



Mildura Industrial Land Use Strategy

Background Report

Prepared for Rural City of
Mildura

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HiIPDA
CONSULTING

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Mildura Rural City Council Aboriginal Recognition Policy

Mildura Rural City Council acknowledges the Traditional Owners and 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.

EXECUTIVE SUMMARY

Purpose

Mildura Rural City Council commissioned this report to examine issues and opportunities in relation to industrial activity and to provide a strategy for industrial land use and development over a nominal 20 to 30 year outlook period. This includes identification of locations where industrial activities may be considered in the future.

Industrial and related commercial businesses are important elements of the Mildura regional economy. They are significant in their own right and support business activity in other sectors of the economy.

This is a Stage 1 Background Report. This report contains research and analysis in relation to industrial issues and opportunities in the Rural City of Mildura.

The strategy and related implementation information is provided in a separate Stage 2 Industrial Strategy Report.

Study Area

The study area is the Rural City of Mildura focusing on land zoned Industrial 1 zone, Industrial 3 zone, Commercial 2 zone and other land deemed suitable for industrial use or rezoning consideration.

Industrial Land Profile

All land zoned Industrial 1, Industrial 3 and Commercial 2 in the Rural City of Mildura is located within 30 kilometres from the Mildura CBD. The main precincts are:

- Mildura (Benetook Avenue and Surrounds)
- Merbein
- Irymple
- Outer Irymple
- Red Cliffs
- Thurla (this area is also called Koorlong in some documents)
- Kulkyne Way (this area is also called Colignan in some documents).

Other precincts which could perform a business or industrial function include:

- Mildura Airport (Special Use Zone 7)
- Mildura–Irymple Urban Transition Area (Special Use Zone 9)

- Some towns have freight and industrial type uses in other zones. Ouyen has a freight transfer comprising railway grain transfer terminal. A new intermodal terminal has been proposed for the town.

In terms of future industrial land supply, clause 11 of the Mildura Planning Scheme identifies a potential future area (i.e. Framework Plan Area) in the south-east fringe of the Mildura urban area.

Some of the main features of industrial land supply¹ are:

- The Rural City of Mildura has 1,068 hectares (ha) of industrial zoned land, of which approximately half is occupied and half is vacant (534 ha). Occupied land is defined as having a building or improvements on land.
- Most of the total land supply (909 ha) is zoned Industrial 1, with 109 ha zoned Industrial 3 and 50 ha zoned Commercial 2.
- The property market review undertaken for this report shows that, within this gross land supply picture, there are at least three sub-markets for industrial property in the Rural City:
 - The main urban area focused on Mildura (which covers the Benetook Avenue corridor including Mildura East) and Irymple. This area is close to other businesses and the regional labour force and has the best access to infrastructure.
 - Towns of Merbein and Red Cliffs. The towns have attributes like the main urban area but to a lesser extent.
 - Industrial land within rural areas at Outer Irymple, Thurla and Kulkyne Way. These remote precincts suit some business types that need to be isolated from sensitive land uses and/or those that seek lower value land.
- Sales evidence shows that the value of land averaged in the order of \$200/sqm in the main urban area and this drops to \$30/sqm in Red Cliffs and under \$10/sqm in remote areas like Thurla.
- Most of the available land supply (vacant zoned land) is located in the outer areas of Outer Irymple, Thurla and Kulkyne Way.
- The Mildura and Irymple urban areas combined have 57 ha of vacant industrial zoned land (in separate lots) which are nominally available for development.
- The main industrial precinct of Mildura and Irymple has relatively low industrial land supply (16% land vacancy rate in Mildura and 4% in Irymple), particularly for Industrial 1 zoned land (4% in Mildura and 0% in Irymple).

¹ The land area figures quoted relate to gross zoned land supply. Actual developable land is likely to be lower than quoted due to various constraints and requirements including required easements and infrastructure, drainage management, and environmental and cultural heritage management.

- Merbein has some redevelopment potential within existing occupied lots but is effectively built out.
- Red Cliffs is similar to Merbein but has some vacant land supply.

In terms of other precincts:

- The Mildura Airport precinct may have approximately 50 ha of gross land (35 ha net developable area) potentially suitable for employment use. This potential is to be confirmed and is contingent on airport owner and operator plans.
- Mildura–Irymple Urban Transition Area (Special Use Zone 9) has approximately 15 ha of land. The land is subdivided with road access.
- The Mildura Framework Plan Area identified for potential future industrial or employment use may have approximately 325 ha of gross land (228 ha net developable area). This potential is to be confirmed.

In terms of future development in the primary industrial precinct, there are opportunities for new investment along the Benetook Avenue and Fifteenth Street corridors, both on vacant land and via intensification on developed land. The key issues relate to:

- Formalising and constructing an appropriate dual carriageway heavy vehicle route along Benetook Avenue suitable for large trucks.
- Potential to explore a road and rail intermodal precinct on the east side of Mildura.
- Managing interfaces with surrounding sensitive land uses, especially residential zoned land and education and health uses.
- Potential to expand the Benetook Avenue corridor to Seventeenth Street as per the proposed Framework Plan Area.
- Potential to expand Commercial 2 land between Mildura and Irymple.

Land supply for large-scale and heavy industry is available in the outer industrial precincts at Outer Irymple, Thurla and Kulkyne Way. These areas will require developers to deliver infrastructure to enable developments to occur.

Economic Role and Emerging Opportunities

The Rural City of Mildura is a regional population and business capital, agricultural capital and freight capital. It has a broad-based economy that offers a wide range of services.

A key differentiation of the economy is primary industry (horticulture, cropping and farming). Primary industry has a flow on to urban based activities and services and in particular to manufacturing and freight transport and logistics. Primary industry also has strong linkages to service sectors.

Emerging industrial business opportunities include (but are not limited to):

- Large-scale and small-scale logistics and warehouse based industry
- Service industry and construction services based on a growing regional population
- Specialised manufacturing sectors related to horticulture, cropping and farming activities.

Future Land Needs

Two methods of assessing potential future industrial land take-up (i.e. development on vacant land) have been used. The methods suggest potential take-up of:

- Between 4 ha and 10 ha of industrial land per annum (on average)
- Between 20 ha and 50 ha per 5-year block
- Between 120 ha and 300 ha over 30 years.

This report provides a future estimate based on information available at the time of analysis. Future land take-up could be different and outside of the stated range. The situation should be monitored (and if necessary updated) on a regular basis, such as every five years.

Economic, social and environmental changes (including drought) could impact demand in the future.

Lot Types

The typical lot size of improved property transacted in Mildura urban area was approximately 1,900 sqm median and 5,500 sqm average. The typical building size was approximately 500 sqm median and 1,200 sqm average.

A trend over the past decade has been development of large facilities.

The twenty biggest developments in the Rural City added 158,600 sqm of floorspace over the decade to 2022, occupying 147 ha of land. Most of these projects are in the main urban area for warehousing uses, and some factory development as well.

Future Land Supply Needs

Whilst the Rural City has adequate overall land supply in gross terms to meet the estimated need to 2051, the main urban area of Mildura and Irymple (with 57 ha of vacant industrial zoned land) is not able to accommodate the estimated need should most demand focus on the urban area.

It is recommended that a minimum 15-year forward land supply be made available in the Mildura and Irymple urban area given its status as the primary industrial and commercial node.

A 15-year forward land supply is recommended by the state government in its urban development program.

Estimating the number of years supply is complicated by the availability of different land types in different locations.

- Assuming the main urban area takes all estimated future demand: this equates to between 5.8 years and 14.6 years land supply.
- Assuming the main urban area takes half estimated future demand: this equates to between 11.6 years and 29.2 years land supply.
- Assuming the main urban area takes one-third of estimated future demand: this equates to between 17.5 years and 43.9 years land supply.

Options for the Location of Future Land Release

The Mildura Planning Scheme's policy on industrial land supply is generally sound. It supports provision of an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment.

Options regarding the location for new industrial land are provided in the Planning Scheme and in recent strategic reports as follows:

- Potential stage 1: Mildura East around and near the junction of Benetook Avenue, Fifteenth Street and Cowra Avenue
- Potential Stage 2: Framework Plan Area expansion to Seventeenth Street and to Deakin Avenue.
- Other potential sites: subject to further proponent justification such as the Ouyen intermodal area.

Criteria for Assessing Land Release Options

Key decision criteria in the assessment land release options are:

- Market preferences, in terms of where different business types want to locate
- Land suitability for development, especially in relation to stormwater drainage management and capacity to deliver other infrastructure.
- Separation of industrial land from sensitive land uses like residential.
- Separation of heavy vehicle routes and traffic from sensitive land uses like residential.
- Potential to establish inter-modal (rail and road) freight options co-located or connected to industrial land.
- Provision of public transport to connect employment areas and residential areas.
- Capacity to deliver and fund infrastructure to support development.

Transport Infrastructure

The Mildura region is a hub for freight based on its regional context and due to local agricultural and other economic activities.

The main themes that emerge from a review of transport related documents are:

- There is currently a reliance on road freight in part related to relatively long travel times for rail freight and limited infrastructure provision.
- A concern relates to amenity and safety impacts of road and rail freight infrastructure and operations on communities in and around Mildura township.
- Permissions allow very heavy and very long, high productivity freight vehicles (HPFV) to operate on any street in the Rural City of Mildura.

Potential actions relate to:

- Devise a long term solution for freight rail and intermodal hub options in the region.
- Address long term solutions for road freight movements to and throughout the Mildura urban area, including servicing of existing and future industrial areas. This should include works along and around Benetook Avenue to increase the attractiveness of Benetook Avenue as a primary freight route and this could be associated with designation of specific roads as HPFV appropriate.

Specific Controls

Additional work is required to test the adequacy and effectiveness of existing Planning Scheme controls that apply to the existing and potential future industrial area in Mildura. This is considered in the strategy phase of the project.

1.0 INTRODUCTION

1.1 Purpose

Mildura Rural City Council commissioned this report to examine issues and opportunities in relation to industrial activity and to provide a strategy for industrial land use and development over a nominal 20 to 30 year outlook period. This includes identification of locations where industrial activities may be considered in the future.

