites outside of the study area or outside the UGB as was the case in Consultation 2. As mentioned, these conflict with the 2013 MHSS and the vision for the Plan.

The comments were reviewed by Council and Mesh, and where relevant, changes were made to the Plan.

Two key changes include:

1. Identifying a potential location for a future secondary oval, following feedback from several community members. The future oval would assist with demand from sporting groups and avoid having to always rely on the facilities of the secondary college.
2. Identifying additional land for drainage following MRCC's planned purchase adjacent the existing Council drainage reserve south of Henshilwood Reserve.

Engagement outcomes from other strategic documents

Engagement outcomes from relevant documents were also reviewed and considered, where they related to Irymple.

The *Irymple Community Plan 2020-2025* indicated that the community value's Irymple's peaceful and rural lifestyle and sense of community.

According to the *Draft Mildura Recreation Strategy Issues Paper (2020)*, Irymple is the 16th most disadvantaged locality out of 34 localities in the region.

Community surveys and assessment of membership numbers in preparation of the Mildura Recreation Strategy found that while many sports opportunities are not affordable, there is an increasing demand for non-organised activities.

There is a desire for additional walking and cycling trails and sharing of sports and school-based infrastructure across the region.

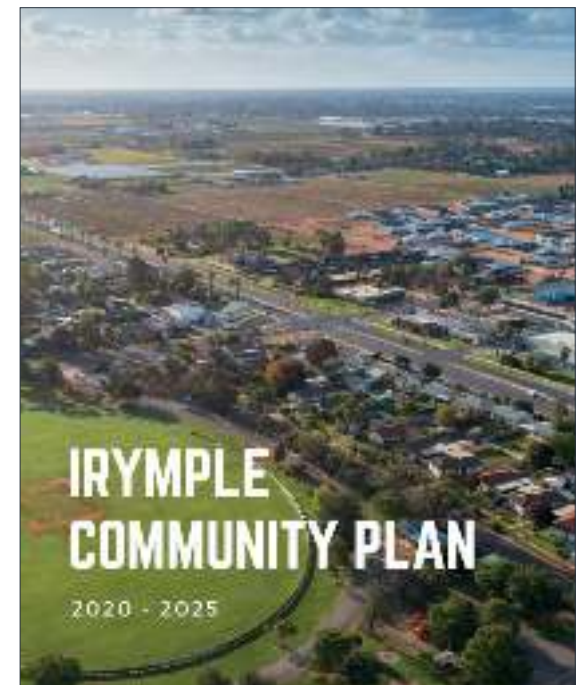
This input was used to inform the recommendations of the Plan.

See Part 3: The Plan and Design Framework.



Key Considerations

There is a desire within the local community for additional walking and cycling trails.



2.5 Existing conditions, issues and opportunities

This section summarises the existing neighbourhood character, key issues and opportunities based on findings collated from the Council officer workshops, desktop and site analyses, and community consultations.

Existing conditions

Town structure and character

Irymple's structure has developed around a formalised grid of north south roads, connected via Fifteenth Street which is the main movement corridor and is an extension of the Calder Highway.

The town is bisected by a railway (currently used as a Melbourne-Mildura freight route), which forms a physical barrier to movement, and does not offer any local services to Irymple's residents.



Housing along Fifteenth Street

This structure, combined with the landownership pattern, has resulted in developments characterised by cul-de-sacs, a heavy reliance on Fifteenth Street (especially by trucks) for east west movements, and concerns about safety and connectivity for pedestrians. Residential growth has predominantly occurred north of Fifteenth Street in accordance with the 2013 MHSS.

These neighbourhoods are serviced by two activity centres, Irymple Hub Shopping Centre, which is the main local centre with a full-line supermarket, and the Koorlong Avenue Local Centre which includes dining, offices and specialty stores.



South of Fifteenth Street are a mix of uses including industrial, housing and community and educational facilities, such as Irymple Secondary College and Henshilwood Reserve.

The town is surrounded by active farmland, predominantly for vine and citrus growing, which are key contributors to Irymple's local economy. Based on statistics from the 2016 Census, the five main employing industries within the locality of Irymple (beyond the study area) are grape growing, supermarket and grocery stores, primary education, road freight transport and aged care residential services.¹²



¹² ABS (2020) 2016 Census QuickStats – Irymple (Vic.)

The character of Irymple's existing residential areas somewhat varies between those located on Fifteenth Street and those located on local streets.

Generally, most neighbourhoods predominantly consist of single-storey detached dwellings. Those with a direct frontage to Fifteenth Street tend to have smaller lot sizes, setbacks and less area for landscaping, which contribute to a more urban character.

Those on local streets tend to have larger front and side setbacks and areas for landscaping, which create a low-scale garden suburban character.

Some recent developments tend to have European themes and influences as demonstrated in the street names and landscaping (refer to images).



Entrance to one of Irymple's residential estates



Housing with standard front setbacks



European street names and landscaping



Housing with vineyard in Farming Zone

Further discussions regarding relevant issues and opportunities are provided in the subsequent pages.



Housing within a cul-de-sac and continuous verges



Single storey dwellings in Irymple

Issues and Opportunities

Detailed background information on the issues and opportunities is available in the *Irymple Consultation Summary and Emerging Directions* (December 2020). A summary of the issues and opportunities are provided in this section.

Issues

Figure 9 shows a plan of the existing conditions and issues for the following four themes:

Irymple's role & identity

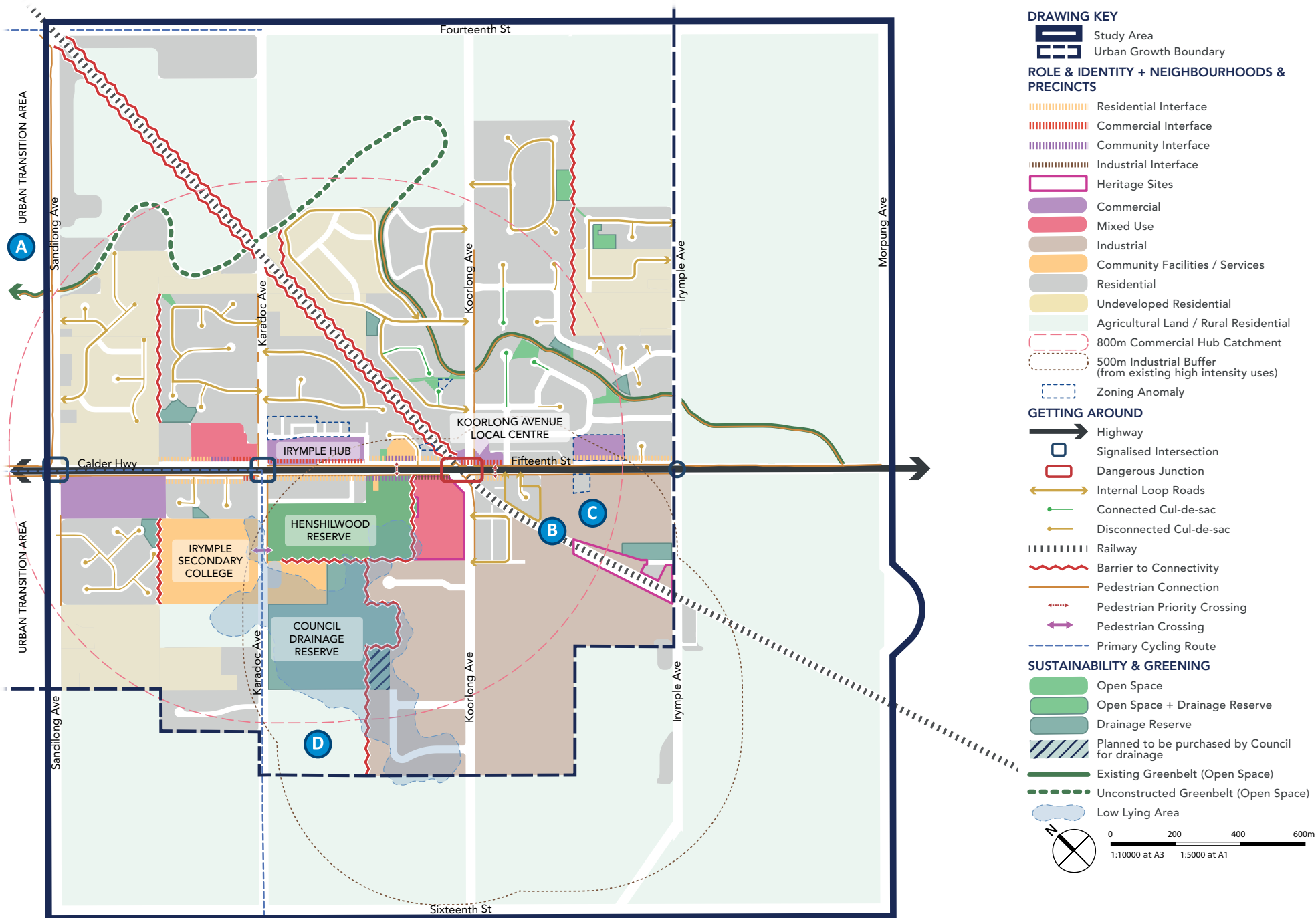
Neighbourhoods & precincts

Getting around

Sustainability & greening

● See notations (e.g. A, B, C...) on Figure 9 for specific plan references.

Figure 9 Existing conditions and issues plan



Issues: Irymple's role & identity

- Irymple's role and identity are not well-defined from a structural, land use and urban design perspective.

This is likely due to:

- The disjointed mix of uses particularly south of Fifteenth Street; and
- The lack of amenity and sense of place along Fifteenth Street, which is the main arterial road where key uses and activities such as shopping are accessed.
- The adjoining Mildura-Irymple Urban Transition Area has raised concerns for the study area boundary given its proximity. However, the transition area is subject to a set of separate strategic plans, guidelines and controls outside of the existing Irymple Structure Plan study area. See notation A on Figure 9.
- The main Irymple Railway Station buildings were moved to Red Cliffs in 2003 and the remaining buildings and structures on the site are in poor condition. See notation B on Figure 9.



Irymple station heritage buildings currently located at Red Cliffs



Remaining Irymple railway station platform and building

Issues: Neighbourhoods & precincts

- Key precincts lack holistic integration and legibility due to fragmented ownership and zoning patterns (particularly to the south-west around Irymple Secondary College), and physical barriers such as the railway line and Fifteenth Street.
- Subdivisions have been flagged as:
 - Not providing sufficient footpath connections;
 - Providing drainage infrastructure in a piecemeal manner; and
 - Providing low levels of connectivity due to cul-de-sacs.
- The DPO1 has sought to provide Council with the means to assess subdivision proposals prior to a permit being issued, however, fragmented landownership continues to be a barrier and the DPO1 requirements are not always implemented in a holistic way.
- The industrial precinct presents challenges to land use compatibility and amenity (e.g. presentation, noise/odour, and traffic), particularly as it is surrounded by sensitive

uses given its location, the industrial precinct is unlikely to accommodate more intensive industrial uses, which are best accommodated in other industrial precincts such as Thurla (outside the study area) can accommodate high intensity industrial activities. See notation C on Figure 9.

- The industrial precinct has been flagged as presenting poor amenity and presentation. This may be the result of compliance and maintenance issues.
- Conflict between the preference of landowners for land adjoining the industrial precinct. Locating sensitive uses adjoining land in the IN1Z is discouraged in accordance with the relevant clauses of the Mildura Planning Scheme. See Notation D on Figure 9.
- Minor zoning anomalies where the current land use is inconsistent/not permitted under the current zoning.



View west along Fifteenth St adjacent Irymple Hub



View east along Fifteenth St adjacent the Koorlong Ave Local Centre

Issues: Getting around

- The railway (currently used as a Melbourne-Mildura freight route) combined with the fragmented landownership pattern has resulted in:
 - Development's characterised by cul-de-sacs which exacerbate the poor east-west connectivity, particularly in residential areas north of Fifteenth Street.
 - Concerns about safety and connectivity for pedestrians and cyclists.
- As an arterial road under the authority of the Department of Transport, Fifteenth Street currently accommodates an average of 18,000 vehicle movements per day (based on 2019 data)¹³ and is an important connection in the Regional Roads Victoria network. Vehicles travel at high speeds (60-80km/h), and the street lacks safe and controlled crossings, which affects pedestrian amenity and safety. Heavy vehicles (particularly trucks) rely on Fifteenth Street for east-west movements.
- The 2012 Irymple Structure Plan flagged the potential to redirect heavy vehicles (i.e. freight trucks) to alternative routes, such as Sixteenth Street to improve safety along Fifteenth Street. However, upon further review, this option is unlikely to be viable or acceptable to local residents as it would require transforming an existing rural road to a truck-capable road.
- Concerns for traffic control and management around railway intersections.
- It is not feasible at this time to redirect heavy vehicle movements from Fifteenth Street, or grade separate the rail crossing.
- Cycling facilities are limited to a discontinuous path along Fifteenth Street and along the Green Belt. Sandilong, Karadoc, Koorlong and Irymple Avenues are generally not suitable for shared use by cyclists.
- Limited opportunities to improve the public transport service given the current development context.



End of the Green Belt



Fifteenth St crossing from the Koorlong Ave Local Centre



Railway intersection at Fifteenth St



View west along Fifteenth St adjacent the Koorlong Ave Local Centre

¹³ Department of Transport, Traffic Profile Viewer, Fifteenth Street daily traffic volumes from 12 June 2019-13 November 2019.

Issues: Sustainability & greening

- Climate change impacts are affecting the region resulting in increasing temperatures, less rainfall and harsher weather conditions¹⁴, which will have cumulative impacts on Mildura's towns including Irymple.
- Irymple experiences infrequent rainfall, which makes it challenging to implement particular measures to create greener, cooler and more sustainable neighbourhoods. The climate:
 - Impacts the ability to incorporate standing water (such as wetlands).
 - Impacts the ability to reliably reuse water for passive irrigation, street trees and sports fields.
 - Makes it difficult to support larger and shadier trees which contribute to urban cooling.
- The area's flat landform makes it complex to manage stormwater.
- The *Irymple Residential Development Plan (2007)* recommended the use of WSUD and envisioned Blueways (drainage lines) within residential areas. However, a practical and successful example is yet to be implemented. Whilst existing subdivisions are unlikely to provide further opportunities for WSUD.
- Like many parts of regional Mildura, Irymple has a long history of utilising irrigation for agriculture. Changes to the irrigation system over the years have impacted the ability for Council to maintain landscaped and recreation areas.



Empty median strip along Fifteenth St adjacent Irymple Hub



View to the west along Fifteenth St of the palm trees and shared path



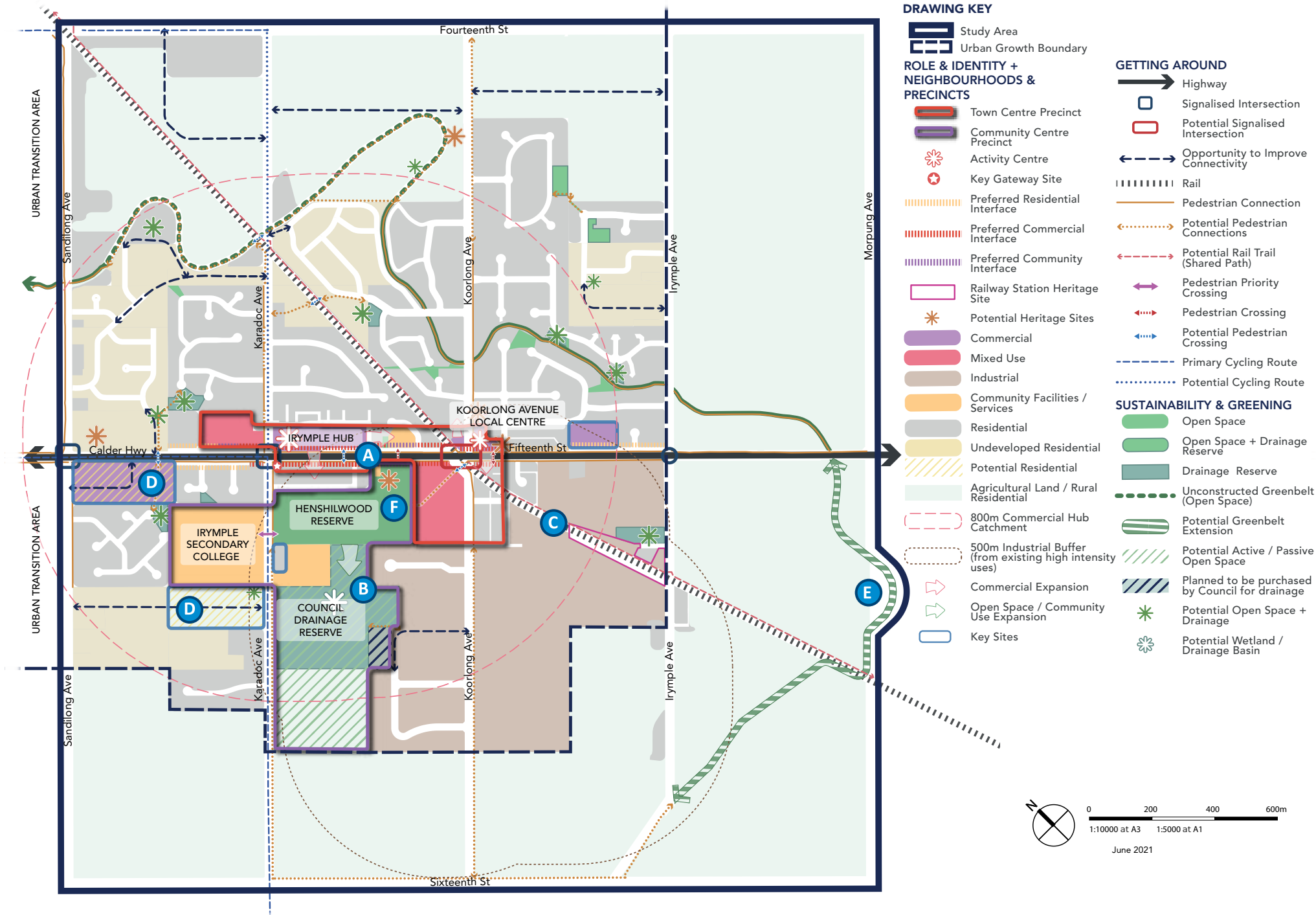
No access drainage reserve south of Henshilwood Reserve



No access drainage reserve within a residential area

¹⁴ DELWP and CSIRO, 'Mallee Climate Projections 2019', https://www.climatechange.vic.gov.au/__data/assets/pdf_file/0033/429882/Mallee-Climate-Projections-2019_20200219.pdf, accessed on 28/02/2021.