Industrial and related commercial businesses are important elements of the Mildura regional economy. They are significant in their own right and support business activity in other sectors of the economy as well.

This is a Stage 1 Background Report. This report contains research and analysis in relation to industrial issues and opportunities in the Rural City of Mildura.

The strategy and related implementation information is provided in a separate Stage 2 Industrial Strategy Report.

The project brief states that the scope of the topic is to include the following:

- *To analyse the current and future demand for industrial land, noting the differing needs of the many towns and regions within the municipality. The project should consider relevant urban growth scenarios, including industrial sector economic trends, regional and national market data such as post-pandemic business models and market demand changes.*
- *To investigate the supply of industrial land in the municipality, including constraints and opportunities for future development, transport, servicing, access to workers, and other associated issues including but not limited to healthcare and housing for the workers, required technology and communication and other complexities of industrial land use.*
- *To provide a strategic direction for the location of future industrial expansion, emerging industrial development, opportunities and a framework for site assessment and selection, including additional infrastructures required but not limited to industrial pollution and waste management, energy and water efficiency. Provide clarifications of conflicting directions in the existing strategic framework, considering transport needs, current and future drainage and other infrastructure requirements.*
- *To provide an overarching strategic direction for existing and future industrial development, including consideration of how industrial development interacts with other land uses, existing and proposed freight infrastructure, and how it might impact the character of the region. This includes a review of both the application of the Mildura Planning Scheme's Design and Development Overlay 4 (DDO4) for industry interfaces with sensitive uses to determine if the industrial and residential land is adequately*

protected and the workability of Design and Development Overlay 9 (DDO9) for the transport corridor precinct.

- *To formulate a strategic framework for sustainable industrial land use planning in the study area considering the peculiarity of urban and wetlands ecology and climate change vulnerability.*
- *To develop planning guidelines and policy recommendations to ensure the proper and orderly development of industrial land, encouraging high standards of development.*

1.2 Study Area

The study area is the Rural City of Mildura focusing on land zoned:

- Industrial 1 zone
- Industrial 3 zone
- Commercial 2 zone
- Other land deemed suitable for industrial use or rezoning consideration.

The Rural City of Mildura does not have land zoned Industrial 2, which is use for heavy and offensive industry in selected parts of the state.

The next section of the report identifies the existing industrial precincts in more detail.

1.3 Report Structure

The next two sections provide information on current conditions and planning scheme frameworks for the industrial areas as follows:

- Section 2: Industrial Land Profile
- Section 3: Planning Scheme Provisions.

The remaining sections provide information on matters impacting industrial land needs and matters for strategic planning decision making as follows:

- Section 4: Strategies and Research
- Section 5: Transport Context
- Section 6: Demographic and Economic Context
- Section 7: Property Market Insights
- Section 8: Future Land Needs.

Appendices are attached to this report.

2.0 INDUSTRIAL LAND PROFILE

2.1 Overview

This section provides a profile of industrial zoned land in the Rural City of Mildura.

2.2 Industrial Precincts

All land zoned Industrial 1, Industrial 3 and Commercial 2 in the Rural City of Mildura is located within 30 kilometres from the Mildura CBD. Figure 1 shows the location of industrial zones with the main precincts being:

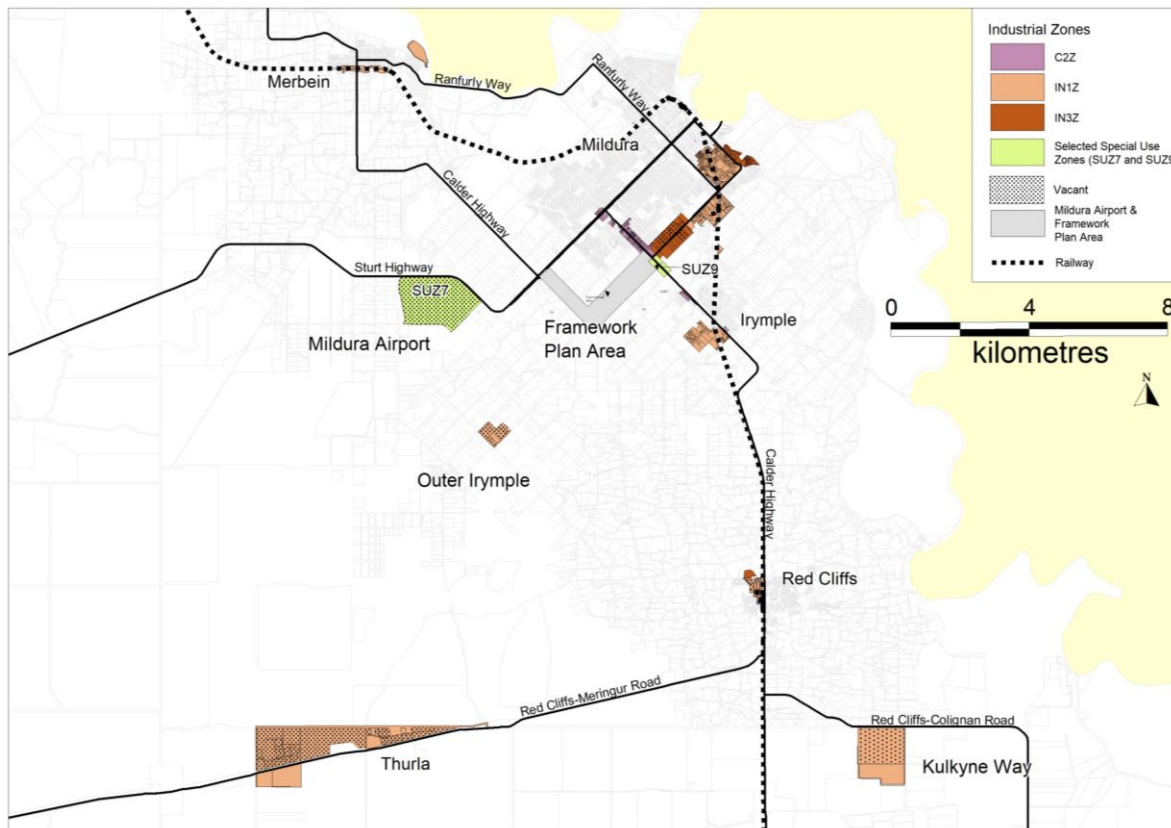
- Mildura (Benetook Avenue and Surrounds)
- Merbein
- Irymple
- Outer Irymple
- Red Cliffs
- Thurla (this area is also called Koorlong in some documents)
- Kulkyne Way (this area is also called Colignan in some documents).

Other precincts which could perform a business or industrial function include:

- Mildura Airport (Special Use Zone 7)
- Mildura–Irymple Urban Transition Area (Special Use Zone 9)
- Some towns have freight and industrial type uses in other zones. Ouyen has a freight transfer comprising railway grain transfer terminal. A new intermodal terminal has been proposed for the town.

In terms of future industrial land supply, clause 11 of the Mildura Planning Scheme identifies a potential future area (i.e. Framework Plan Area) in the south-east fringe of the Mildura urban area.

Figure 1: Industrial Land in Rural City of Mildura



Source: Rural City of Mildura and State Government of Victoria Property and Planning Data

2.3 Industrial Land Supply

Tables 1 to 3 below provide an overview of industrial land and lot supply and average lot size by zone and location. Additional details are provided in Appendix A. Land supply details for other zones and the Framework Plan Area is provided in the following section 2.4.

Some of the main features are:

- The Rural City of Mildura has 1,068 hectares (ha) of industrial zoned land, of which approximately half is occupied and half is vacant (534 ha). Occupied land is defined as having a building or improvements on land².
- Most of the total land supply (909 ha) is zoned Industrial 1, with 109 ha zoned Industrial 3 and 50 ha zoned Commercial 2.
- The property market review undertaken for this report shows that, within this gross land supply picture, there are at least three sub-markets for industrial property in the Rural City:
 - The main urban area focused on Mildura (which covers the Benetook Avenue corridor including Mildura East) and Irymple. This area is close to other businesses and the regional labour force and has the best access to infrastructure.

² Of the land deemed occupied, some lots have low utilisation and capacity for further development.

- Towns of Merbein and Red Cliffs. The towns have attributes like the main urban area but to a lesser extent.
- Industrial land within rural areas at Outer Irymple, Thurla and Kulkyne Way. These remote precincts suit some business types that need to be isolated from sensitive land uses and/or those that seek lower value land.
- Most of the available land supply (vacant zoned land) is located in the outer areas of Outer Irymple, Thurla and Kulkyne Way.
- The main industrial precinct of Mildura and Irymple has relatively low industrial land supply (16% land vacancy rate in Mildura and 4% in Irymple), particularly for the Industrial 1 zoned land (4% in Mildura and 0% in Irymple).
- The Mildura and Irymple urban areas combined have 57 ha of vacant industrial zoned land (in separate lots) which are nominally available for development.
- Merbein has some redevelopment potential within existing occupied lots but is effectively built out.
- Red Cliffs is similar to Merbein but has some vacant land supply.

Table 1: Industrial Land Supply Ha, 2022

Zone/Type	Mildura	Merbein	Irymple	Outer Irymple	Red Cliffs	Thurla	Kulkyne Way	Total
Total Industrial Land, 2022								
IN1Z	185.8	26.9	95.1	32.4	21.1	341.4	206.7	909.4
IN3Z	102.6	0.0	0.0	0.0	5.9	0.0	0.0	108.6
C2Z	44.6	0.0	5.5	0.0	0.0	0.0	0.0	50.1
Total	333.0	26.9	100.6	32.4	27.1	341.4	206.7	1,068.1
Occupied Industrial Land, 2022								
IN1Z	177.4	26.9	94.6	4.0	14.4	37.8	68.3	423.5
IN3Z	65.1	0.0	0.0	0.0	5.9	0.0	0.0	71.1
C2Z	37.5	0.0	1.7	0.0	0.0	0.0	0.0	39.2
Total	280.1	26.9	96.3	4.0	20.4	37.8	68.3	533.7
Vacant Industrial Land, 2022								
IN1Z	8.3	0.0	0.4	28.3	6.7	303.7	138.4	485.9
IN3Z	37.5	0.0	0.0	0.0	0.0	0.0	0.0	37.5
C2Z	7.1	0.0	3.9	0.0	0.0	0.0	0.0	11.0
Total	52.9	0.0	4.3	28.3	6.7	303.7	138.4	534.3
Industrial Land Vacancy Rate, 2022								
IN1Z	4%	0%	0%	88%	32%	89%	67%	53%
IN3Z	37%	-	-	-	0%	-	-	35%
C2Z	16%	-	70%	-	-	-	-	22%
Total	16%	0%	4%	88%	25%	89%	67%	50%

Source: Derived from Rural City of Mildura Property Rates Data 2022

The average industrial lot size in the Rural City is 0.75 ha (7,500 sqm) overall and is 0.45 ha (4,500 sqm) in Mildura urban area.