Figure 10 Opportunities plan



Opportunities

Figure 10 shows the opportunities informing the Plan's recommendations for the following four themes:

Irymple's role & identity

Neighbourhoods & precincts

Getting around

Sustainability & greening

● See notations (e.g. A, B, C...) on Figure 10 for specific plan references.

Opportunities: Irymple's role & identity

- Strengthening preferred directions regarding Irymple's character as a tight-knit community offering low-scale living within a small-town setting that meets everyday needs of all ages.
- There is an opportunity to define a Town Centre Precinct along Fifteenth Street and key areas between Karadoc Avenue and Koorlong Avenue, that defines Irymple's preferred future identity and character by guiding uses, interfaces and built form, and landscaping. See notation A on Figure 10.
- Henshilwood Reserve and surrounds (i.e. the Community Precinct) can be used to enhance the local character and amenity, and expand recreational activities that Irymple has to offer by utilising the Irymple Secondary College Oval, Council's drainage reserve and land south of Council's drainage reserve. See notation B on Figure 10.
- Landscaping, signage and gateway treatments can be used to strengthen the rural town character.
- There is an opportunity to maintain and support the heritage value of the former Irymple station site by introducing a potential bike trail along the rail. See notation C on Figure 10.

Opportunities: Getting around

- Rezoning key sites where there is net community benefit, such as improvements to the movement network and connectivity. See notation D on Figure 10.
- Coordinating better movement and place outcomes for Fifteenth Street with the Department of Transport and the community.
- Potential to better define and formalise existing crossings and lower speeds along key areas (e.g. between Karadoc Avenue and the Koorlong Avenue Local Centre).
- Improving movement and safety at key intersections such as Koorlong Avenue/Fifteenth Street.
- Reconfigure street cross-sections to provide off-road cycling facilities.
- Extending shared paths along the Green Belt, which was formerly used for irrigation, and is now used for existing and future pedestrian connections. See notation E on Figure 10.
- A shared path parallel the railway line (e.g. a potential rail trail). See notation C on Figure 10.

Opportunities: Neighbourhoods & precincts

- Potential to rezone land particularly to the south-west based on strategic merit, including the delivery of a net community benefit and demonstration that rezoning will not exacerbate issues such as land use conflicts or further fragmentation. See notation D on Figure 10.
- The formalised grid of north south roads connected via Fifteenth Street can be used to integrate key precincts
- Using land use, public realm improvements and built form to create legible and logical precincts (commercial/business, community and recreation) particularly around Fifteenth Street.

Opportunities: Sustainability & greening

- In February 2020, MRCC declared a state of climate change emergency. MRCC will be taking action to mitigate the effects of climate change. Expression of interest for the Climate Emergency Community Reference group opened in March 2021 and closed on 1 April 2021. A future Climate Emergency Plan will be prepared and implemented for the municipality, however, we can start thinking about Irymple's role in creating a climate resilient and adaptable future now.
- Streets, open spaces and drainage basins, particularly Council owned basins and future Council basins south of Henshilwood Reserve (see notation F on Figure 10) provide opportunities for WSUD that is suitable for Mildura's climate, creating attractive destinations, and for contributing to biodiversity.
- Future subdivisions could assist in creating a greener Irymple through multi-use open spaces that incorporate drainage infrastructure.
- There is an opportunity to reactivate irrigation as a means of sustaining more planting within key streets and reserves.



Henshilwood Reserve Main Oval from above



Wetlands in Mildura

Issues & Opportunities Local centres & destinations

Figure 11 shows a plan of the issues and opportunities in relation to the fifth and final theme, Local centres and destinations, which is defined by the Town Centre and Community Centre precinct (includes key areas of Fifteenth Street, Henshilwood Reserve and surrounds).

See notations (e.g. A, B, C...) on Figure 11 for specific plan references.

Irymple includes several local destinations, which offer everyday services and facilities to support Irymple as a self-sufficient town. Key areas include Fifteenth Street and Henshilwood Reserve. Fifteenth Street provides access to local destinations such as Irymple Hub, Koorlong Avenue Local Centre and community and sporting facilities (e.g. Irymple Swimming Pool, and Henshilwood Reserve).

Henshilwood Reserve is the only active open space within the study area. It includes a main oval for active sports; with limited options for non-organised sports (e.g. mountain biking and skateboarding), and is surrounded by other facilities such as Irymple Secondary College, Irymple Kindergarten and sporting clubs and facilities.

Issues

Fifteenth Street currently experiences:

- A Physical barriers such as the level crossing at the Koorlong Avenue/ Fifteenth Street intersection, which restrict pedestrian accessibility.
- B Fragmented precincts, which result in an inconsistent presentation to Fifteenth Street:
 - Varied building setbacks (from less than 5m to more than 20m), and interfaces (e.g. long blank walls and high fences) creating an inconsistent rhythm; and
 - Limited space for consistent tree plantings.

Henshilwood Reserve and the surrounding area currently experience:

- C Restricted pedestrian movement and public access.
- D Poorly defined spaces, resulting in inefficient informal car parking.
- E Limited space for passive uses.
- F Industrial precinct to the east creates a barrier to key destinations.
- G Current oval is over capacity.
- H Flooding within the soccer pitch given it is within a drainage basin, which affects usability.

Opportunities

Sporting clubs have expressed that the existing ovals in Irymple are over capacity and there is a desire for a secondary oval. Irymple Secondary College clearly presents an opportunity for active open spaces.

Council land to the south of Henshilwood Reserve presents an opportunity for community and recreational spaces. It should be noted that majority of Council's land to the south is needed for drainage.

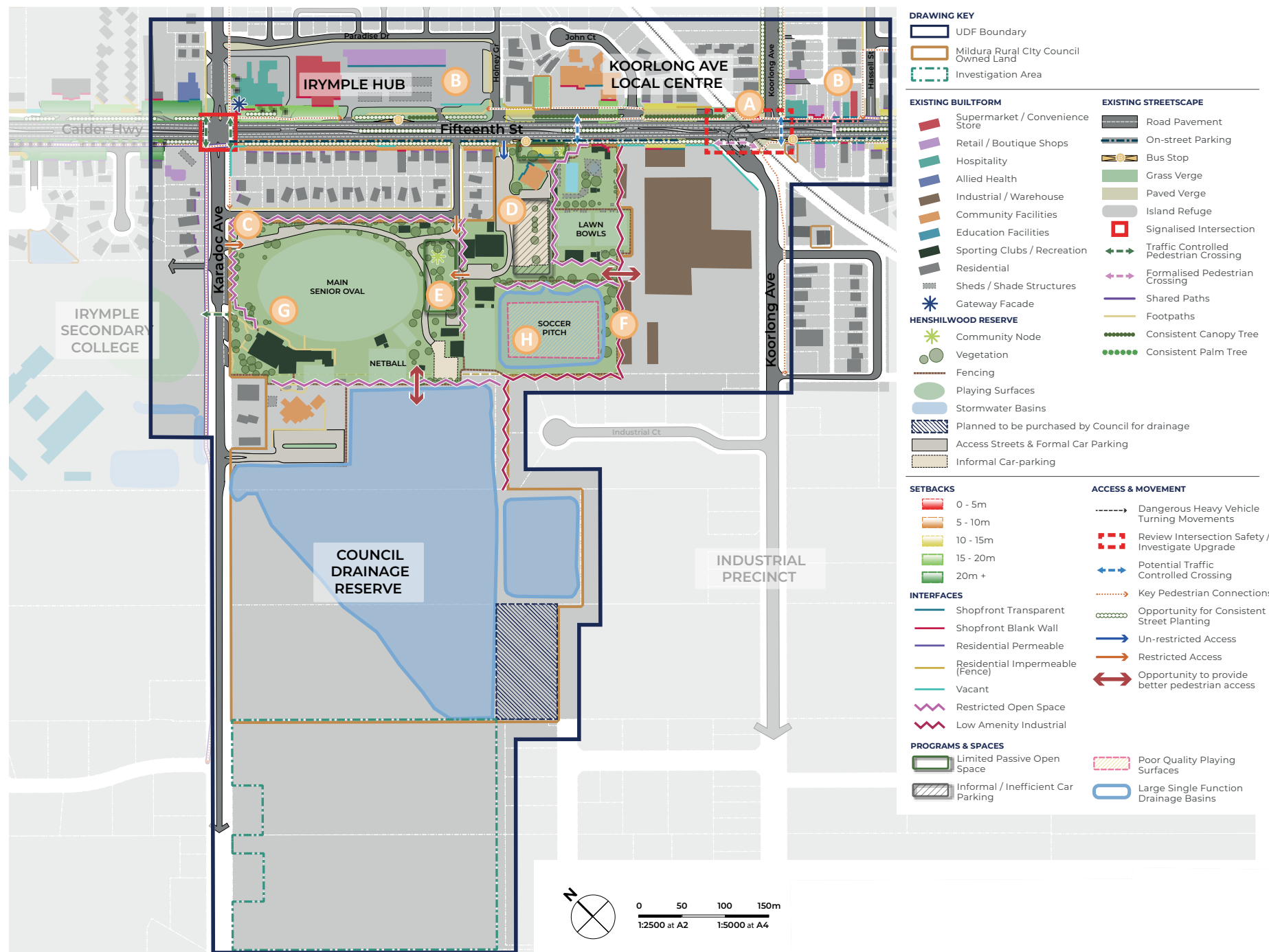


Poorly defined space within Henshilwood Reserve



Existing soccer pitch within drainage reserve

Figure 11 Issues and opportunities within the Town Centre and Community Precinct area



Part 3.

Plan and Design Framework



Overview

The Irymple Plan and Design Framework consists of the following five themes to achieve the vision:

Irymple's role & identity

Neighbourhoods & precincts

Getting around

Sustainability & greening

Local centres & destinations

Please note, actions often relate to multiple objectives and strategies.

As such, some actions may be referred to several times. Descriptions of the actions are included in Part 4: Action Plan, which also includes information on the responsible groups, indicative timing and budget.

The overall Irymple Structure Plan is shown at Figure 12.

Each theme is discussed in further detail in Part 3.1 to 3.5.

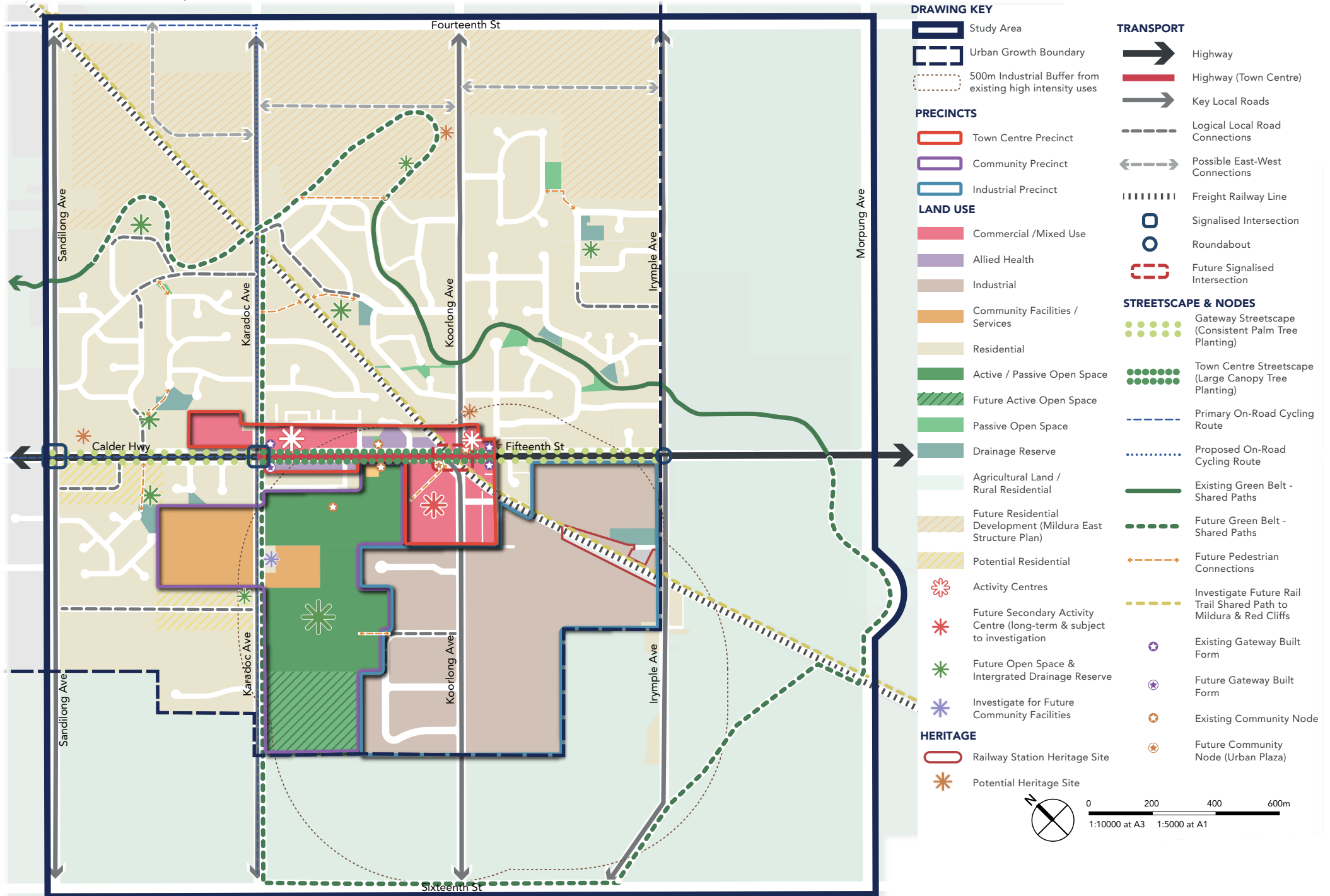
Each theme is supported by a suite of:

Objectives (O) - The desired future outcome that the Plan seeks to achieve.

Strategies (S) - Guiding statements that outline how an objective will be achieved.

Actions (A) - Series of recommended tasks to implement the objectives and activate the strategies via the Mildura Planning Scheme (statutory implementation) or other non-statutory implementation tools (e.g. master planning, studies or further strategic work, public realm improvements or advocacy).

Figure 12 Overall Irymple Structure Plan



3.1 Irymple's role & identity

The vision for Irymple's role & identity

Irymple will be a well-defined and self-sufficient town that is distinct from Mildura and caters to all ages including young people. It will provide high-quality residential living within a safe, small town-setting that meets the everyday needs of the current and future community.