Table 2: Average Lot Size Ha (Occupied Lots), 2022

Zone/Type	Mildura	Merbein	Irymple	Outer Irymple	Red Cliffs	Thurla	Kulkyne Way	Total
IN1Z	0.40	3.84	1.09	4.05	0.90	9.44	68.31	0.75
IN3Z	0.88	-	-	-	5.95	-	-	0.95
C2Z	0.38	-	0.83	-	-	-	-	0.39
Total	0.45	3.84	1.08	4.05	1.20	9.44	68.31	0.72

Source: Derived from Rural City of Mildura Property Rates Data 2022

Profile information on lots by number is shown in the table below.

Table 3: Industrial Lot Supply (No.), 2022

Zone/Type	Mildura	Merbein	Irymple	Outer Irymple	Red Cliffs	Thurla	Kulkyne Way	Total
Total Industrial Lots, 2022								
IN1Z	455	7	90	5	23	41	2	623
IN3Z	87	0	0	0	1	0	0	88
C2Z	105	0	4	0	0	0	0	109
Total	647	7	94	5	24	41	2	820
Occupied Industrial Lots, 2022								
IN1Z	445	7	87	1	16	4	1	561
IN3Z	74	0	0	0	1	0	0	75
C2Z	99	0	2	0	0	0	0	101
Total	618	7	89	1	17	4	1	737
Vacant Industrial Lots, 2022								
IN1Z	10	0	3	4	7	37	1	62
IN3Z	13	0	0	0	0	0	0	13
C2Z	6	0	2	0	0	0	0	8
Total	29	0	5	4	7	37	1	83
Industrial Lot Vacancy Rate, 2022								
IN1Z	2%	0%	3%	80%	30%	90%	50%	10%
IN3Z	15%	-	-	-	0%	-	-	15%
C2Z	6%	-	50%	-	-	-	-	7%
Total	4%	0%	5%	80%	29%	90%	50%	10%

Source: Derived from Rural City of Mildura Property Rates Data 2022

2.4 Other Precincts

The Mildura Airport precinct may have approximately 50 ha of gross land (35 ha net developable area) potentially suitable for employment use. This potential is to be confirmed and is contingent on airport owner and operator plans.

Mildura–Irymple Urban Transition Area (Special Use Zone 9) has approximately 15.3 ha of gross land. The land is subdivided with road access. The gross area may be developable.

The Mildura Framework Plan Area identified for potential future industrial or employment use may have approximately 325 ha of gross land (228 ha net developable area). This potential is to be confirmed.

Table 4: Development Potential of Other Potential Employment Precincts

Metric	Mildura Airport (Special Use Zone 7)*	Mildura–Irymple Urban Transition Area (Special Use Zone 9)	Framework Plan Area (excluding SUZ9)**
Properties	2	14	126
Gross Land Area Ha	50	15.31	325
Net Development Area Estimate at 70% Ha	35	15.31	228
Floorspace Potential at 30% Floorspace Ratio	105,000	45,930	684,000

*Mildura Airport area is approximately 268 ha gross; estimated 50 ha that may be considered for employment use

**Preliminary estimate only

Source: Derived from Rural City of Mildura Property Rates Data 2022; HillPDA

2.5 Precinct Profiles

A description of the main industrial precincts is provided below.

Table 5: Precinct Descriptions

Precinct	Description
Mildura (Benetook Avenue and Surrounds)	The eastern fringe of Mildura urban area accommodates a corridor or employment uses within three sub-areas: Mildura east industrial area (Industrial 1 zone and Industrial 3 zone), Benetook Avenue corridor (Industrial 1 zone and Industrial 3 zone) and Fifteenth Street corridor (Commercial 2 zone). See section below for an overview of the Special Use Zone 9 (Mildura–Irymple Urban Transition Area). The Mildura east area is an established industrial area. It has a mix of lot sizes including large lots and small lots. The Benetook Avenue corridor has new industrial areas which primarily accommodate new large-lot businesses. The Fifteenth Street corridor is the Rural City’s primary bulky goods retail precinct and includes traditional shop retail uses as well. A freight rail line cuts through the Mildura east and Benetook Avenue areas. There are opportunities for new investment along the Benetook Avenue and Fifteenth Street corridors, both on vacant land and via intensification on developed land. The Mildura east area could also intensify over time. The key issues relate to:

Precinct	Description
	■ Formalising and constructing an appropriate dual carriageway heavy vehicle route along Benetook Avenue suitable for large trucks. ■ Potential to explore a road and rail intermodal precinct on the east side of Mildura. ■ Managing interfaces with surrounding sensitive land uses, especially residential zoned land and education and health uses. ■ Potential to expand the Benetook Avenue corridor to Seventeenth Street as per the Framework Plan Area. ■ Potential to expand Commercial 2 land between Mildura and Irymple.
Merbein	Merbein has two industrial areas: Game Street industrial area and Wentworth Road industrial area. Both are Industrial 1 zone. These areas are established industrial areas. They have a mix of lot sizes including large lots and small lots. A freight rail line cuts through the Game Street area. It accommodates an existing railway intermodal. There are limited opportunities for new investment via intensification. The areas are generally constrained by surrounding land uses including residential areas, farming and conservation areas. Heavy vehicle and freight rail movements from and to Merbein through the Mildura CBD presents a transport management and amenity issue.
Irymple	This area is an established industrial area which has a mix of lot sizes including large lots and small lots. Most of the area is Industrial 1 zone but a small portion along the highway is Commercial 2 zone. The freight rail line cuts through the area. The area has some vacant zoned land capable for new investment. Expansion is generally constrained by residential, farming and conservation areas.
Outer Irymple	This is a remote stand-alone industrial area (Industrial 1 zone) within a rural area. The area is used for specific uses like quarry and storage.
Red Cliffs	This area is an established industrial area which has a mix of lot sizes including large lots and small lots. Most of the area is Industrial 1 zone and a smaller portion is Industrial 3 zone. The freight rail line cuts through the area. The area has some vacant zoned land capable for new investment. Expansion is generally constrained by residential, farming and conservation areas.

Precinct	Description
Thurla	This is a remote stand-alone industrial area (Industrial 1 zone) within a rural area. It is nominated for heavy industry and other businesses that seek a buffer distance from sensitive land uses. The area is adjacent to a major road and proximate to a freight rail line.
Kulkyne Way	This is a remote stand-alone industrial area (Industrial 1 zone) within a rural area. The area is used for specific uses like horticulture.
Mildura Airport	Mildura Airport is a major airport in the region and a destination for air freight. There are opportunities for an airport-based business park associated with air freight. This facility is privately owned and provides a range of development delivery options. Most airports are Crown Land and require a lease arrangement for development.
Special Use Zone 9 (Mildura–Irymple Urban Transition Area)	The Mildura–Irymple Urban Transition Area has been designated to reinforce Fifteenth Street as part of the gateway to Mildura and to develop Fifteenth Street with smaller-scale restricted retail and associated business services within a landscaped setting. The area is largely vacant at present but some vehicle-based retail and service uses have established in the area. The SUZ9 is adjacent to SUZ8 Mildura–Irymple Urban Transition Area. SUZ8 is designated for education facilities and community-based uses but not industry.
Framework Plan Area	The Mildura Framework Plan Area is conceptualised as an expansion of the Benetook Avenue industrial and commercial corridor to and along part of Seventeenth Street. It includes potential expansion of employment uses along the north side of Seventeenth Street between Benetook Avenue and Deakin Avenue. Key issues relate to: ■ Strategic justification for the rezoning of land. ■ Formalising and constructing an appropriate dual carriageway heavy vehicle route along Benetook Avenue and connecting streets suitable for large trucks. ■ Exploring traffic signalisation at the intersection of Benetook Avenue and Fifteenth Street.

The following pages show maps for the precincts. The maps are:

- Industrial zones map: to highlight the industrial zones on a grey background
- All zones map: to show all zones including industrial zones and surrounding zones
- Aerial photo: to show current development conditions in and around the industrial precincts.

The maps provided below are:

- Figure 2: Mildura Industrial
- Figure 3: Mildura All Zones
- Figure 4: Mildura Aerial Photo
- Figure 5: Merbein Industrial
- Figure 6: Merbein All Zones
- Figure 7: Merbein Aerial Photo
- Figure 8: Irymple Industrial
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- Figure 10: Irymple Aerial Photo
- Figure 11: Outer Irymple Industrial
- Figure 12: Outer Irymple All Zones
- Figure 13: Outer Irymple Aerial Photo
- Figure 14: Red Cliffs Industrial
- Figure 15: Red Cliffs All Zones
- Figure 16: Red Cliffs Aerial Photo
- Figure 17: Thurla Industrial
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- Figure 20: Kulkyne Way Industrial
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- Figure 25: Location of Special Use Zone 9
- Figure 26: Framework Plan Area Zones
- Figure 27: Framework Plan Area Aerial Photo.