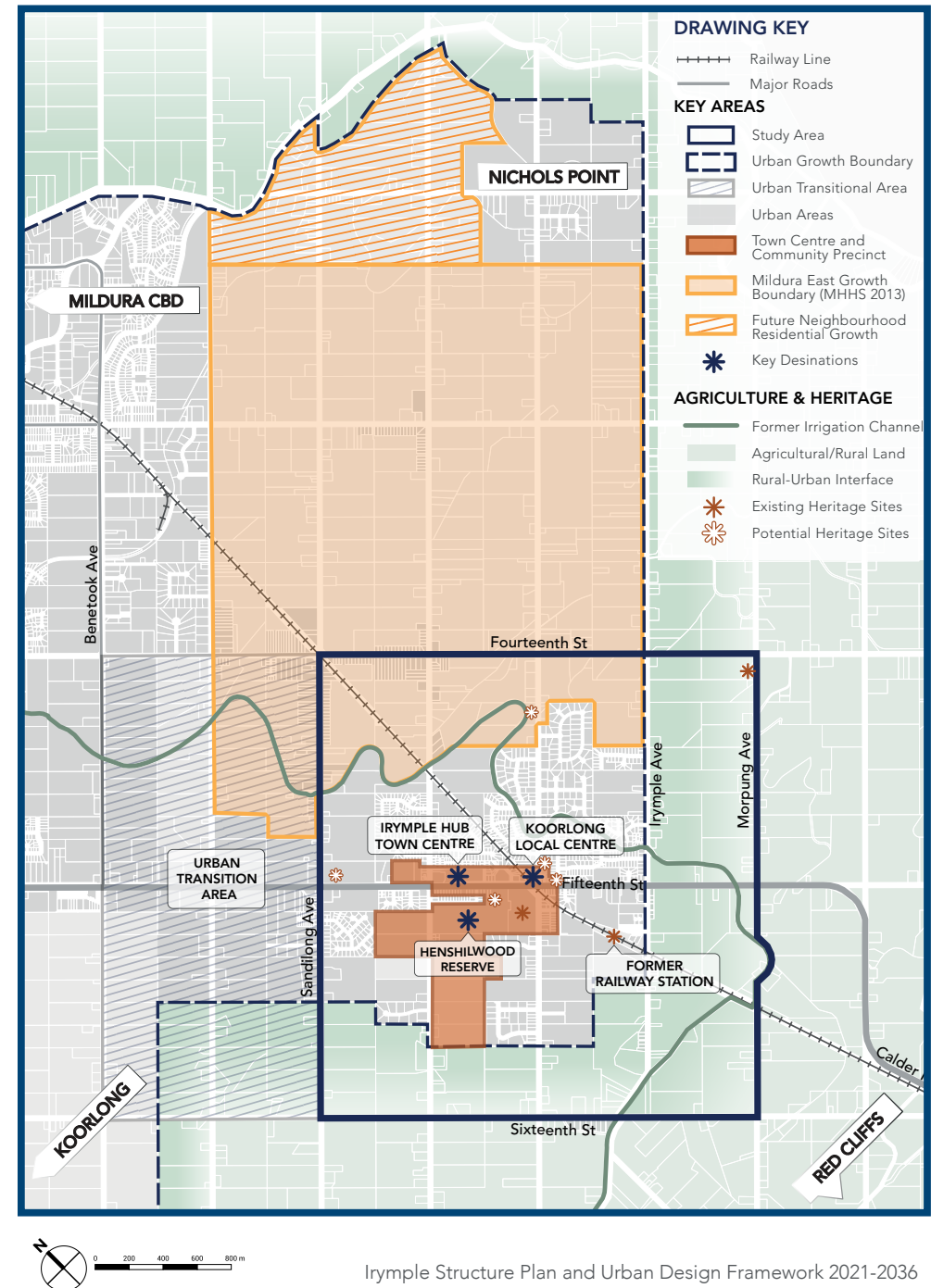
Irymple's Town Centre and Community Precinct will be defined by key destinations such as the Irymple Hub, Koorlong Avenue Local Centre and Henshilwood Reserve,

Fifteenth Street will be an identifiable part of Irymple and contribute to its character as a key gateway and amenity corridor that provides a sense of arrival.

Irymple will continue to recognise and reflect the importance of its heritage sites and the role and contribution of the agricultural industry and Irymple's history as an irrigation settlement.

The vision for Irymple's role and identity is supported by Figure 13 and a suite of objectives and strategies.

Figure 13 Theme 1: Irymple's role and identity



Objectives & Strategies: Irymple's role & identity

Table 2 below sets out the objectives, strategies and actions that support the overall preferred future role and identity of Irymple. Refer to Section 4: The Action Plan for the descriptions of the recommended actions.

Table 2 Objectives, strategies and actions - Irymple's role and identity

O1.1		O1.2		O1.4	
To strengthen Irymple's role and identity as a small, yet growing town, distinct from Mildura.		To recognise and reflect Irymple's role and contribution to the municipality's agricultural industry.		To respect Irymple's heritage sites and history as an irrigation settlement.	
STRATEGIES	ACTIONS	STRATEGIES	ACTIONS	STRATEGIES	ACTIONS
S1.1.1 Implement an Urban Growth Boundary in accordance with Figure 13 that: <ul style="list-style-type: none"> • Maintains an urban transition between Irymple and Mildura; • Protects agricultural land from urban encroachment; • Supports short to medium-term residential growth within existing residentially zoned land and potential future residential land; • Allows for long-term flexibility for growth to the north-east, when required and appropriately planned, in accordance with the <i>Mildura Housing and Settlement Strategy</i> (2013). 	A1 A6	S1.2.1 Preserve surrounding agricultural land uses and protect from encroachment by urban/industrial development by discouraging rezoning of agricultural land outside of the Urban Growth Boundary as shown in Figure 13.	A1	S1.4.1 Utilise the historic irrigation channel (the Green Belt) for public use as a continuously linked shared path. Refer to Section 3.3: Getting around for more specific strategies regarding the shared path.	A8 A9
		O1.3 To create an attractive and inviting town, with an identifiable town centre.		S1.4.2 Incorporate the heritage site at the former Irymple railway station into a heritage walk/bike trail to recognise the site's contribution to Irymple's agricultural development. Refer to Section 3.3: Getting around for specific strategies regarding the trail).	
				S1.4.3 Conserve existing railway station buildings in poor condition (if of heritage value) to contribute to Irymple's identity and maintain its heritage assets.	
S1.1.2 Ensure that future development within the Mildura-Irymple Urban Transition Area reinforces a clear gateway function between Mildura and Irymple using built form, scale, use, landscape, and urban design treatments particularly along Fifteenth Street.	A11	S1.3.1 Define a Town Centre and Community Precinct in accordance with Figure 13.	A1 A5	S1.4.4 Confirm existing heritage buildings and sites and investigate the heritage value of other sites within Irymple including the potential heritage buildings at the Koorlong Avenue Local Centre.	A7 A12
		S1.3.2 Create high-amenity township arrival nodes using landscaping, clear and identifiable town centre welcome signage and urban design treatments along Fifteenth Street in accordance with Figure 13 and Part 3.5: Local centres and destinations and Figure 19 Fifteenth Street Concept Plan.	A1 A5 A7		

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3.2 Neighbourhoods & precincts

The vision for Neighbourhoods & precincts

By 2036, Irymple will have greater integration between its key neighbourhoods and precincts to overcome the issues regarding fragmentation and lack of connectivity. The town will have legible precincts that are structured around Fifteenth Street and the supporting local street network. Each precinct will serve a role that contributes to Irymple's role and identity.

These precincts are shown in Figure 14.

Town Centre Precinct

This precinct will form the main activity precinct within Irymple. It seeks to concentrate activity centre uses along Fifteenth Street, between Karadoc Avenue and Hassell Street. Uses included, retail, commercial, housing and mixed use, hospitality and health services.

The Town Centre Precinct will be characterised by one to two-storey buildings with active frontages to Fifteenth Street, cohesive setbacks and consistent landscaping (e.g. street trees and vegetation) along Fifteenth Street.

Key uses and destinations in the precinct will be:

- Two retail centres, the Irymple Hub Shopping Centre (town centre) and the Koorlong Avenue Local Centre;
- Supporting health and/or office uses; and
- Land currently zoned for mixed-use that will accommodate future housing, retail, community and housing opportunities, which must contribute to enhancing Fifteenth Street and the surrounding key areas such as Irymple Hub and Henshilwood Reserve.
- Mixed use areas that accommodate diverse housing types and allow a mix of retail/offices.

Community Precinct

Henshilwood Reserve and existing community and recreational uses will provide key destinations accessed along Fifteenth Street and Karadoc Avenue, with the potential for future expansion to the south within Council's drainage reserve, which provides the opportunity to:

- Accommodate potential future multi-use wetlands that contributes to biodiversity, amenity and functionality and;
- Cater to various growing recreational needs, particularly for younger people (e.g. BMX track, skatepark, mountain bike track etc).

Koorlong Avenue Industrial Precinct

The industrial precinct will continue to contribute to the local economy, and strategies will seek to consolidate the precinct, improve amenity, and prevent land use conflict by preventing residential land use encroachment into sensitive areas surrounding the precinct. There is sufficient vacant land within the industrial precinct to support local growth. Larger scale industrial growth is better directed to the Thurla industrial precinct (outside of the study area). Any further expansion of the Irymple Industrial Precinct would only be considered when there is a need, and where supported

by a broad Industrial Land Use Review.

Residential neighbourhoods

Future neighbourhoods will be safe, well-connected and holistically designed to maximise the potential to integrate public open space and stormwater drainage.

Residential growth will be carefully planned and logically sequenced to consider short, medium and long-term needs.

Short and medium-term growth (up to 2036) will be accommodated in existing zoned land within north-western and north-eastern residential neighbourhoods and potential future residential land within southwestern residential neighbourhoods (see Figure 14).

Long-term growth (beyond 2036) will be accommodated within the Mildura East Growth Area (subject to a separate strategic planning process).

Neighbourhoods will be low-scale, consisting predominantly of detached dwellings on conventional lot sizes with consistent street tree plantings.

Objectives & Strategies: Neighbourhoods & precincts

Table 3 below sets out the objectives and strategies that support the overall preferred future for Irymple's neighbourhoods and precincts. Refer to Section 4: The Action Plan for the descriptions of the recommended actions.

Table 3 Objectives, strategies and actions - Neighbourhoods and precincts

O2.1 To develop an attractive Town Centre Precinct in Irymple that caters to the local everyday needs of the current and future community.		O2.1 To develop an attractive Town Centre Precinct in Irymple that caters to the local everyday needs of the current and future community.		O2.3 To support the local jobs in a high amenity, consolidated industrial precinct at Koorlong Avenue.	
STRATEGIES	ACTIONS	STRATEGIES	ACTIONS	STRATEGIES	ACTIONS
S2.1.1 Promote a Town Centre Precinct comprising retail, commercial, housing and mixed use, hospitality and health services along Fifteenth Street between Karadoc Avenue to the Koorlong Avenue Local Centre (refer to Figure 14).	A1 A2 A4	S2.1.6 Accommodate medical, allied health and offices within the Town Centre Precinct in accordance with Figure 14, where suitable.	A1 A4 A5	S2.3.1 Support consolidation and infill development of the Koorlong Avenue industrial precinct rather than further expansion of Industrial Zoned land in Irymple.	A1 A4 A14
S2.1.2 Maintain the Irymple Hub Shopping Centre's role as Irymple's local town centre that provides everyday shopping, health services and other ancillary uses to the Irymple community.	A1 A2 A4	S2.1.7 Enable housing diversity and choice, including affordable housing, and potentially a mix of retail and office uses within the Mixed Use areas adjacent the industrial precinct and land across the Irymple Hub Shopping Centre in accordance with Figure 19 in Part 3.5: Local centres and destinations.	A1 A4 A5	S2.3.2 Discourage high intensity industrial uses with adverse amenity potential in the Koorlong Avenue industrial precinct and instead direct these to the Thurla industrial precinct.	A1 A4 A14
S2.1.3 Enhance the amenity of Fifteenth Street and the Irymple Hub Shopping Centre by implementing the urban design guidelines set out in Part 3.5: Town Centre and Community Precinct Design Guidelines.	A5			S2.3.3 Promote an attractive and well-maintained industrial interface particularly along Fifteenth Street in accordance with Figure 14.	A1 A4 A14
S2.1.4 Discourage uses and developments within the Town Centre Precinct that impact amenity, pedestrian access, movement and safety particularly along Fifteenth Street such as service stations, car washes and large format retailers where possible.	A1 A4 A5			S2.3.4 Promote development within the Koorlong Industrial Precinct in accordance with Clause 43.02 (Schedule 4 of the Design and Development Overlay) through permit assessment and enforcement processes.	A1 A4 A14
S21.1.5 Promote the existing Koorlong Avenue Local Centre as specialising in food, arts and entertainment offerings that comprises hospitality services, specialty shops, offices, and has the potential to cater for cultural and art activities.	A1 A4 A5	O2.2 To develop a Community Precinct in Irymple that caters to the recreational needs of all ages, particularly younger people.			
		S2.2.1 Enhance the Community Precinct comprising of education, community and recreational uses in Henshilwood Reserve, Council's drainage reserve and the surrounding area in accordance with the more specific strategies in Part 3.5: Local centres and destinations.	A1 A4 A5		

O2.4

To support residential growth in Irymple in well-connected, safe and attractive neighbourhoods that meet the diverse needs of the future population.

STRATEGIES

ACTIONS

- S2.4.1** Support continued growth within existing residentially zoned land and potential future residential land in the short and medium term (to 2036), and support growth in the Mildura East Growth Area in the long-term (beyond 2036) in accordance with Figure 14.

A1
A4
A3
A6

Note: The Mildura East Growth Area is subject to a future separate strategic process

- S2.4.2** Implement the residential design principles/guidelines set out in Table 2 for existing and future residential developments.

A1
A4
A3
A6

- S2.4.3** Support rezoning within the Urban Growth Boundary that demonstrates net community benefit (e.g. improvements to connectivity and amenity) and addresses the fragmented land use pattern, particularly in the south-west of Irymple (see Figure 14 and Part 4: Action Plan for Figure 25 Proposed Zoning Plan)

A1
A2
A4

- S2.4.4** Retain caravan parks as an important provider of low cost visitor accommodation and temporary housing in Irymple.

A1
A4

Note: Strategy as per the 2012 ISP

O2.4

To support residential growth in Irymple in well-connected, safe and attractive neighbourhoods that meet the diverse needs of the future population.

STRATEGIES

ACTIONS

- S2.4.5** Support opportunities for retirement living in Irymple (**Note: Strategy as per the 2012 ISP**) but discourage these uses along Fifteenth Street to avoid the potential for urban design and pedestrian connectivity issues; and in areas where the industrial buffer.

A1
A4

- S2.4.6** Ensure zoning of residential land (as identified in Figure 14) reflects the preferred ongoing and future use. Key areas where there are anomalies are:
- Residential lots in Paradise Avenue (currently zoned C2Z)
 - Coachman Caravan Park (currently zoned C2Z)
 - Dwelling at 2164 Fifteenth Street (currently zoned RDZ1).

A13

O2.5

To support a growing community with appropriate infrastructure and services that meets the diverse needs of the community.

STRATEGIES

ACTIONS

- S2.5.1** Enable more efficient use and functionality of existing community infrastructure, such as the Irymple Secondary College Oval and Henshilwood Reserve in accordance with the guidelines in Table 4 of Part 3.5: Local centres and destinations.

A5

- S2.5.2** Deliver integrated public open space and stormwater drainage at planned locations shown in the Irymple Residential Development Plan (2007) and Figure 14, and with the guidance of the *Sandilong Avenue, Irymple Integrated Public Open Space & Stormwater Drainage Concept Design (2020)* prepared by Oxigen and DesignFlow on behalf of MRCC.

A5

- S2.5.3** Investigate the potential for the expansion of future community facilities along Karadoc Avenue in accordance with Figure 14 and Figure 19 Community Precinct Concept Plan.

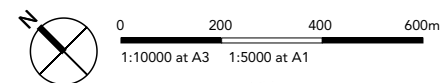
A5

- S2.5.4** Ensure new development makes appropriate contributions to infrastructure needs to support the growing community and that the projects funded continue to be relevant to the needs of the community.

A8

The map illustrates the Koorlong Avenue Local Centre and its surrounding areas. Key features include:

- Neighbourhoods:** Western Residential Neighbourhood, Northern Residential Growth Neighbourhood, and Southwestern Residential Neighbourhood.
- Streets:** Sandilong Ave, Karadoc Ave, Koorlong Ave, Irymple Ave, Morpung Ave, Fourteenth St, Fifteenth St, and Sixteenth St.
- Infrastructure:** Calder Hwy, Irymple Hub, Koorlong Avenue Local Centre, and Coachman Caravan Park.
- Urban Transition Areas:** Indicated on the left side of the map.
- Green Spaces:** Represented by green areas and trees.
- Waterways:** Represented by blue lines.



Residential Design Guidelines

Table 4 provides proposed high-level residential design guidelines for residential areas within the Irymple study area. These principles are for reference only.