Figure 2: Mildura Industrial



Figure 3: Mildura All Zones

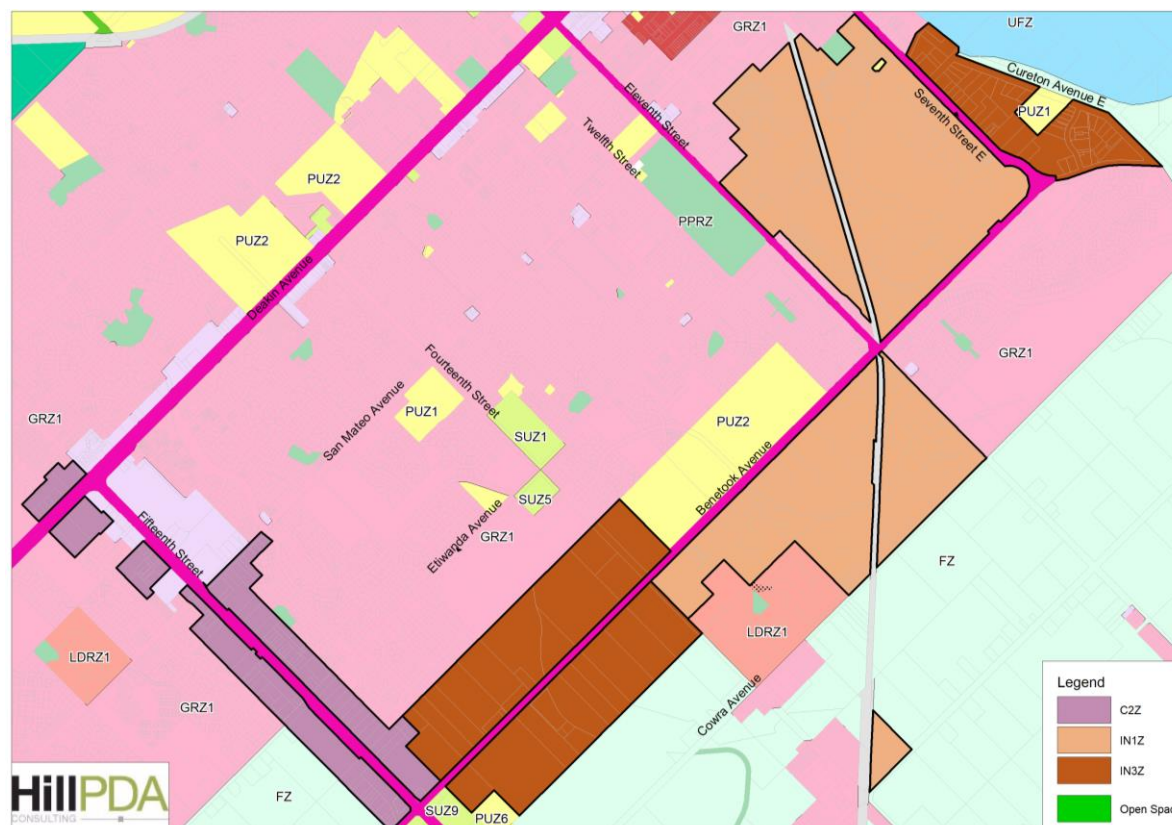


Figure 4: Mildura Aerial Photo

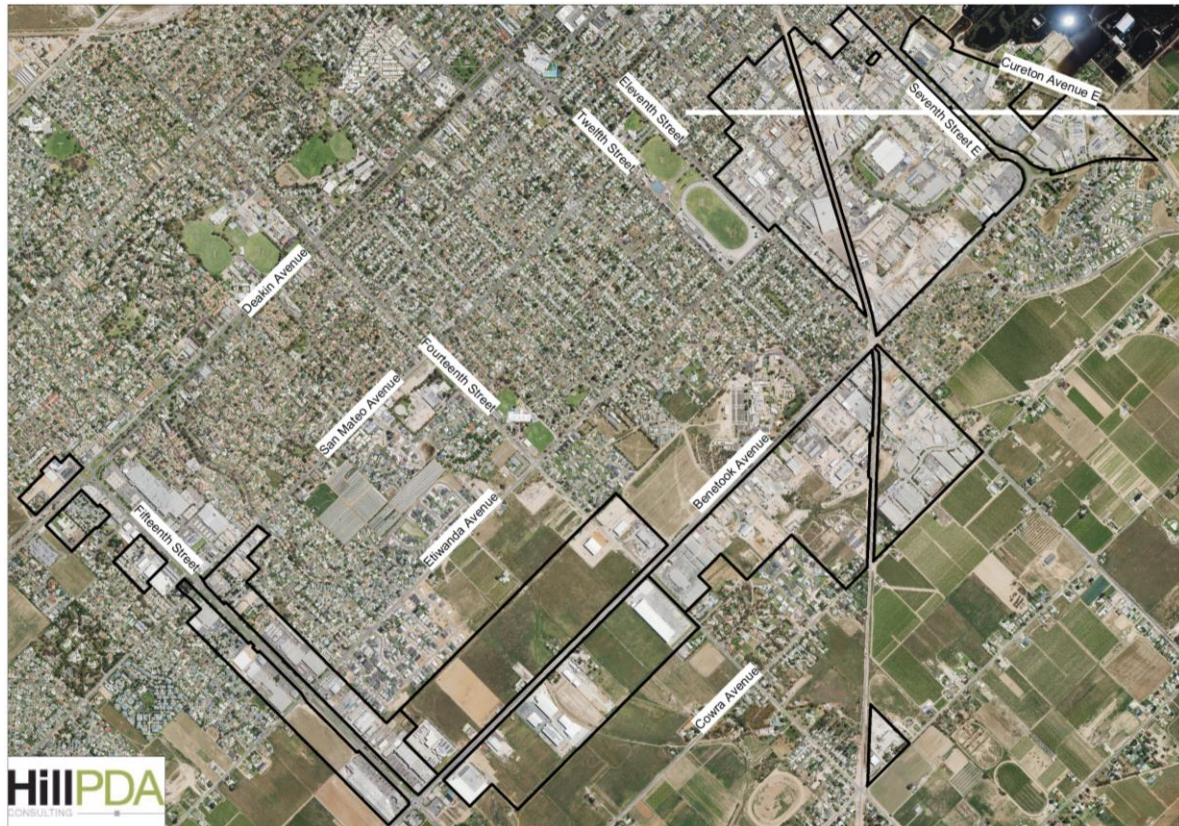


Figure 5: Merbein Industrial

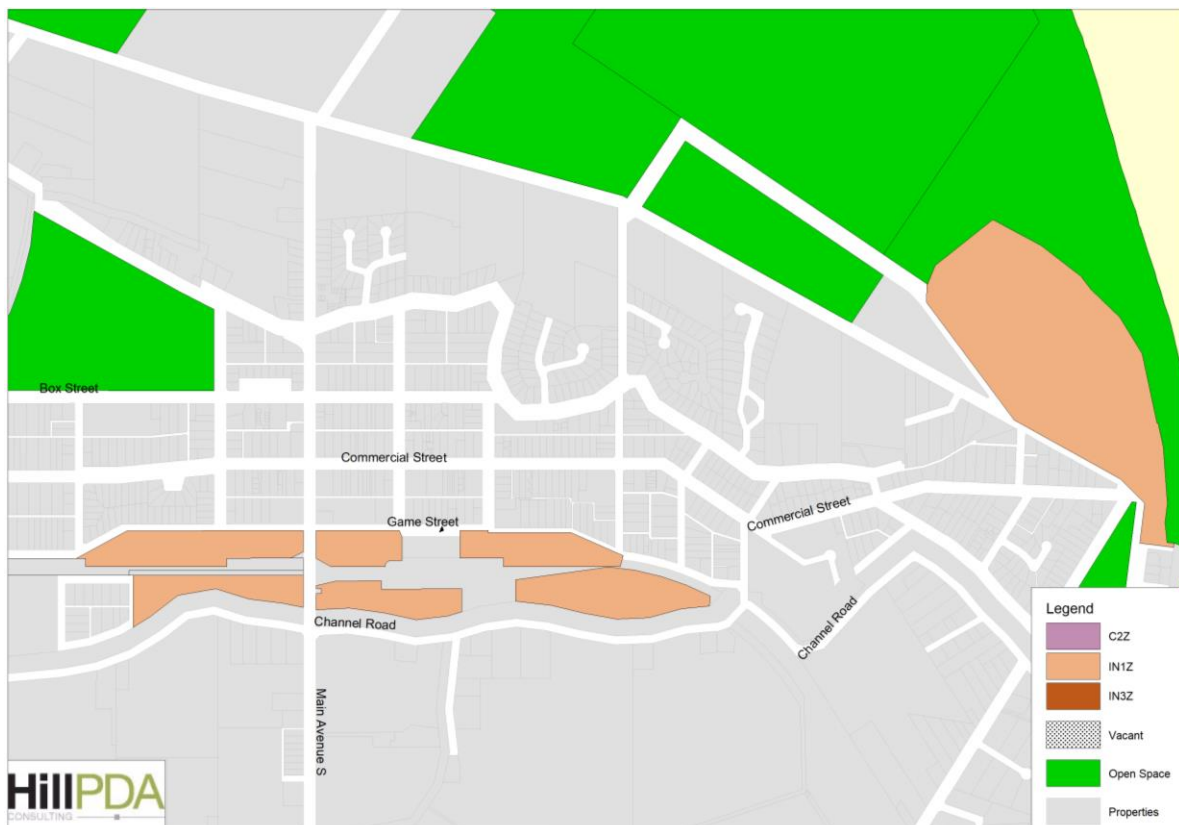


Figure 6: Merbein All Zones

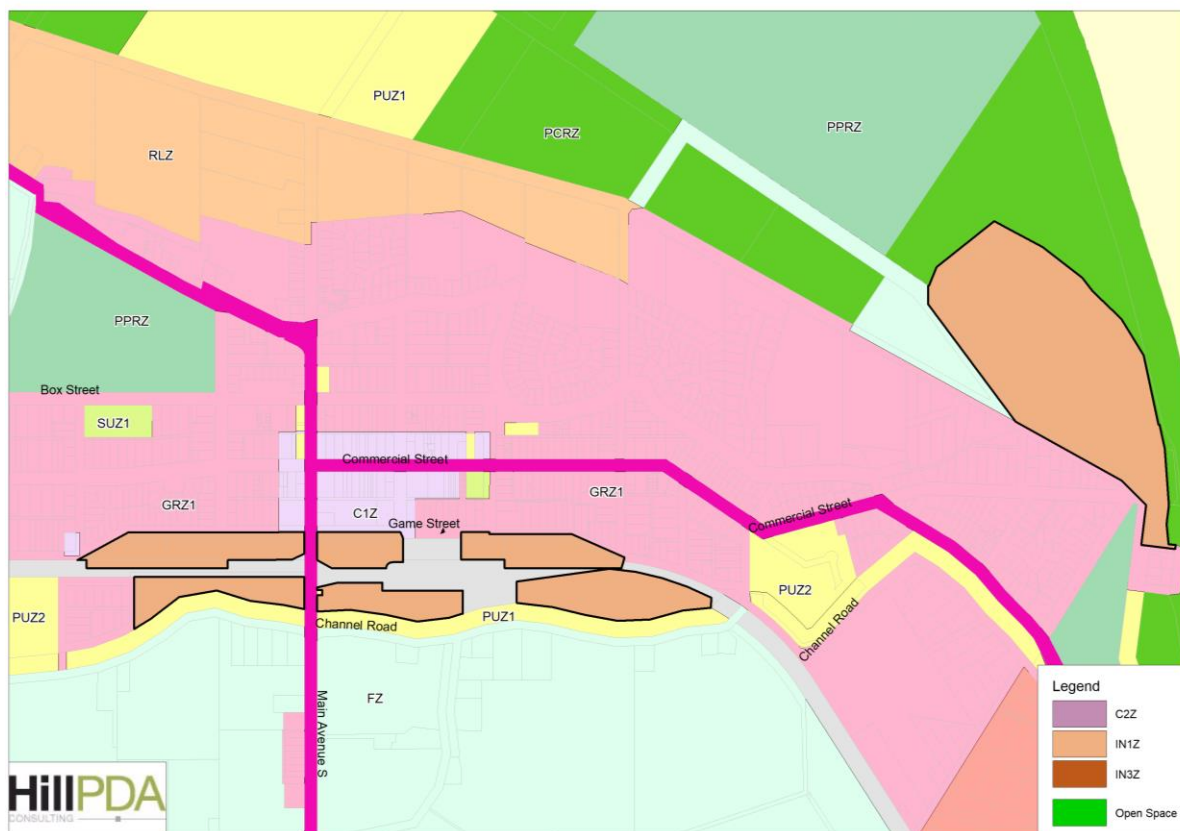


Figure 7: Merbein Aerial Photo

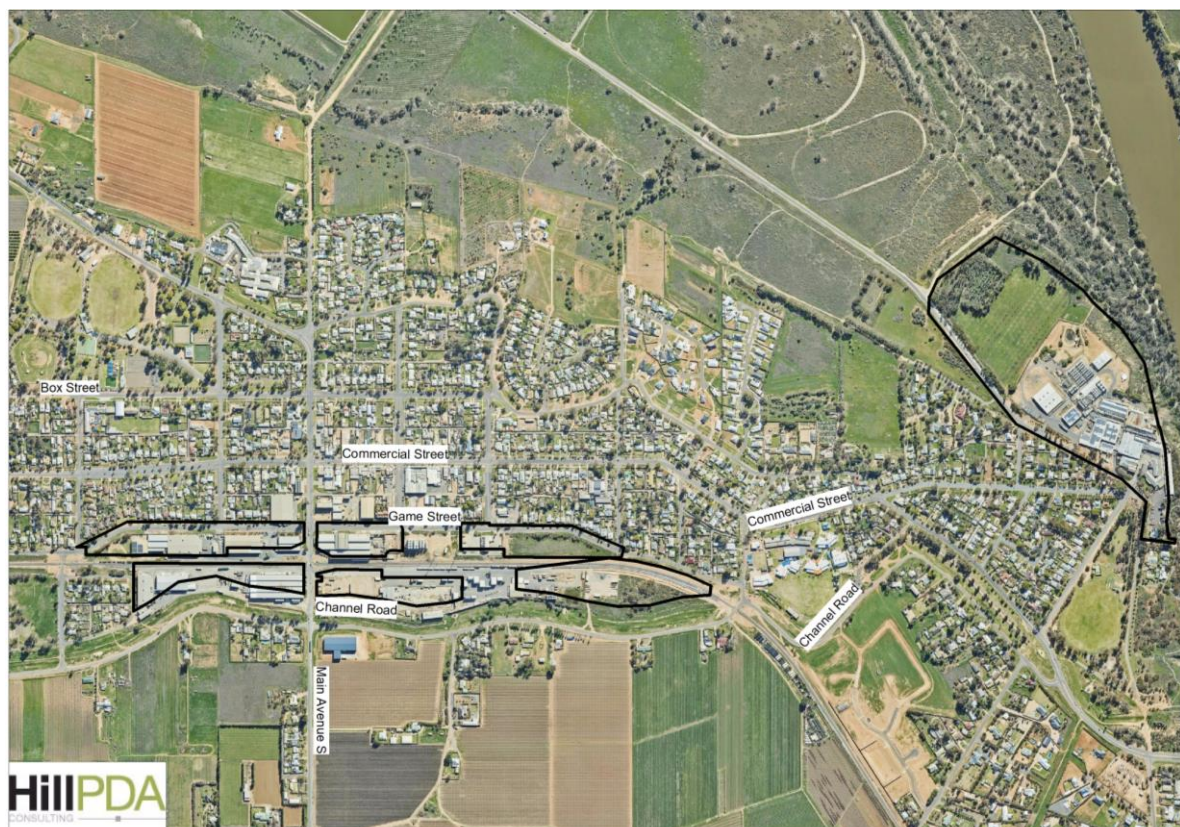


Figure 8: Irymple Industrial



Figure 9: Irymple All Zones

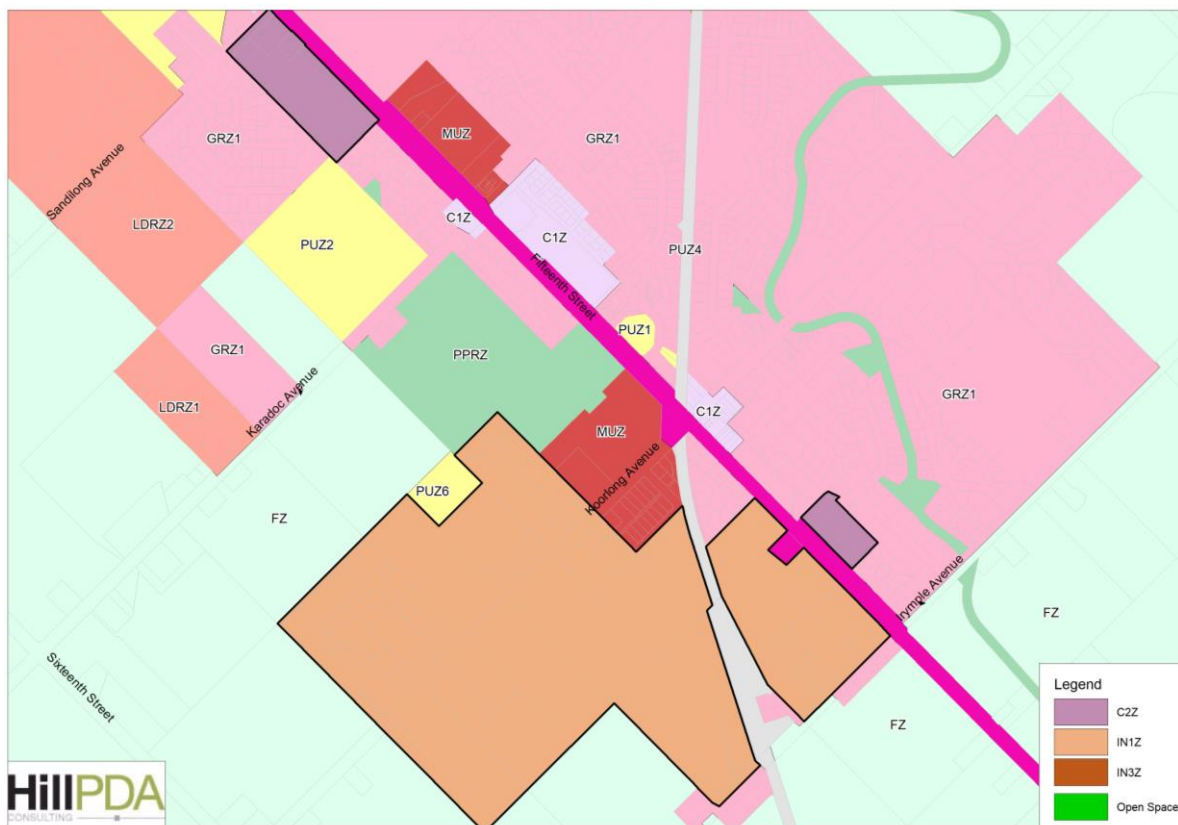


Figure 10: Irymple Aerial Photo



Figure 11: Outer Irymple Industrial

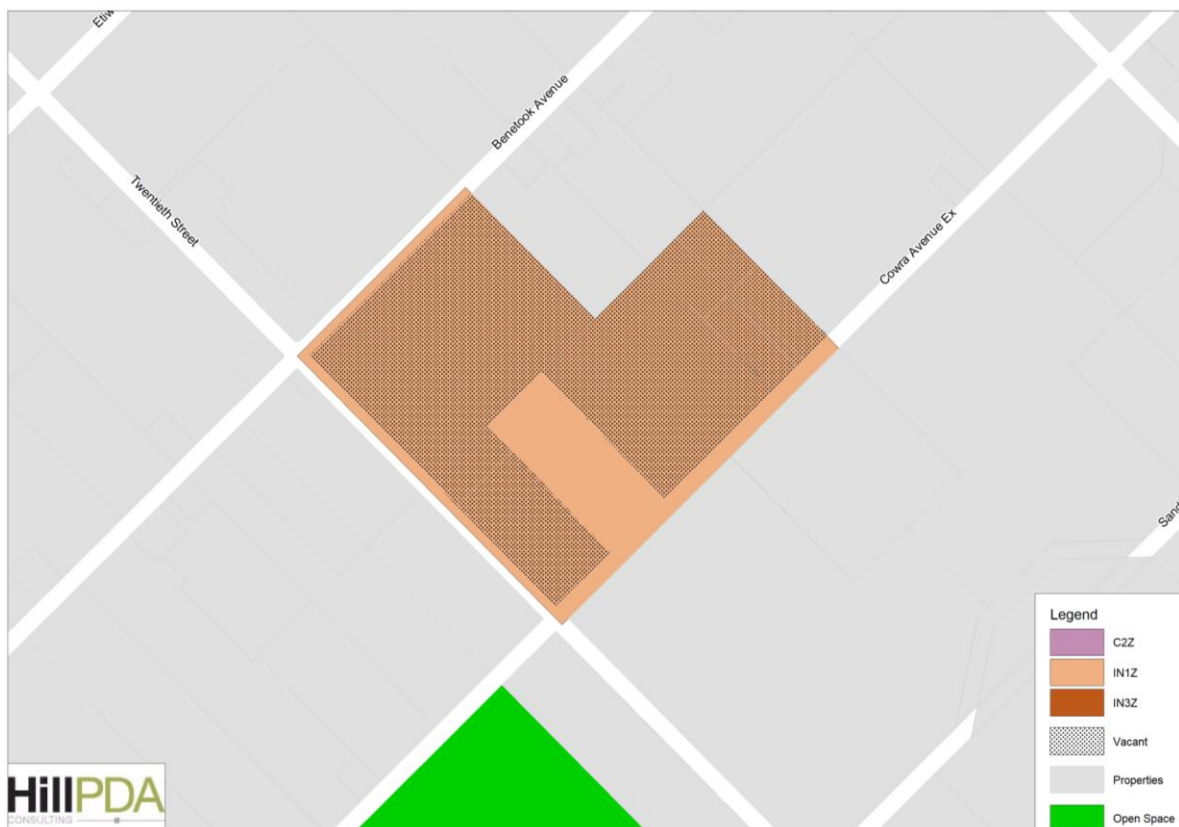


Figure 12: Outer Irymple All Zones

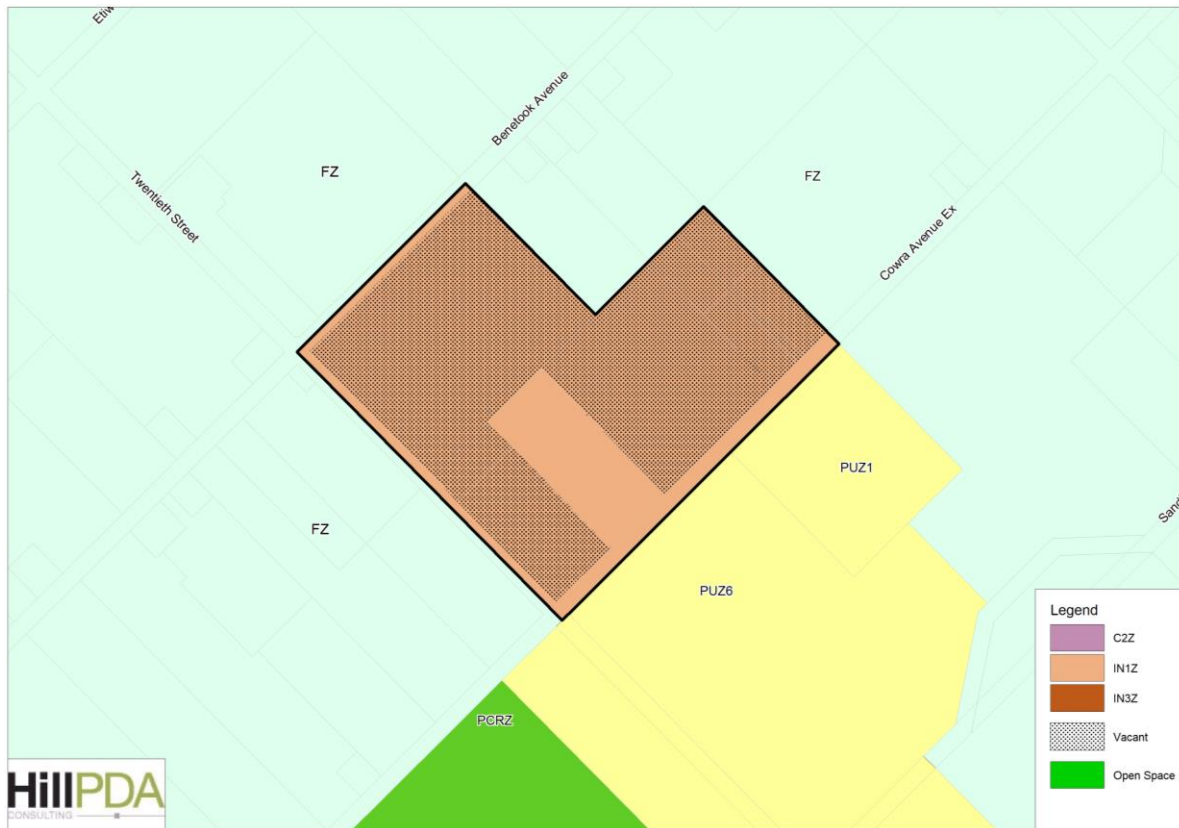


Figure 13: Outer Irymple Aerial Photo



Figure 14: Red Cliffs Industrial



Figure 15: Red Cliffs All Zones

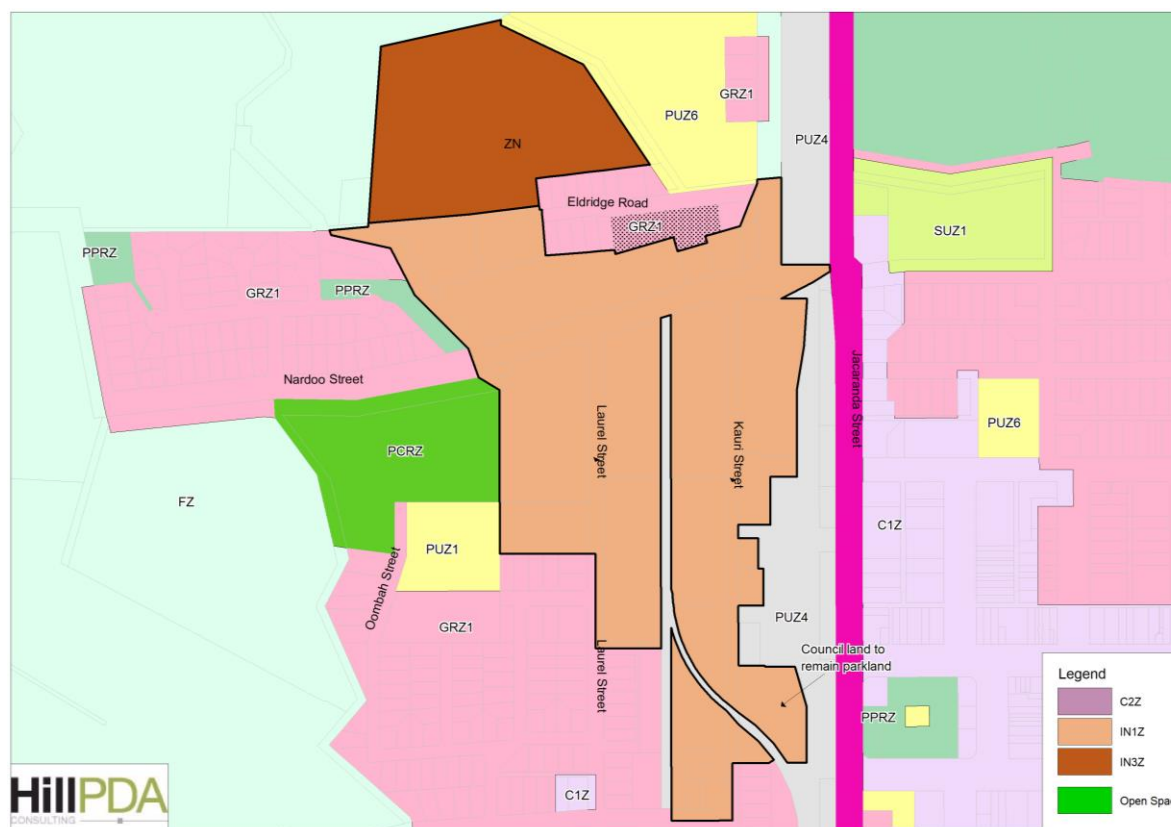


Figure 16: Red Cliffs Aerial Photo



Figure 17: Thurla Industrial

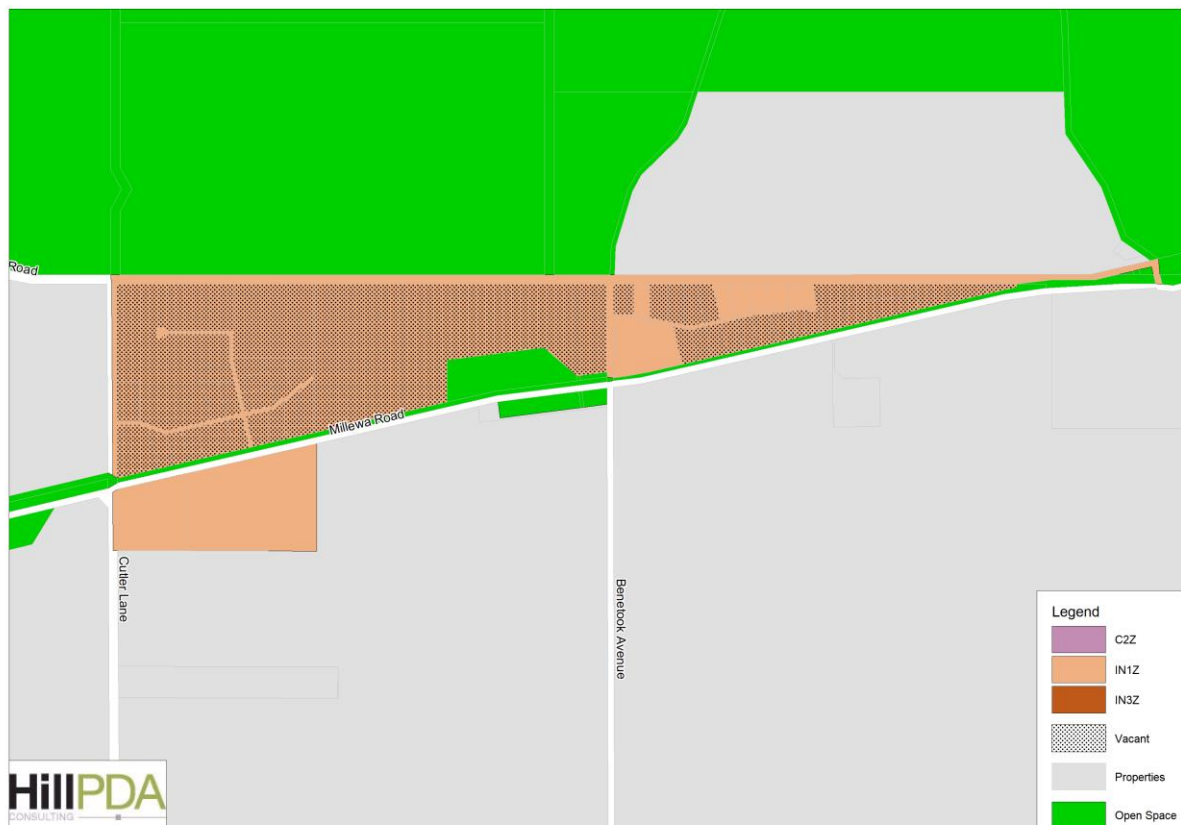


Figure 18: Thurla All Zones