Table 4 Proposed residential design guidelines

Residential Development Principles and Guidelines	
<ul style="list-style-type: none">• Design streets to encourage safe movement and access using landscaping and urban design tools (e.g. using tree out stands at key locations, avoiding long continuous straight roads) combined with traffic calming measures (e.g. signage and speed humps).• Avoid cul-de-sacs to improve pedestrian connectivity.• Ensure the delivery of continuous footpaths, bicycle lanes and shared paths.• Ensure strong connections via local road connections between future and existing neighbourhoods, where practical and desired.• Ensure that future subdivisions provide positive connections with existing and other future growth areas, where practical and desired, particularly east-west connections.• Deliver integrated public open space and stormwater drainage at planned locations.	<ul style="list-style-type: none">• Adopt a more holistic approach to sustainable water use and management with consideration for the particular climate conditions of Irymple by promoting Integrated Water Management (IWM) and Water Sensitive Urban Design (WSUD). See Table 7 for stormwater and drainage principles/guidelines.• Encourage canopy street tree planting.• Encourage planting of climate responsive vegetation.• Where fencing is proposed:<ul style="list-style-type: none">- Encourage low and/or permeable front fencing.- Avoid tall impermeable front fencing along Fifteenth Street, particularly within the Town Centre Precinct.• Ensure that future developments achieve the objectives of Clause 22.03 (Healthy and sustainable neighbourhood design) of the Mildura Planning Scheme.• Adopt relevant policies, objectives and guidelines of the <i>Sustainable Subdivision Framework</i> once complete and endorsed.

Existing Residential development image examples



3.3 Getting around

The vision for Getting around

Irymple will provide safe and purposeful connections to key destinations for a range of people, particularly pedestrians and cyclists with most trips able to be undertaken using active transport modes. Given it is not feasible to redirect heavy vehicle movements from Fifteenth Street, or grade separate the rail crossing, at this time, the focus will be on improving amenity and safety, particularly for pedestrians and cyclists. There will be a well-connected network of shared paths for pedestrians and cyclists to enjoy. The network will provide safe off-road paths to key destinations via a Green Belt loop and parallel to the railway.

Collaborative planning, design and management between Council, the Department of Transport and the community will ensure that Fifteenth Street balances both its role as a movement corridor and as a destination and place for people.

In the longer term, further exploration of more substantial changes to the form of the freight network may be considered, including alternative truck routes, grade separation of the rail, use of rail for increased freight movements or even as a passenger rail.

Future developments will be more holistically designed, and will provide more road and path connections to surrounding developments.



Key Considerations

- East-west connectivity is impeded by the railway line and cul-de-sacs.
- Fifteenth Street is an arterial road under the jurisdiction of the Department of Transport.
- VicTrack is responsible for the railway easement, which currently caters to freight movement.



Objectives & Strategies: Getting around

Table 5 sets out the objectives and strategies that support the overall vision for getting around Irymple, which is also represented in Figure 15 and 16.

Table 5 Objectives, strategies and actions - Getting around

O3.1		O3.2		O3.3	
To enhance Fifteenth Street as a multi-modal transport corridor throughout Irymple.		To improve connections between destinations in Irymple and improve safety, amenity and functionality of Fifteenth Street, Koorlong Avenue and Karadoc Avenue.		To deliver safe and connected residential streets.	
STRATEGIES	ACTIONS	STRATEGIES	ACTIONS	STRATEGIES	ACTIONS
S3.1.1	In the short to medium-term, deliver the proposed active transport routes (pedestrian and/or cyclist) as identified in Figure 16 and 17.	S3.2.1	Undertake collaborative planning, design and management between Council, the Department of Transport and the community to ensure that Fifteenth Street balances both its role as a movement corridor and as a destination.	S3.3.1	Ensure that future subdivisions provide positive connections with existing and other future growth areas, where practical and desired, particularly east-west connections. Refer to Figure 16 for potential improved connections.
	A7		A15		A4
	A15		A5		
			A7		
S3.1.2	In the longer term, investigate more substantial changes to the form of the freight network, including alternative heavy vehicle routes, grade separation of the rail, use of rail for increased freight movements or even as a passenger rail.	S3.2.2	Encourage lower traffic speeds along Fifteenth Street, particularly within the Town Centre to improve the pedestrian comfort and safety.	S3.3.2	Ensure that future residential developments provide appropriate pedestrian and cyclist infrastructure, including paths and connections onto and within the Green Belt.
	A7		A15		A4
	A15		A5		A8
			A7		A9
Note: Subject to a wider Movement Network Study/Strategy		S3.2.3	Investigate the feasibility of amending street cross-sections along key areas of Fifteenth Street (refer to Figure 20 and Appendix 2).	S3.3.3	Implement traffic calming tools such as speed humps, particularly where there are existing or proposed long continuous streets such as in Paradise Drive.
			A15		A16
			A5		
			A7		
		S3.2.4	Investigate the potential for a signalised intersection at the Fifteenth Street and Koorlong Avenue intersection and / or reconfiguration to provide for fewer vehicle conflict points and improved pedestrian connection and amenity.	O3.4	
			A15	To encourage walking and cycling as the preferred form of transport to access Irymple's key destinations.	
			A5		
			A7		
		S3.2.5	Discourage industrial traffic from using Karadoc Ave to promote safer spaces/links for pedestrians to community facilities (e.g. schools).	S3.4.1	Enhance connections to the Green Belt by forming an active transport loop using Morpung Ave, previous irrigation lines, and Sixteenth St.
			A15		A8
			A5		A9
				S3.4.2	Investigate opportunities for new and/or improved pedestrian crossings as shown in Figure 15.
					A8
				S3.4.3	Investigate the potential for a rail trail (i.e. shared path parallel to the railway line) from Mildura to Red Cliffs that incorporates the former railway station into a heritage walking / bike trail. Note: Subject to discussions with the Department of Transport
					A7
				S3.4.4	Improve pedestrian and cyclist amenities and facilities along key routes and at key destinations (e.g. end of trip facilities and shade trees). Refer to Part 3.4 for further details on streetscapes.
					A5
					A7

Figure 15 Theme 3: Getting around (pedestrians and cyclists)

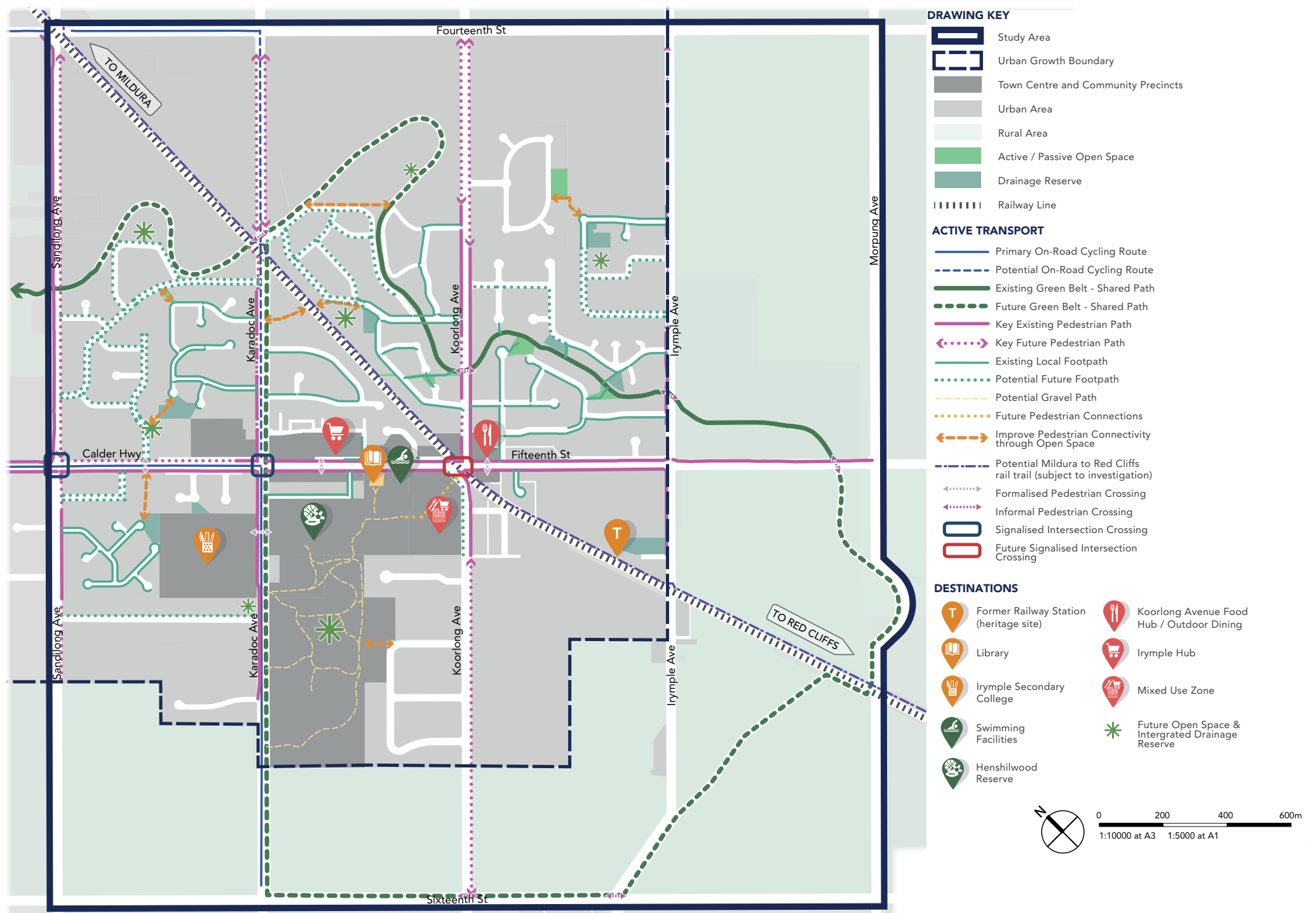
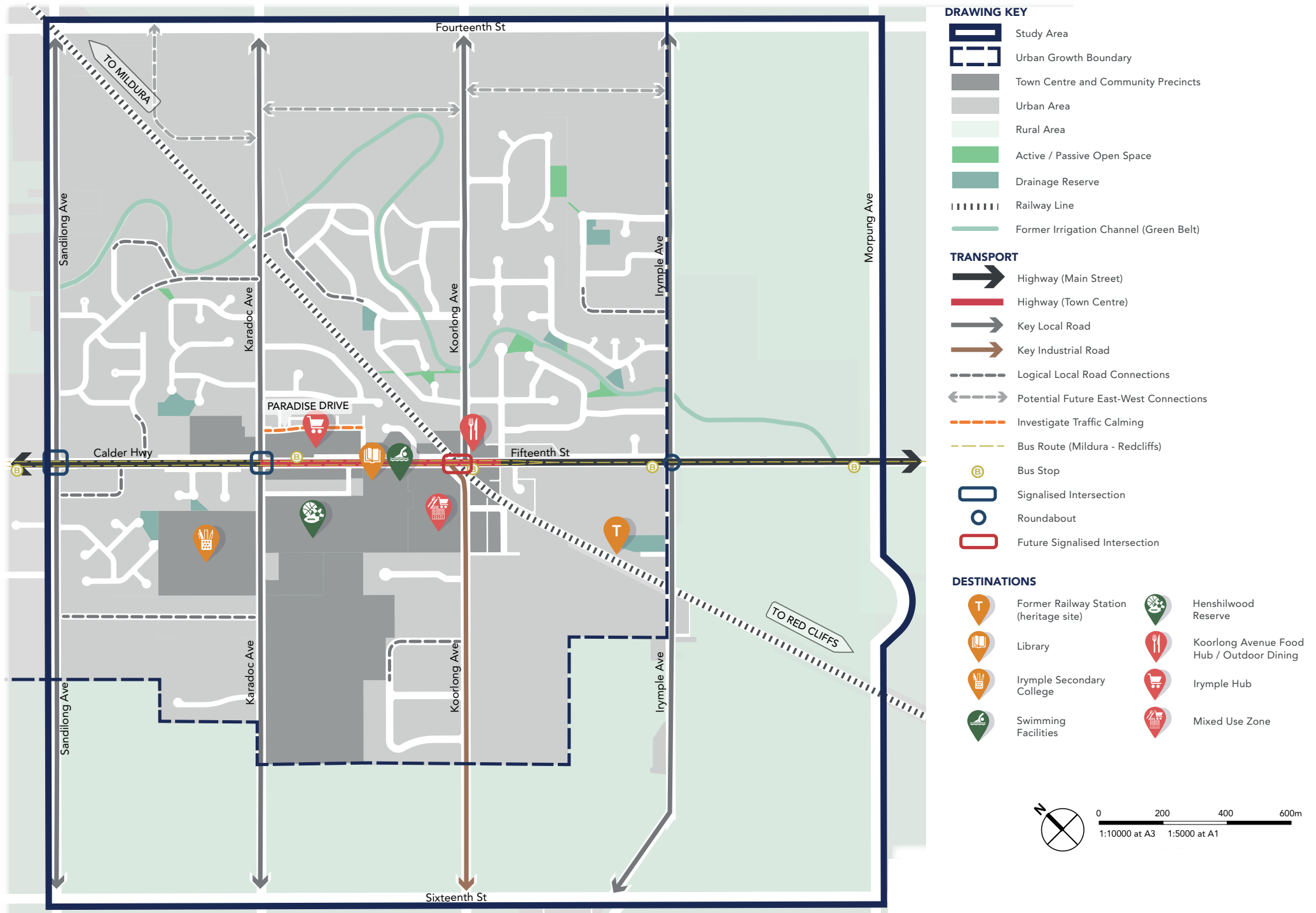


Figure 16 Theme 3: Getting around (vehicles and public transport)



3.4 Sustainability & greening

The vision for Sustainability & greening

Irymple will be better prepared to respond to climate change through urban cooling and by adopting a more holistic approach to sustainable water use and management, with consideration for the particular climate conditions of Irymple (i.e. infrequent and unreliable rainfall).

Public spaces, particularly Fifteenth Street, Henshilwood Reserve and Council land south of Henshilwood Reserve will contribute to a greener and more sustainable town.

Whilst water reuse is not reliable, there is an opportunity reactivate irrigation as a means of sustaining more planting within streets and reserves.

Future developments will be encouraged to include drainage outcomes that are both functional and contribute to amenity.



Objectives & Strategies: Sustainability & greening

Table 6 sets out the objectives and strategies that support the overall vision for a more sustainable and greener Irymple, which is also represented in Figure 17.

Table 6 Objectives and strategies - Sustainability and greening

O4.1		
To create a greener and cooler Irymple.		
STRATEGIES	ACTIONS	
S4.1.1	Improve shading and greening in public spaces (e.g. via tree plantings) and along key streets (refer to Figure 17 for priority locations for enhanced street tree planting). Consider trees and vegetation that can adapt to Irymple's climate conditions.	A5
S4.1.2	Plan for a large centralised and multi-use wetland south of Henshilwood Reserve that will: <ul style="list-style-type: none">• Provide water treatment and retardation that contributes positively to the water cycle• Be an attractive place and destination for people to visit and enjoy• Contribute to biodiversity (i.e. encourage plant and animal life). Refer to Figure 19 for the concept plan for Henshilwood Reserve and the surrounding area.	A2 A5
S4.1.3	Explore the feasibility of reactivating irrigation as a means of sustaining more plantings within streets and reserves given water reuse is not reliable.	A18

O4.2		
To encourage environmentally sustainable developments particularly in future and proposed residential areas.		
STRATEGIES	ACTIONS	
S4.2.1	Encourage a more holistic approach to sustainable water use and management with consideration for the particular climate conditions of Irymple, which experience infrequent and unreliable rainfall by promoting the following in future neighbourhoods and developments: <ul style="list-style-type: none">• Integrated Water Management (IWM) ?• Water Sensitive Urban Design (WSUD) ?	A3
S4.2.2	Implement the stormwater and drainage design principles/guidelines set out in Table 4 for existing and future residential developments.	A3

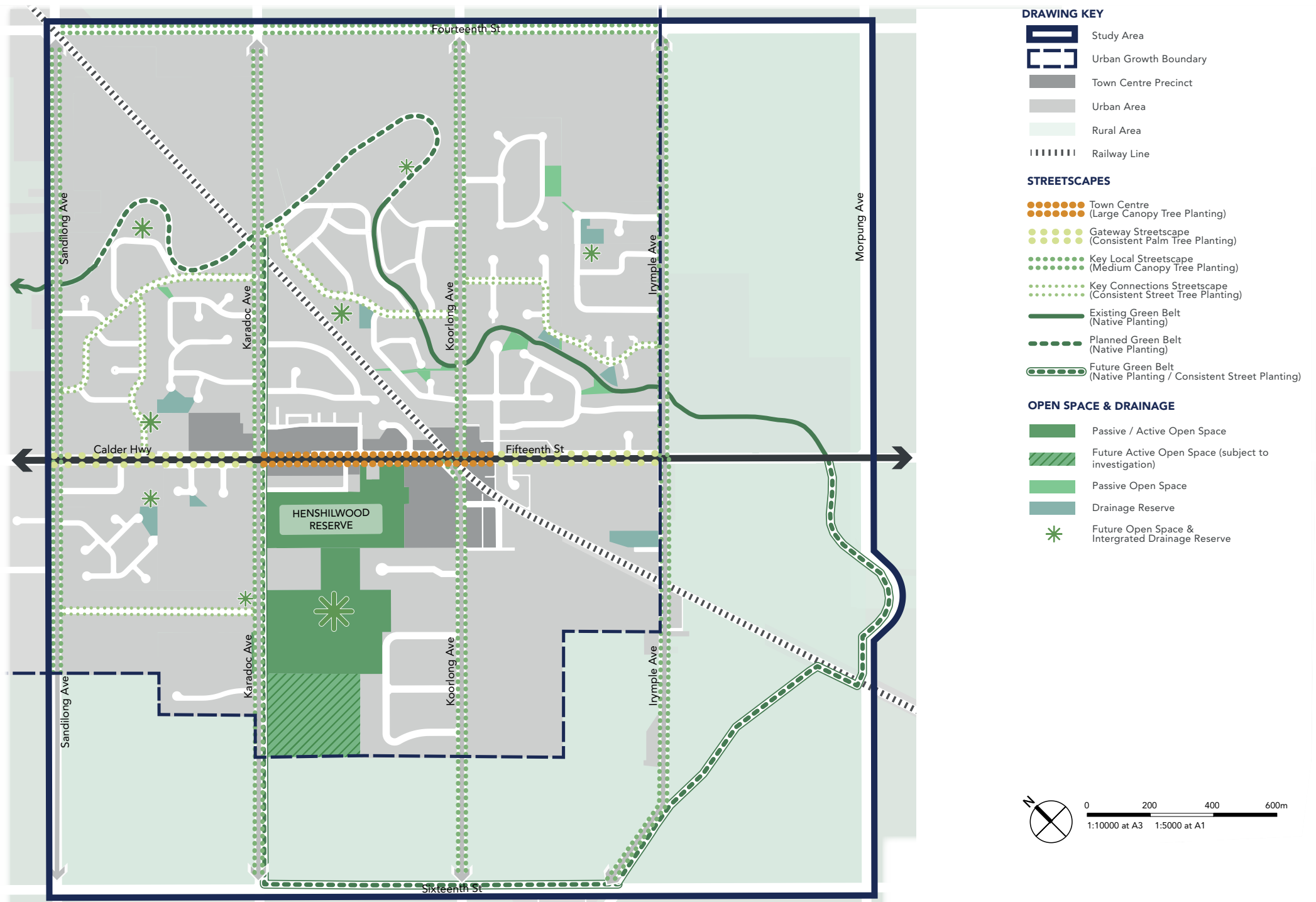
? What is IWM and WSUD

IWM is an approach to managing all elements of the water cycle, from wastewater, stormwater and potable water.

WSUD is an approach to sustainable management of water in the planning and design of urban areas that seeks to minimise environmental effects, whilst improving amenity.

O4.2		
To encourage environmentally sustainable developments particularly in future and proposed residential areas.		
STRATEGIES	ACTIONS	
S4.2.3	Deliver integrated public open space and stormwater drainage at planned locations such as Council's drainage reserve at Karadoc Avenue, and locations shown in the <i>Irymple Residential Development Plan (2007)</i> and Figure 17, and with the guidance of the <i>Sandilong Avenue, Irymple Integrated Public Open Space & Stormwater Drainage Concept Design (2020)</i> prepared by Oxigen and DesignFlow on behalf of MRCC.	A3
S4.2.4	Encourage environmentally sustainable developments within Irymple's existing and future neighbourhoods.	A17 A19 A20
	Ensure that future developments achieve the objectives of Clause 22.03 (Healthy and sustainable neighbourhood design) of the Mildura Planning Scheme.	

Figure 17 Theme 4: Sustainability and greening





Stormwater and Drainage Guidelines

The following guidelines provide further information to assist with decision making and implementation of the objectives and strategies of Theme 4: Sustainability and greening.

Table 7 Stormwater and drainage guidelines

Overarching Guidelines

- Irymple rainfall patterns are to be considered in the design of all WSUD infrastructure.
- An inundation frequency analysis is to be completed for any WSUD designs that require permanent ponding specification or ephemeral systems. Consider the following in the analysis:
 - MUSIC modelling software recommended to confirm enough water is generated from the receiving catchment can sustain long-term functionality.
 - A 10-year rainfall data period that includes the Millennial Drought (2010) is recommended as a design boundary conditions.
- Adopt passive irrigation methods where possible to ensure plant survival especially during prolong dry periods. Examples of this would include tree pits and rain gardens that collect road runoff, with a “wicking bed storage zone” to help stormwater during extended dry seasons. For further guidance, refer to *Designing for a cool city – Guidelines for passively irrigated landscapes (2020)* by CRC.
- Integrate public open space with proposed stormwater drainage reserve (retardation function) where possible, as they will be key locations of receiving stormwater for passive irrigation. Examples are shown in:
 - Part 3.5 Community Precinct (Henshilwood Reserve) Concept Plan and guidelines.
 - The *Sandilong Avenue, Irymple Integrated Public Open Space & Stormwater Drainage Concept Design (2020)* prepared by Oxygen and DesignFlow on behalf of MRCC.
- Consider the low average rainfall and low pump out rate within Council’s drainage reserve at Karadoc Avenue for any proposed WSUD within a retarding basin. The wetland must be arranged to site specific conditions to:
 - Retain enough water to keep the plants alive during dry conditions.
 - Draw water at a speed so the wetland does not drown out the plants, while retaining correct retardation function for up to the 1% AEP event.
 - Adopt appropriate planting to suite these conditions. These include aquatic, ephemeral, and terrestrial planting.
 - Incorporate community infrastructure appropriate for different flood level conditions.
- Incorporate appropriate vegetation for dry regions and Irymple’s rainfall patterns. As vegetation growth will be reduced in dry regions, assets that normally require vegetation for erosion control, require review for a longer establishment period. Outcomes may result in adopting more rock and patched planting or widening channels to lower shear and velocity for stormwater conveyance.

WSUD Opportunities Guidelines

Town Centre Precinct Passive Irrigation Specific

- The Town Centre Precinct is an excellent example where passive irrigation methodology can be adopted into the design.
- Tree pits can be installed with a “wicking bed storage zone” to allow survival for extended dry periods, and cuts in the kerbs can be installed to collect natural run-off to the trees which will further reduce the use of irrigation water. For further guidance, refer to: *Designing for a cool city – Guidelines for passively irrigated landscapes (2020)* by CRC.
- Consider the following for any passive irrigation tree-pits or passive irrigation installation specifically when retrofitting existing areas:
 - Consider surrounding stormwater infrastructure including protection of road subgrade.
 - Location and depth of services.
 - Access to drainage pipes.
 - Correct inlet levels are essential, as water need to enter these pits, if they are set too high the trees will not receive any flows.
 - Some WSUD designs require specific bioretention filter media, and it should be noted that in some cases correct media is difficult to source and may require a longer lead time to acquire.
 - Spacing of trees will require catchment analysis based on the local rainfall and minimum catchment to each pod. The required pod size and spacing is also determined by the tree species adopted.

Note: Passive irrigation does not improve flooding as only captures the first flush and minor storm event flows.

Community Precinct Henshilwood Drainage Reserve

- Adopt a similar approach to future drainage reserve as has been adopted for the Henshilwood drainage reserve. The following were undertaken in preparation of the concept for the Community Precinct (Figure 19): Adopt the following when designing future open spaces in the Community Precinct:
 - Completed inundation frequency analysis to confirm functionality of WSUD assets. In the case of Henshilwood Reserve MUSIC modelling was used to size a wetland that can be sustained in Irymple. Local Irymple rainfall data was used.
 - Incorporated detention basin sizing and requirements. For the site the provided information from the *Aurecon Irymple Drainage Modelling Report 2011* was used.
 - Integrate the potential amenity outcomes based on council consultations and input from landscape architects.

3.5 Local centres & destinations

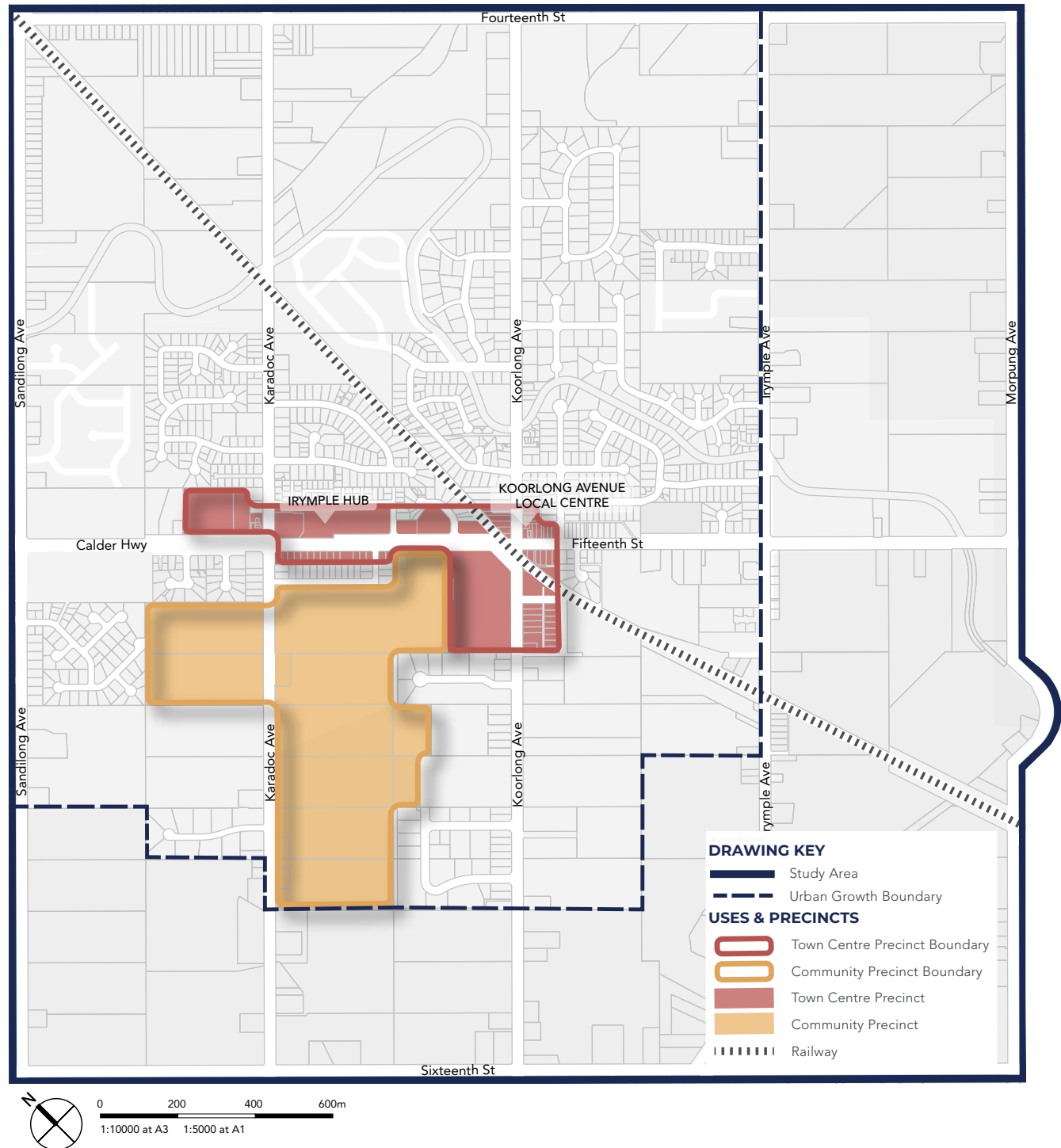
The vision for Local centres & destinations

Irymple will have a well-defined and attractive Town Centre and Community Precinct, which is the “central heart” of Irymple that is accessible to the local community for their daily activities, including shopping, dining, recreation, and community activities. Built form and landscaping will contribute to amenity and sense of place that reflects a highly landscaped, safe and appropriately scaled built form environment that attracts pedestrians and considers the ‘human-scale’, particularly along Fifteenth Street.

Key gateways and gateway entries will provide a sense of arrival along Fifteenth Street, which will be safe and accessible for all. There will be convenient pedestrian connections between new and existing facilities, and future areas for community hubs, which allow opportunities for formal and informal outdoor gathering.

The Community Precinct will provide a range of passive and active recreational activities, community facilities and formal and informal gathering spaces that caters to a range of ages, particularly younger people. It will provide opportunities for locating existing infrastructure (e.g. the exiting soccer pitch in Council’s basin) to a more appropriate location to address usability issues. Council’s drainage reserve, south of Henshilwood Reserve will also accommodate a potential future multi-use wetland that contributes to biodiversity, amenity and functionality of Irymple.

Figure 18 Town Centre Precinct and Community Precinct boundaries



Objectives & Strategies: Local centres & destinations

Table 8 sets out the objectives and strategies that support the overall vision for Irymple's local centres and destinations, which is also represented in the concept plans for the Community Precinct at Figure 19 and the Town Centre Precinct at Figure 20. The boundaries of these precincts in the context of the study area are shown in Figure 18.

Table 8 Objectives and strategies - Local centres and destinations

O5.1 To define Fifteenth Street as the primary retail and community destination within Irymple.		O5.2 To enhance the Town Centre Precinct's amenity and sense of place using built form and landscaping.		O5.3 To create Henshilwood Reserve as a key destination for passive & active recreation that meets the needs of diverse age group & interests.		O5.4 To create a safe and highly accessible Town Centre and Community Precinct.	
STRATEGIES	ACTIONS	STRATEGIES	ACTIONS	STRATEGIES	ACTIONS	STRATEGIES	ACTIONS
S5.1.1 Define a Town Centre and Community Precinct along Fifteenth Street between Karadoc Avenue and Hassell Street, and south to Henshilwood Reserve and Council's drainage reserve in accordance with Figure 19 and 20.	A4 A5	S5.2.1 Enhance Fifteenth Street, particularly within the Town Centre Precinct with key public realm works including tree out stands to achieve canopy tree plantings that contribute to a gateway streetscape in accordance with Figure 20.	A4 A5 A7	S5.3.1 Facilitate enhanced access to recreational facilities by: <ul style="list-style-type: none"> Utilising the Irymple Secondary College oval by entering into a joint agreement with the Department of Education in accordance with the <i>Henshilwood Recreation Reserve Master Plan 2019</i> to allow public use. Exploring funding options to allow complementary amenities to be located next to the Secondary College Oval. Investigate the potential to relocate the soccer pitch from the existing basin to a more appropriate location. Refer to the Community Precinct Guidelines and Figure 19.	A4 A5	S5.4.1 Reduce traffic speeds and/or reduce land widths along Fifteenth Street, particularly within the Town Centre Precinct.	A4 A5 A7
S5.1.2 Encourage the uses and activities set out in Figure 21 and detailed in Part 3.2 Neighbourhoods and Precincts within the Town Centre Precinct.	A4	S5.2.2 Promote diverse built form, consistent front setbacks and activation along Fifteenth Street, particularly within the Town Centre Precinct in accordance with the Town Centre Precinct design guidelines and Figure 20.	A4 A5			S5.4.2 Enhance existing pedestrian crossings along Fifteenth Street by including clear signage and using street trees and urban design treatments. Refer to Figure 20.	A4 A5 A7
S5.1.3 Create gateways and gateway entries to provide a sense of arrival to Irymple and the Town Centre Precinct using landscaping in accordance with the Figure 20.	A4 A5	S5.2.3 Encourage high-quality built form at prominent corner sites identified in Figure 20 to enhance the gateway to the Town Centre Precinct.	A4 A5	S5.3.2 Establish passive open spaces and additional community and sporting facilities that cater to younger people (e.g. BMX track, skatepark, mountain bike tracks etc.) where appropriate (refer to Figure 19).	A4 A5 A21	S5.4.3 Investigate the potential for a signalised intersection at the Fifteenth Street and Koorlong Avenue intersection.	A4 A5 A7
S5.1.4 Create opportunities for public gathering within existing and future community hubs in accordance with Figure 19 and 20.	A4 A5	S5.2.4 Confirm existing heritage buildings and sites and investigate the heritage value of other sites within Irymple, particularly the Koorlong Avenue Local Centre.	A10	S5.3.3 Design a multi-use wetland area within Council's drainage area to accommodate drainage, passive recreation and biodiversity functions.	A4 A5	S5.4.4 Integrate the pedestrian path network between new and existing spaces as outlined in Figure 19 and 20.	A4 A5 A7