Figure 19: Thurla Aerial Photo

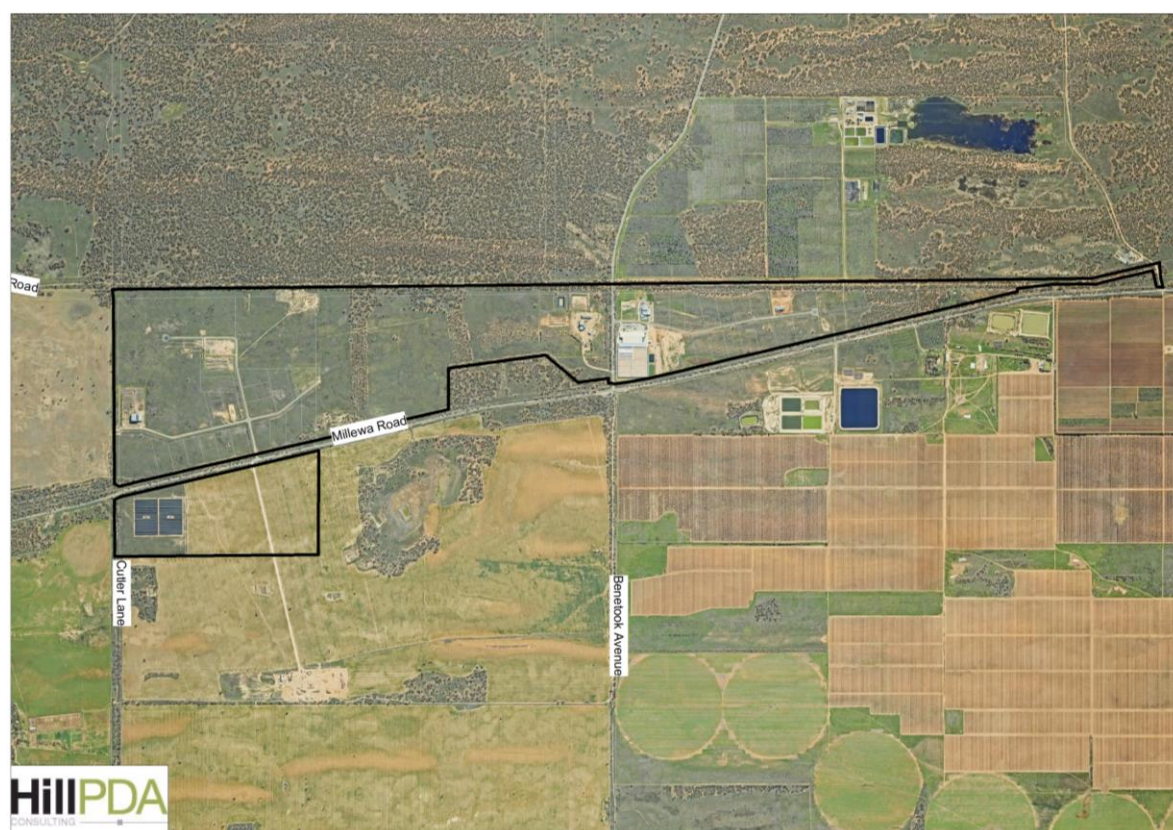


Figure 20: Kulkyne Way Industrial

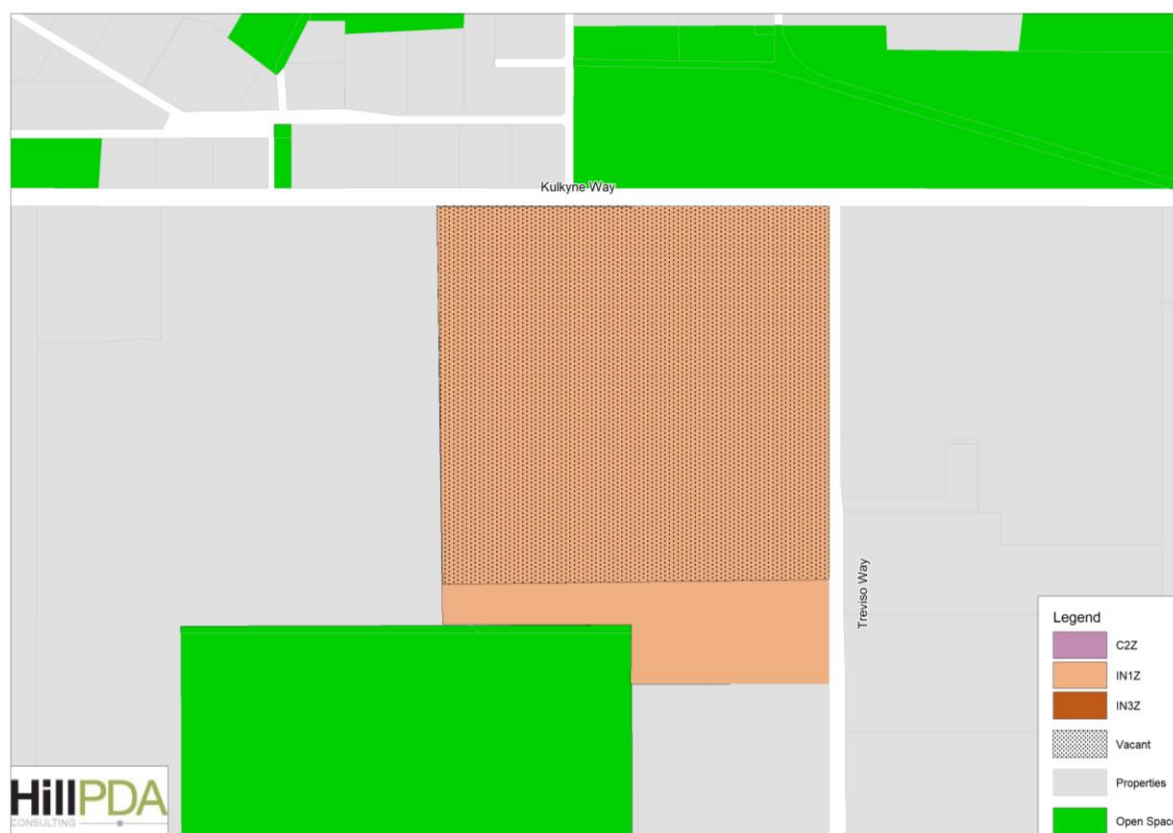


Figure 21: Kulkyne Way All Zones

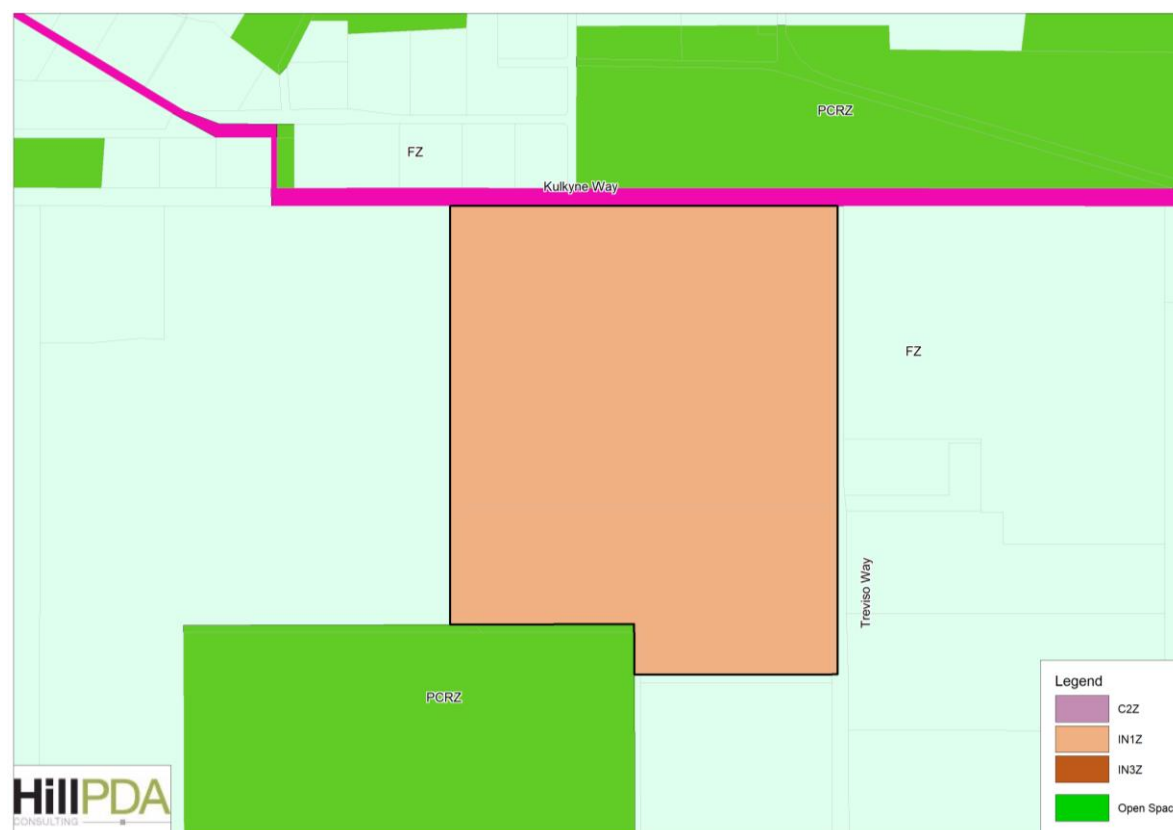


Figure 22: Kulkyne Way Aerial Photo

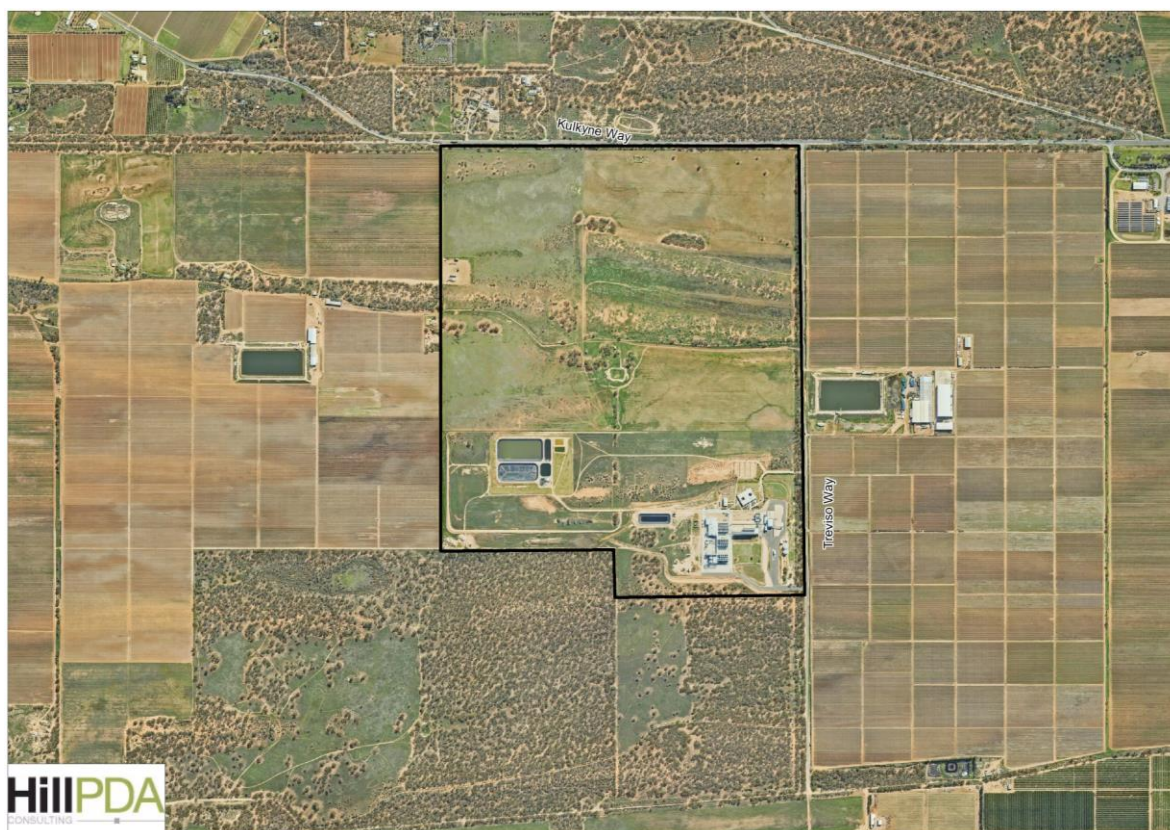


Figure 23: Mildura Airport Zones



Figure 24: Mildura Airport Aerial Photo



Figure 25: Location of Special Use Zone 9

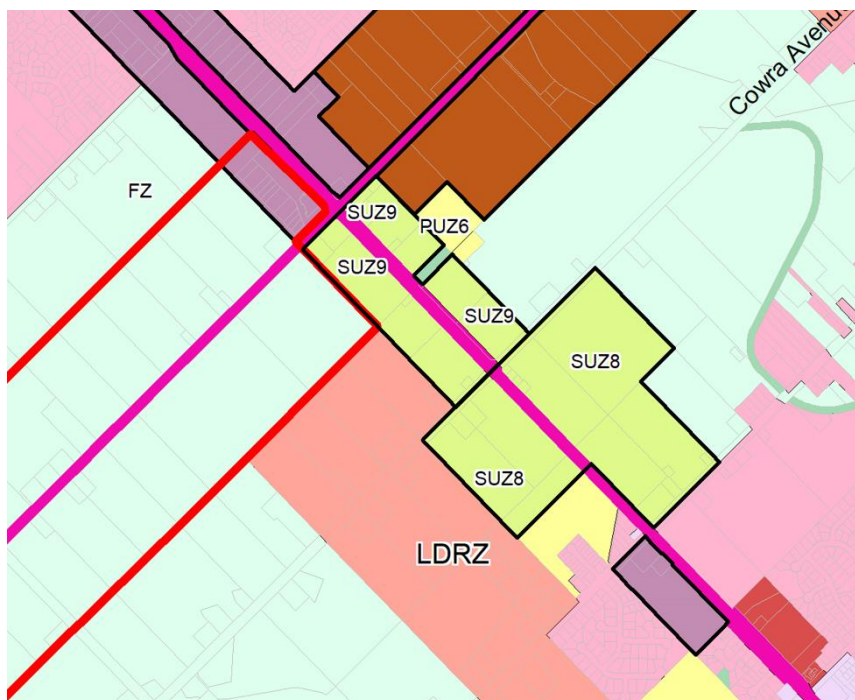