Community Precinct

Henshilwood Reserve and surrounds

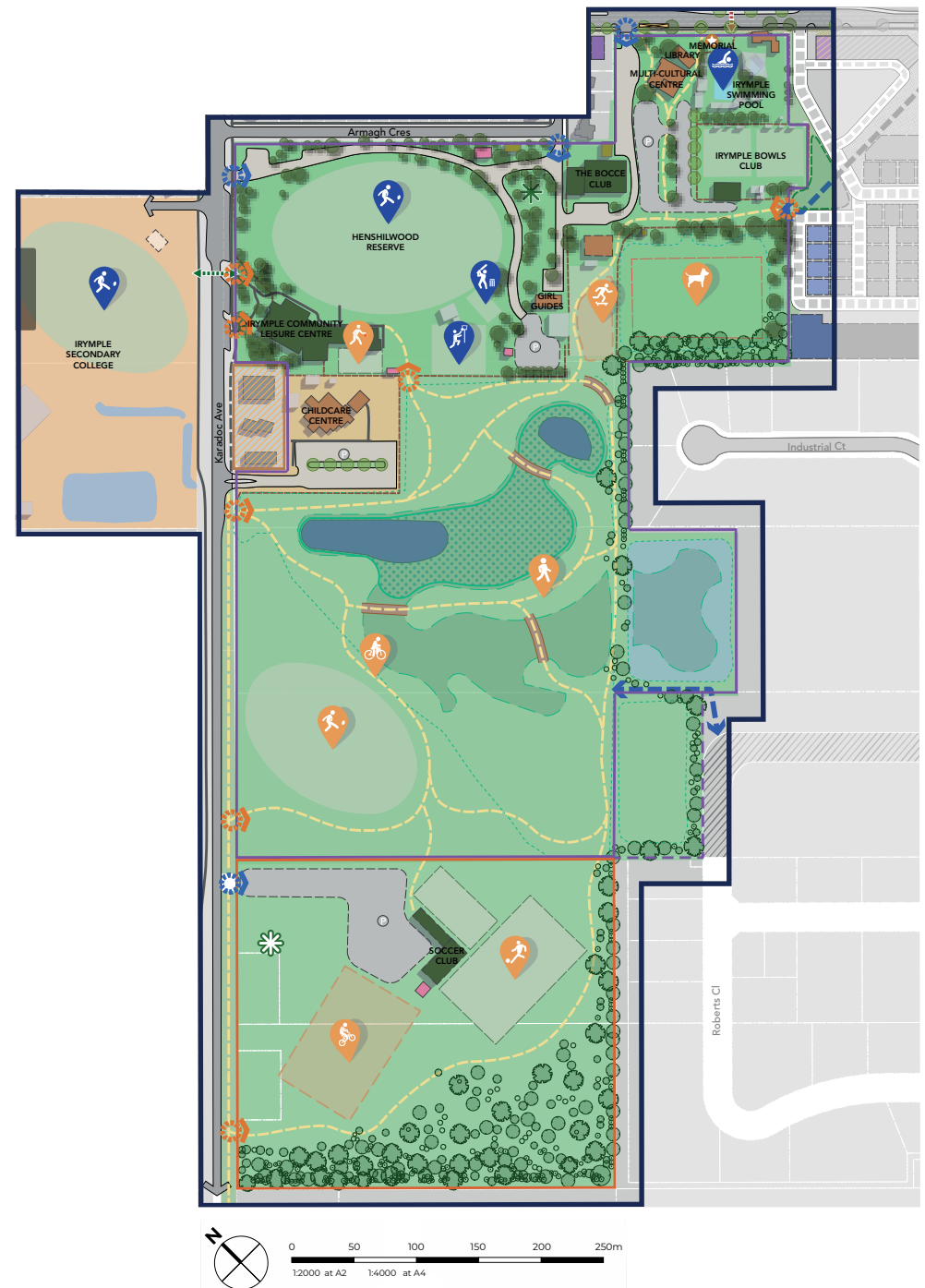
Design guidelines are recommended to assist with achieving the overall vision for the Community Precinct in accordance with the concept plan at Figure 19.

The Plan envisions the Community Precinct, which includes Henshilwood Reserve and the surrounding area, including the Council drainage basin to the south and the Irymple Secondary College as a key area for recreation (both active and passive) and community activities and facilities that cater to a range of ages and interests, particularly families and young people.

Images indicating the preferred look, feel and activities within the Community Precinct.



Figure 19 Theme 5 Concept Plan: Community Precinct (Henshilwood Reserve and surrounds)



Community Precinct Design Guidelines

Henshilwood Reserve and surrounds

Activities

- Establish an integrated drainage reserve/wetland within Council's drainage reserve south of Henshilwood Reserve (future wetland) that provides for biodiversity, amenity, water management and recreation in accordance with the strategies in Part 3.4: Sustainability and greening.
- Establish an integrated path/trail network through Henshilwood Reserve and Council's drainage reserve to the south.
- Investigate the potential to:
 - Relocate the soccer pitches from the existing basin to a more appropriate location along Karadoc Avenue and provide associated amenities as shown in Figure 19.
 - Establish other recreational or community uses in the former soccer pitch (e.g. a dog park, kickabout space, community amphitheatre etc).

- Investigate the potential to establish areas for active sport and recreation, particularly for youth activities at the locations identified in Figure 19.

(Note: Land may require acquisition by Council in the long-term to accommodate facilities).

Facilities may include:

- A skatepark;
- BMX or mountain biking tracks; and
- Tennis courts.
- Establish an outdoor basketball court utilising decommissioned netball court at the rear of the Irymple Community Leisure Centre in accordance with The *Henshilwood Recreation Reserve Master Plan 2019*.
- Establish a future proposed playground and BBQ shelters to the south of Council's drainage reserve.
- In the short to medium term, establish a use agreement between Irymple Football Club and Irymple Secondary College to enable the use of the secondary college oval in accordance with the *Henshilwood Recreation Reserve Master Plan 2019*.

- In the long term, investigate the potential to establish a dedicated second oval within Council land that is accessible to existing and/or future facilities and open spaces. Identify opportunities for additional amenities in proximity to the second oval (e.g. change rooms, toilets, player boxes and spectator stands/shelters.).

Access and movement

- Provide access and paths in accordance with Figure 19 (subject to further detailed design).
- Provide carparking for convenient access to proposed soccer facilities and the future wetland.
- Formalise and seal existing car parking between Bocce Club and Lawn Bowls to provide efficient use of space.

Landscaping and signage

- Improve screening to industrial and farming zoned land to the east and south by establishing a landscape / vegetated buffer
- Improve wayfinding and signage at periphery and within Henshilwood Reserve

Town Centre Precinct

Fifteenth Street

The design guidelines are recommended to assist with achieving the overall vision for the Town Centre Precinct in accordance with Figure 20 Town Centre Precinct Concept Plan. The Plan envisions Fifteenth Street (between Karadoc Avenue and Hassell Street) as playing an important role in creating an attractive and inviting Town Centre Precinct in Irymple by enhancing amenity, safety and functionality along key areas of Fifteenth Street.

Images indicating the preferred look and feel of Fifteenth Street



Town Centre Precinct

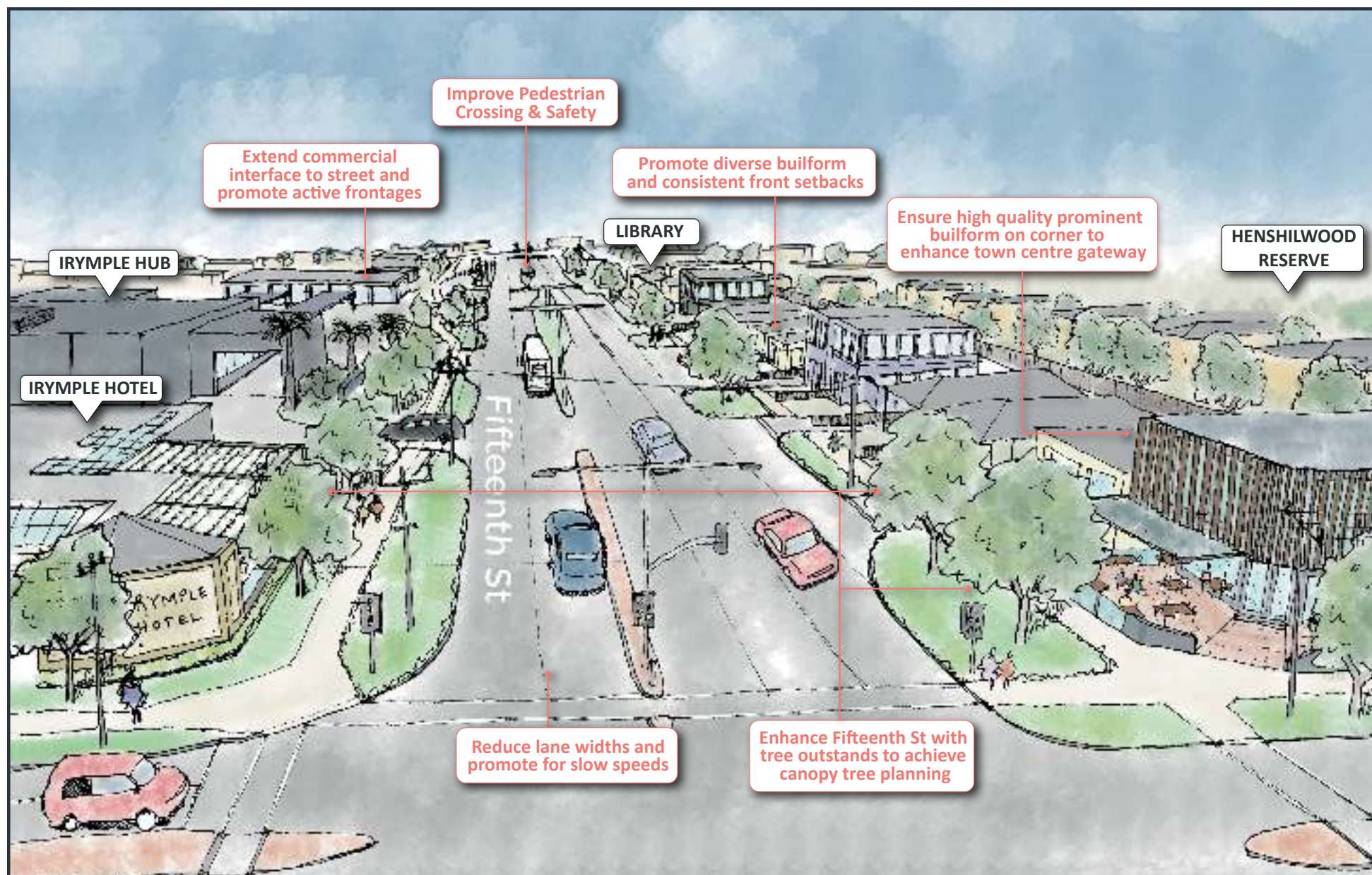


Figure 20 Theme 5 Concept Plan: Town Centre Precinct



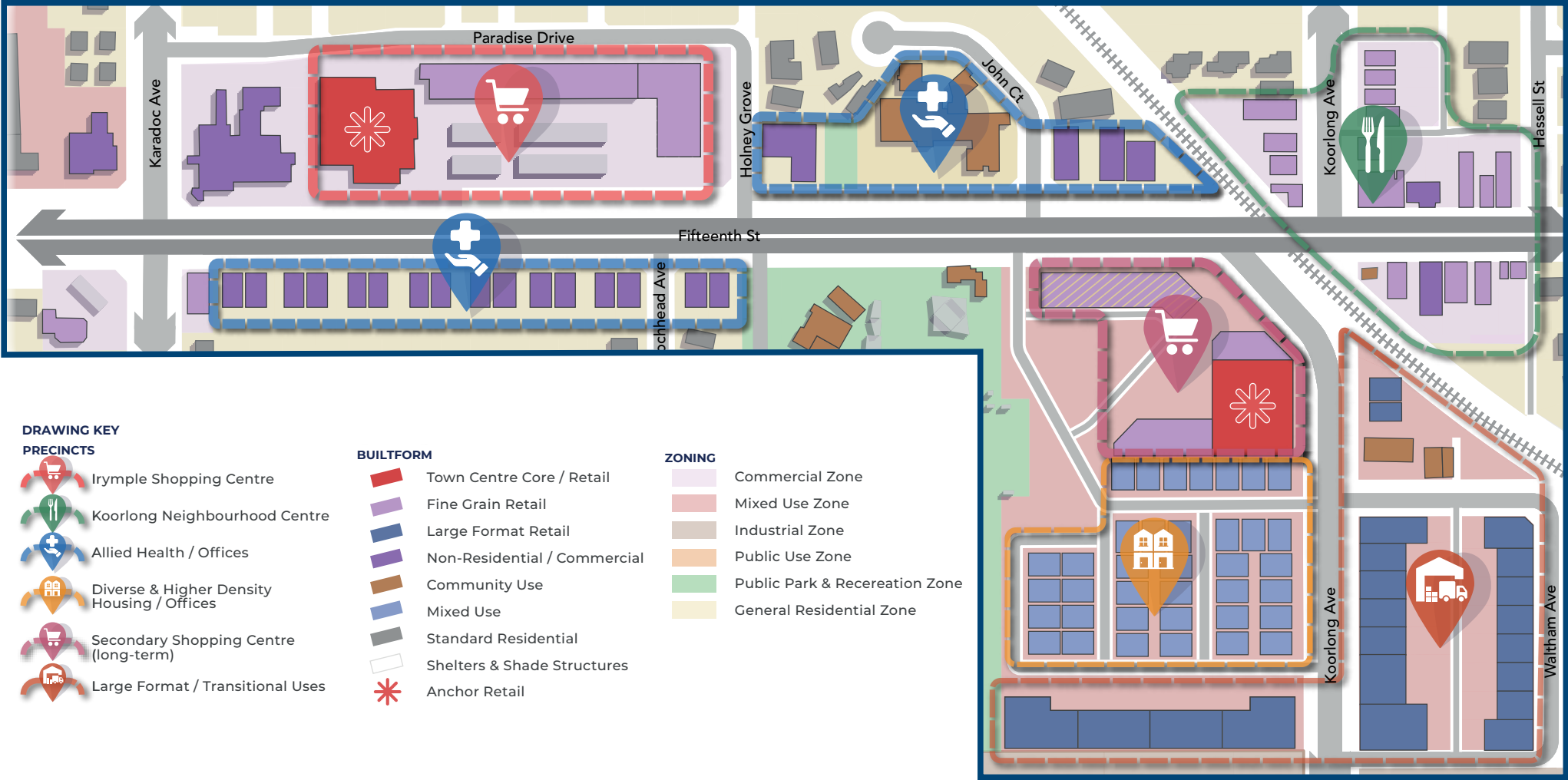
Town Centre Precinct Design Guidelines Fifteenth Street

Uses guidelines

- Encourage uses and developments that promote the Town Centre Precinct as the main activity hub in Irymple in accordance with the strategies in Part 3.2: Neighbourhoods and precincts and Figure 20.
 - This includes:
 - Maintaining the Irymple Hub Shopping Centre as the local centre for everyday shopping, health services and other ancillary uses.
 - Promoting the Koorlong Avenue Local Centre (between the railway and Hassell Street) as specialising in food, arts and entertainment offerings with opportunities for hospitality services, specialty shops and offices and cultural/art activities.
 - Promoting an outdoor dining precinct at the Koorlong Avenue Local Centre.
 - Accommodating medical, allied health and offices along Fifteenth Street between Karadoc Avenue and Lochhead Avenue, and Holney Grove and the railway.
 - Maximising the potential of the Koorlong Avenue mixed use area to provide community benefits, and improve connections and amenity by encouraging the following uses in the long term (beyond 2036):
 - * Fine grain retail / offices with activation towards Fifteenth Street and an urban plaza.
 - * A potential secondary shopping centre.
 - * Housing that contributes to housing diversity, choice and affordability with a mix of small-scale retail and offices (e.g. at ground floor with housing above ground floor).
 - * Facilitating large format retail uses and offices as a transitional interface to industrial uses adjacent to MUZ site.

Also refer to Figure 21 on the following page

Figure 21 Town Centre Concept Uses



Uses Plan

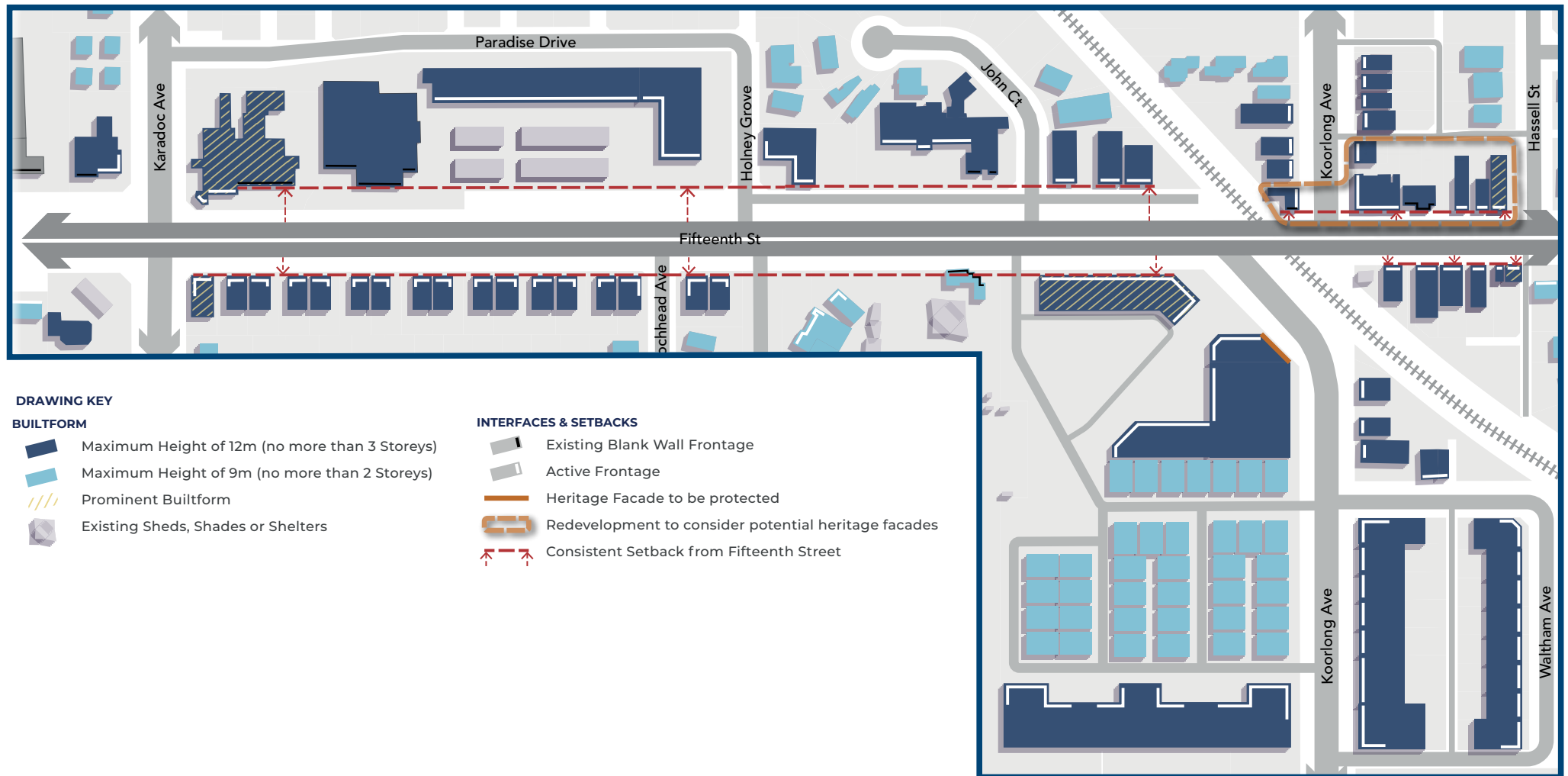
Town Centre Precinct Design Guidelines Fifteenth Street

Built form and interfaces guidelines

- A maximum height of 12m along Fifteenth Street to minimise impacts and to ensure appropriate massing and address to the public realm.
- Encourage 4m ground floor heights that are adaptable and preserve the potential for future commercial uses along Fifteenth Street.
- A maximum height of 12m for built form adjacent the industrial precinct to ensure appropriate buffer treatment and transition of uses.
- A maximum height of 9m for all other built form (refer to diagram).
- Levels above ground floor to be setback by 2m to ensure minimal intrusion onto Fifteenth Street public realm.
- Encourage a consistent setback along Fifteenth Street to achieve built form presence and a uniform streetscape
- Encourage articulated frontages particularly along Fifteenth Street.
- Ensure active frontages towards Fifteenth Street and new public spaces.
- Avoid long blank walls and encourage active frontages along Fifteenth Street.
- Ensure development along Fifteenth Street is designed so that windows, entries, balconies and landscaping are oriented towards Fifteenth Street, Koorlong Avenue and Karadoc Avenue, where possible.
- Protect and integrate existing heritage façade on the corner of Koorlong Ave and Fifteenth Street into future development of mixed use site.
- Ensure that development respects the potential heritage value of the Koorlong Avenue Local Centre.
- Ensure prominent built form is of high quality and contributes to the framing of the Town Centre gateway and gateway to Henshilwood Reserve.
- Encourage new development to be of high quality, using materials and palettes sympathetic to the context.

Also refer to Figure 22 on the following page

Figure 22 Town Centre Concept Built form



Built Form Plan

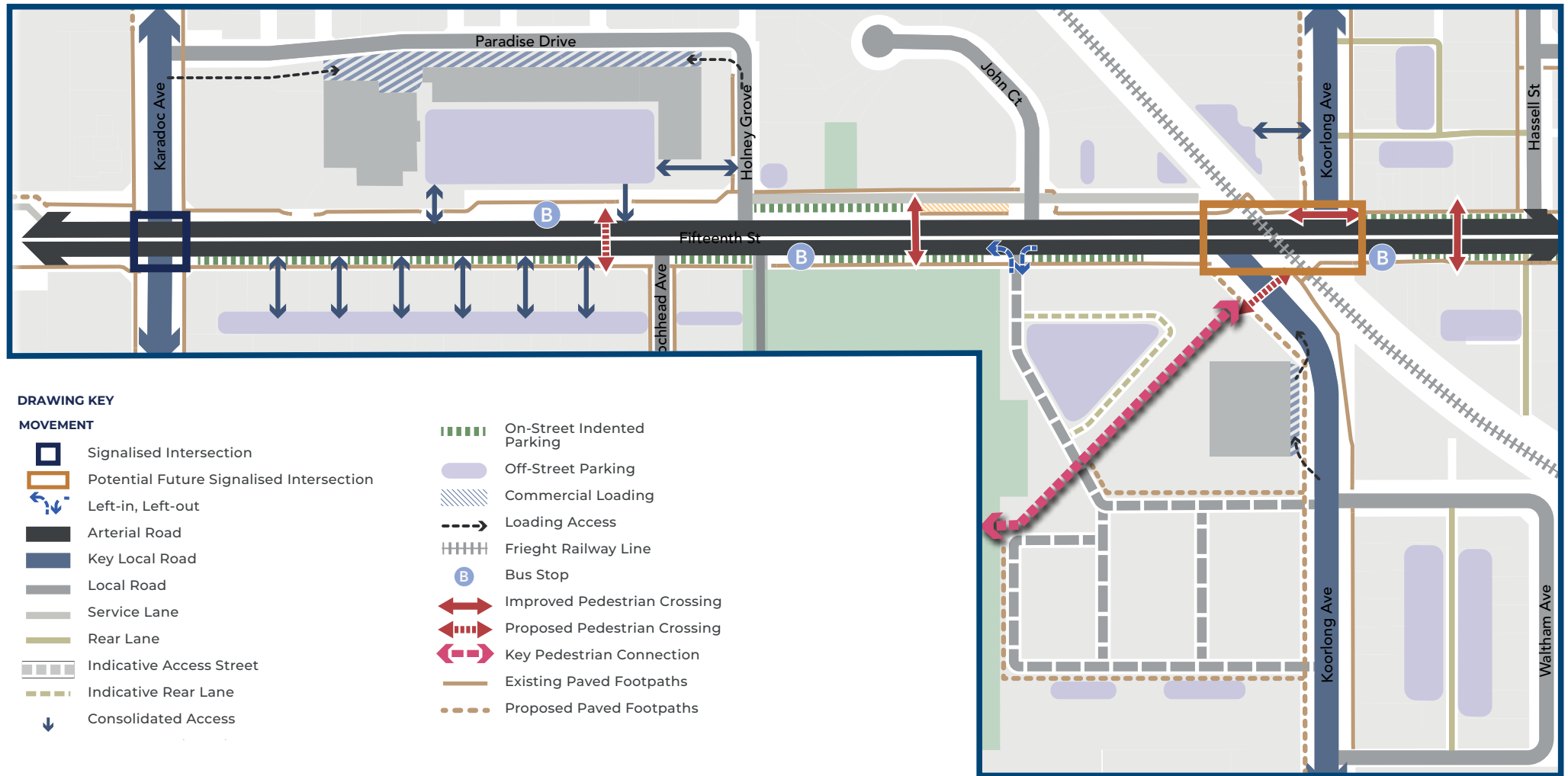
Town Centre Precinct Design Guidelines Fifteenth Street

Access and movement guidelines

- Improve safety, amenity and functionality of Fifteenth Street in accordance with the strategies in Part 3.3: Getting around (e.g. by balancing the role of Fifteenth Street as a key movement corridor and as a destination, and encouraging lower traffic speeds).
- Investigate the potential for a signalised intersection at the Fifteenth Street and Koorlong Avenue intersection to prioritise safe pedestrian movement and filter industrial traffic.
- Ensure safe traffic speeds that prioritise pedestrians using appropriate traffic calming techniques (speed management, streetscaping, signage and visual cue).
- Provide left-in-left-out access along Fifteenth Street to the mixed use site west of Koorlong Avenue mixed use site to help with circulation and reduce localised traffic on Koorlong Avenue
- Improve pedestrian connections and safety by:
 - Formalising existing pedestrian crossings using tree out stands and signage.
 - Establishing a new informal pedestrian crossing on Fifteenth Street from the Irymple Hub Shopping Centre bus stop.
 - Establish a safe and convenient pedestrian connection between Koorlong Avenue intersection and mixed use urban plaza / Henshilwood Reserve
 - Create an urban plaza and pedestrian zone within the Koorlong Avenue mixed use site.
- Provide convenient access and parking:
 - Promote consolidated access and parking on Fifteenth Street to accommodate medical, allied health and offices between Karadoc Avenue and Lochhead Avenue.
 - Provide consolidated parking at the rear of Koorlong Avenue Local Centre
 - Formalise on-street indented parking on the south of Fifteenth Street between Karadoc Avenue and Lochhead Avenue, and to both sides of Fifteenth Street between Koorlong Avenue and Hassell Street.
 - Investigate removal of car parking where there may be insufficient use of car parking spaces, such as in front of Ambulance Victoria (Irymple) and replace for landscaping purposes.
 - Provide clear separation between loading areas and access and car parking, particularly within all Town Centre Core/Retail.

Also refer to Figure 23 on the following page.

Figure 23 Town Centre Concept Access and movement



Access and Movement Plan

Town Centre Precinct Design Guidelines Fifteenth Street

Public realm and landscaping guidelines

- Improve shading and greening in public spaces and streets in accordance with the strategies in Part 3.4: Sustainability and greening to assist with urban greening, cooling and softening of the built form.
- Provide consistent climate appropriate street tree plantings and vegetation particularly along Fifteenth Street.
- Emphasise Irymple's character as a township of the Sunraysia region by establishing a consistent palm tree planting along Fifteenth Street at both north-west and south-east approaches.
- Establish consistent large canopy tree plantings between Koorlong Avenue and Hassell Street to improve character, amenity and define the Town Centre.
- Improve tree canopy cover along Karadoc Avenue and Koorlong Avenue to support active transport and improve pedestrian amenity.
- Investigate the potential of undertaking the following to increase street tree plantings and vegetation along Fifteenth Street:
 - Reducing lane widths to 3.5m from 4m as shown in Appendix B Cross Sections A to increase verges capable of landscaping.
 - Tree out stands at locations indicated in Figure 20.
 - Replacing service lane parking (i.e. in front of Ambulance Victoria -Irymple) where car parking is not being sufficiently used in order to accommodate verges for landscaping.
- Create an urban plaza within the Koorlong Avenue mixed use site, which includes a combination of hardscapes, landscaping and public artworks.
- Establish an open space node within the Koorlong Avenue mixed use site to create a gateway entry to Henshilwood Reserve from the mixed use site / industrial precinct.
- Include wayfinding elements to key destinations within community nodes and key gateway entries.

Signage guidelines

- Advertising guidelines are as per Schedule 13 of Clause 43.02 (DDO13):
 - Signage should be integrated within the building façade so that it complements the design of the building.
 - Areas of signage and advertising should be consolidated as to not dominate the streetscape.
 - Avoid signage which is visually obtrusive or out of proportion with the built form of the area should be avoided.

Also refer to Figure 24 on the following page.

Figure 24 Town Centre Concept Public Realm and Landscaping



Public Realm and Landscaping Plan

Part 4.

The Action Plan



4.1 Overview

This section provides a summary of the recommended statutory and non-statutory actions in accordance with *Planning Practice Note 58: Structure Planning for activity centres (2018)* to implement the objectives and strategies identified in Part 3.

Table 9 identifies what the action is, the type of action, whose responsibility it is to facilitate and undertake the action and the indicative timing.

There are two implementation types.

1. Statutory implementation

Involves review of and potential changes to the Mildura Planning Scheme (i.e. changes to policy, zones and/or overlays), or actions that are undertaken as part of the planning permit application process.

2. Non-statutory implementation

Refers to measures such as master planning, further strategic work, studies, public works, relationship building and advocacy.

Responsibility

Generally, Council is responsible for all actions. However, some actions require the involvement of other people including landowners, the community and state and service authorities (e.g. Department of Transport or Lower Murray Water Authority).

Timing

Indicative timing is also provided based on four time frames:

Short (**S**): 1-3 years

Medium (**M**): 3-10 years

Long (**L**): 10+ years

Ongoing (**O**)

Figure 25 Proposed planning zone changes

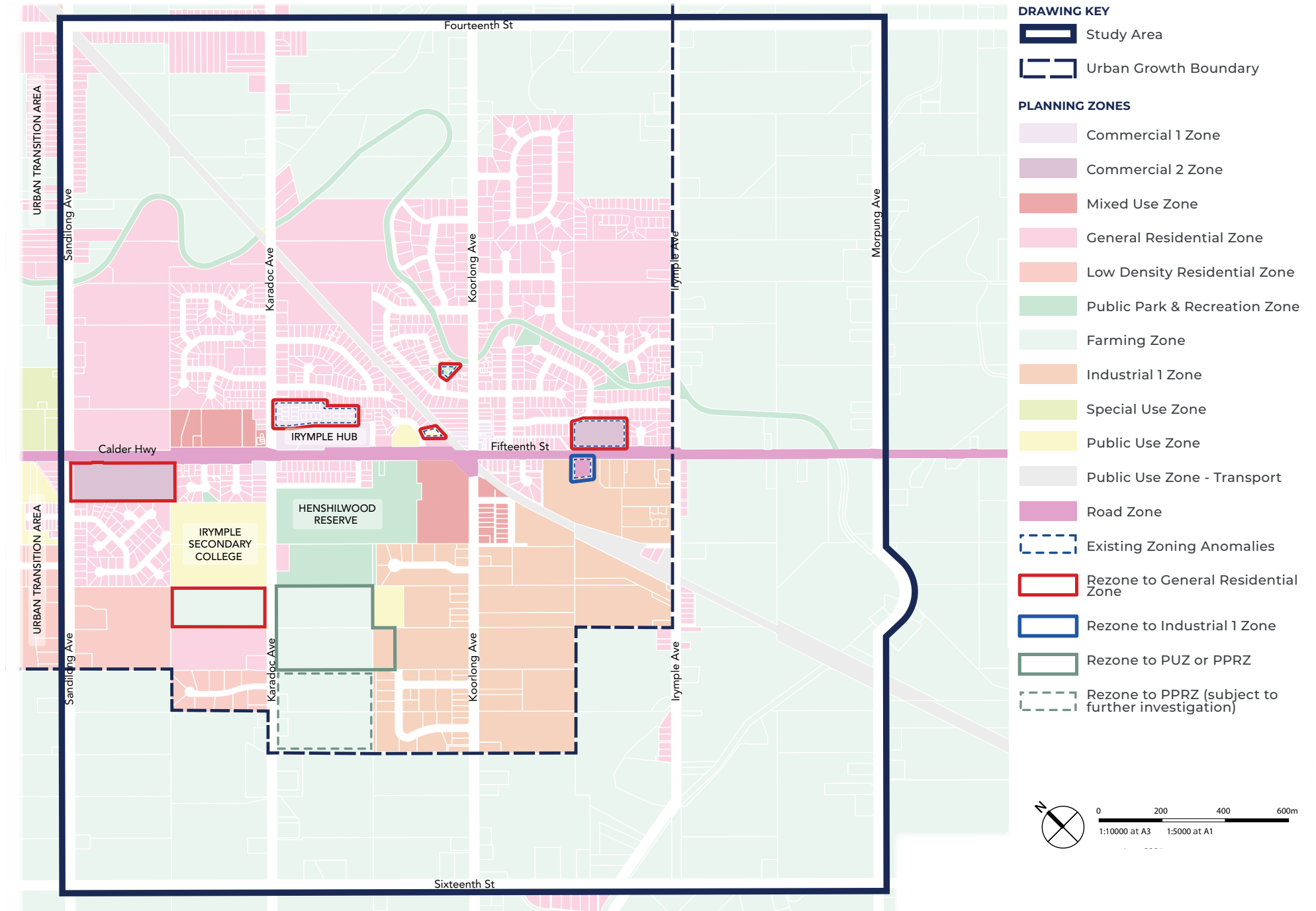


Table 9 Action Plan Table

No.	Action Description	Implementation type	Responsibility	Timing
A1	Review and amend Clause 21.10 of the Mildura Planning Scheme to reflect the objectives of the Irymple Structure Plan and Urban Design Framework 2021-2036 and update Figure 3 of Clause 21.10 accordingly.	Statutory	Council	S
A2	Change the zoning and overlays in accordance with the proposed zoning plan (Figure 25).	Statutory	Council	S
A3	Review and amend Schedule 1 of the Development Plan Overlay (DPO1) to reflect the proposed residential design guidelines (Table 4) and the stormwater and drainage guidelines (Table 7) of the <i>Irymple Structure Plan and Urban Design Framework 2021-2036</i> .	Statutory	Council	S
A4	Review and amend Schedule 13 to the Design and Development Overlay (DDO13) of the Mildura Planning Scheme to reflect the objectives, strategies and design guidelines set out in the <i>Irymple Structure Plan and Urban Design Framework 2021-2036</i> .	Statutory	Council	S
A5	Undertake a formal master planning exercise in consultation with key stakeholders to further develop the concept for the Town Centre Precinct and the Community Precinct in more detail (see Figure 19 and 20) in accordance with the objectives of the <i>Irymple Structure Plan and Urban Design Framework 2021-2036</i> .	Non-statutory	Council, Department of Transport, landowners, community, servicing authorities	S
A6	Undertake a formal strategic planning process for the Mildura East Growth Area that takes into consideration the relevant objectives and strategies of the Plan.	Non-statutory	Council, landowners, servicing authorities	S-M
A7	<p>Liaise with the Department of Transport to:</p> <p>A. Implement the recommended urban design treatments along Fifteenth Street in accordance with Part 3.5 Local centres and destinations - Fifteenth Street</p> <p>B. Explore the potential for a railway trail (i.e. a shared path parallel to the railway line) with consideration for the VicTrack Rail Development Guidelines.</p> <p>C. Implement a potential shared path parallel to the railway line (i.e. a proposed rail trail) with consideration for VicTrack Rail Development Guidelines.</p> <p>D. Amenities for pedestrians and cyclists (e.g. end of trip facilities) and bicycle parking along key routes</p>	Non-statutory	Council, Department of Transport	S
A8	Review and amend the <i>Development Contributions Plan No. 2 for Mildura Rural City Council</i> (SGS Economics and Planning, October 2006) to ensure projects funded continue to be relevant to the needs of the community and ensure that developers construct the Green Belt (Sandilong to Karadoc Avenue) as per item BP207 of <i>Development Contributions Plan No. 2 (October 2006)</i> .	Non-statutory	Council	S-M
A9	Advocate for funding of the extension of the Green Belt's shared path (Karadoc Avenue to Morpung Avenue via Sixteenth Street) to create a shared path loop.	Non-statutory	Council, community	S-M
A10	Undertake further investigations and detailed assessment of potential heritage sites in accordance with the <i>Mildura Heritage Study (Part B) Stage 1 Volume 1 2020</i> .	Non-statutory	Council	S
A11	Ensure that future applications for developments along Fifteenth Street that are within the Urban Transition Area appropriately consider the gateway function of Fifteenth Street and are generally in accordance with the <i>Mildura-Irymple Urban Transition Area – Urban Design Guidelines (2008)</i> unless otherwise approved by the responsible authority.	Statutory	Council	O

No.	Action Description	Implementation type	Responsibility	Timing
A12	Maintain the site of the Irymple Railway Station in an orderly and neat manner.	Non-statutory	Council, Department of Transport	O
A13	Rezone the following sites to correct zoning anomalies: A. Residential lots in Paradise Avenue (currently zoned C2Z) B. Coachman Caravan Park (currently zoned C2Z) C. Dwelling at 2164 Fifteenth Street (currently zoned RDZ1).	Statutory	Council	S
A14	Review the Mildura Industrial Strategy (2006) and prepare industrial design guidelines if found necessary as part of the review with consideration for the following: A. Expected demand and supply for industrial land in Irymple in the context of other industrial sites. B. The relevant objectives and strategies in relation to industrial areas as set out in the Irymple Structure Plan and Urban Design Framework 2021-2036. C. Schedule 4 of the Design and Development Overlay (DDO4) of the Mildura Planning Scheme in relation to industrial areas in Mildura.	Non-statutory	Council	S
A15	Prepare a local and/or municipality-wide Movement Study and/or Strategy with consideration for: A. Fifteenth Street's movement and place function as per the Department of Transport's Movement and Place Framework B. The existing and preferred freight network. C. The feasibility of grade separation of the railway in the future. D. The feasibility of introducing passenger rail for Irymple in the future. E. The feasibility of discouraging industrial traffic from using Karadoc Ave.	Non-statutory	Council	S
A16	Investigate traffic calming tools for existing streets where safety is an issue, such as in Paradise Drive.	Non-statutory	Council, landowners	S
A17	Continue to assess relevant future applications against the objectives of Clause 22.03 (Healthy and sustainable neighbourhood design) of the Mildura Planning Scheme.	Statutory	Council	O
A18	Investigate with the (relevant water authority) the feasibility of reactivating irrigation as means of sustaining more plantings.	Non-statutory	Council, Lower Murray Water	M-L
A19	Adopt relevant policies, objectives and guidelines from the <i>Sustainable Subdivision Framework</i> once complete and endorsed.	Statutory	Council	S-L
A20	Prepare and implement a municipality-wide Climate Change Mitigation and Adaption Strategy.	Non-statutory	Council	S-M
A21	Investigate the potential of applying a Public Acquisition Overlay (PAO) on land south of Council's drainage reserve for the purpose of public recreational use.	Statutory	Council	S-L

Part 5.

Appendices



Appendix 1: List of relevant literature reviewed

Mildura Planning Scheme

Planning Scheme Amendment
C67, C63 and C89 Panel Reports

Mildura Planning Scheme Review 2014

Mildura Planning Scheme Review 2019

Mildura Housing and Settlement
Strategy 2013 (MHHS)

Municipal documents:

- Mildura Retail Strategy Review: Strategy and Implementation 2018
- Public Open Space Strategy 2003
- Mildura Transport Plan for Long Term Regional Development 2005
- Industrial Land Strategy Update 2006
- Community Infrastructure Site Evaluation Framework (referred to in the Mildura South Recreation Assessment 2013)
- Significant Tree Register 2020
- Mildura Heritage Study (Part B) Stage 1 Volume 1 2020
- Mildura Recreation Strategy Issues Paper 2020
- Draft Mildura Recreation Strategy 2020

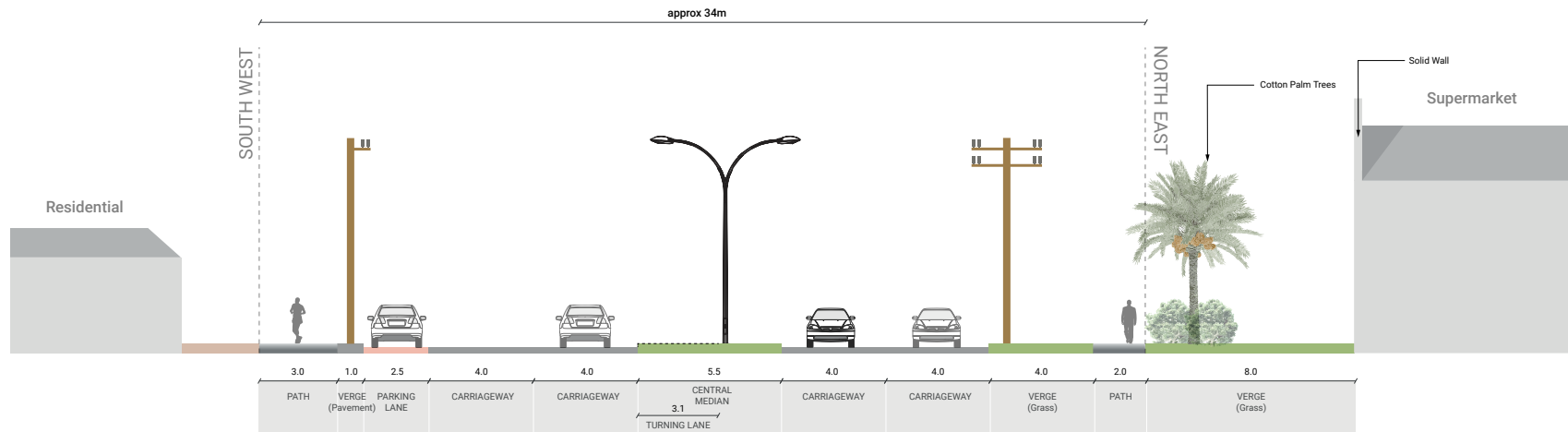
Local documents:

- Irymple Structure Plan 2012
- Irymple Residential Development Plan 2007
- Mildura-Irymple Interface Study 2006
- Mildura- Irymple Urban Transition Area Design Guidelines 2008
- Special Use Zone 8 & 9 Issues Paper 2018
- Henshilwood Recreation Reserve Master Plan 2019
- Draft Irymple Community Plan 2020-25

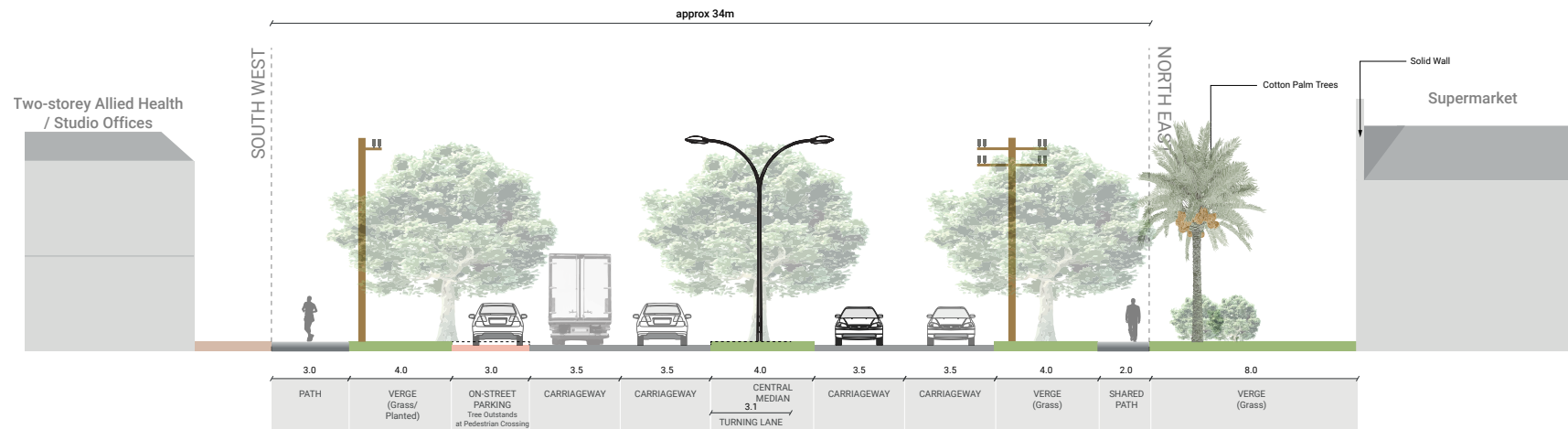
Population data sources
(i.e. Council data and VIF2019)

Appendix 2: Cross Sections

CROSS SECTION A

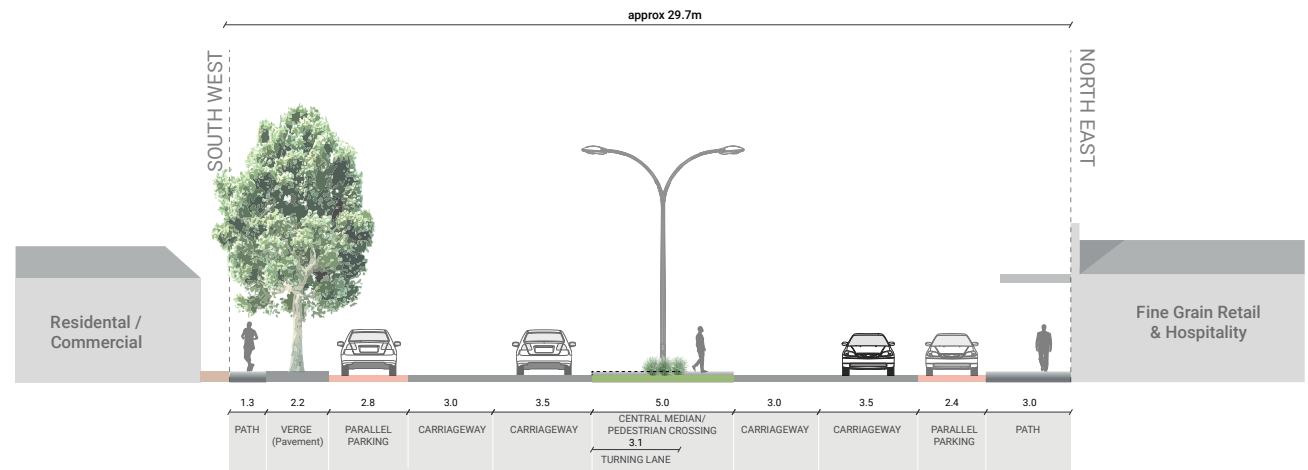


TYPICAL CALDER HWY/FIFTEENTH STREET CROSS SECTION - Irymple Hub between Karadoc Ave & Lochhead Ave (approx 34m)

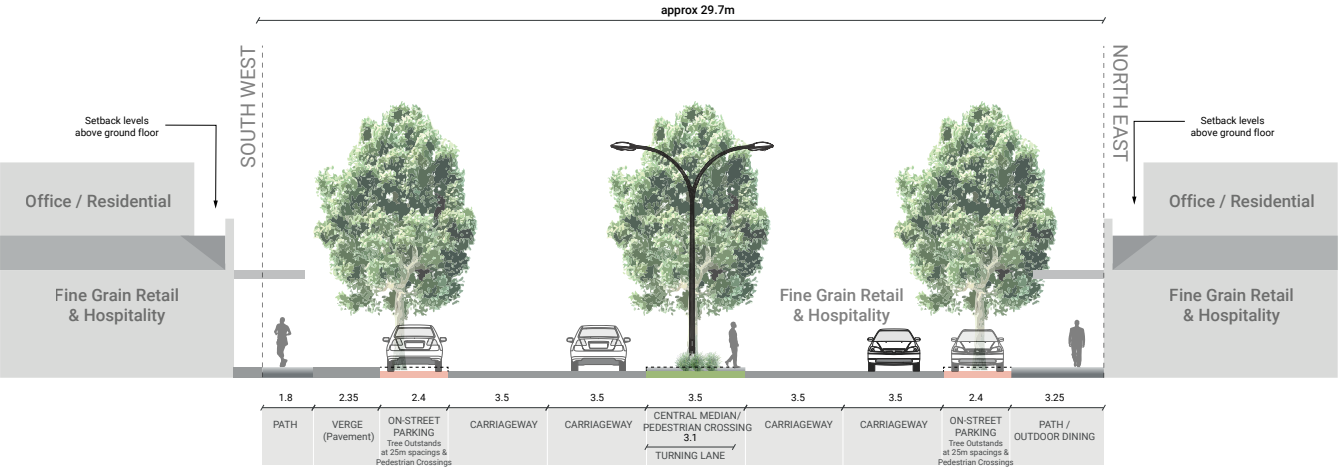


PROPOSED CALDER HWY/FIFTEENTH STREET CROSS SECTION - Irymple Hub between Karadoc Ave & Lochhead Ave (approx 34m)

CROSS SECTION B



TYPICAL CALDER HWY/FIFTEENTH STREET CROSS SECTION - between Koorlong Ave & Hassell St (approx 29.7m)



PROPOSED CALDER HWY/FIFTEENTH STREET CROSS SECTION - between Koorlong Ave & Hassell St (approx 29.7m)

Irymple Structure Plan and Urban Design Framework

2021-2036

Produced by mesh in conjunction with Mildura Rural City Council.

mesh

Level 2, 299 Clarendon Street, South Melbourne, VIC 3205
phone. +61 3 9070 1166 meshplanning.com.au



Mildura Rural City Council

☎ 03 5018 8100

✉ mrcc@mildura.vic.gov.au

www.mildura.vic.gov.au

Deakin Avenue Service Centre
76 Deakin Avenue, Mildura

Madden Avenue Service Centre
108 Madden Avenue, Mildura

Ouyen Service Centre
79 Oke Street, Ouyen