Figure 26: Framework Plan Area Zones

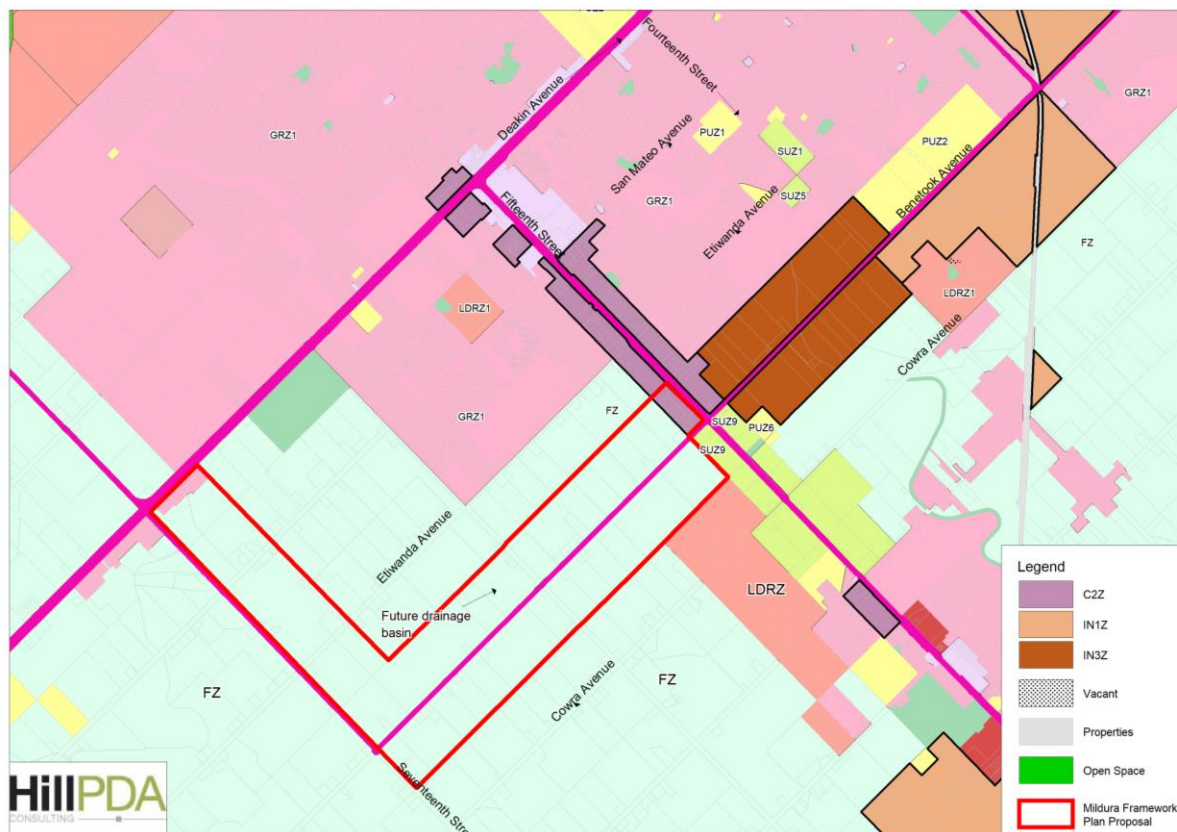


Figure 27: Framework Plan Area Aerial Photo



Note: based on Clause 11 of the Mildura Planning Scheme

3.0 PLANNING SCHEME PROVISIONS

3.1 Overview

This section provides a summary of the planning framework that applies to industrial land. This covers strategic policy, zones and selected overlays.

3.2 Planning Framework

Mildura township is the primary focus for development in the municipality. Mildura is surrounded by the satellite towns of Irymple, Red Cliffs and Merbein. Ouyen is the major town in the south of the municipality. Other settlements are located throughout rural areas.

Mildura township is defined by the CBD in the north near the Murray River, established areas to the north and west, the Mildura South growth area, and the Fifteenth Street shopping centre and adjacent commercial and industrial precinct.

The Planning Scheme identifies future land release is earmarked for:

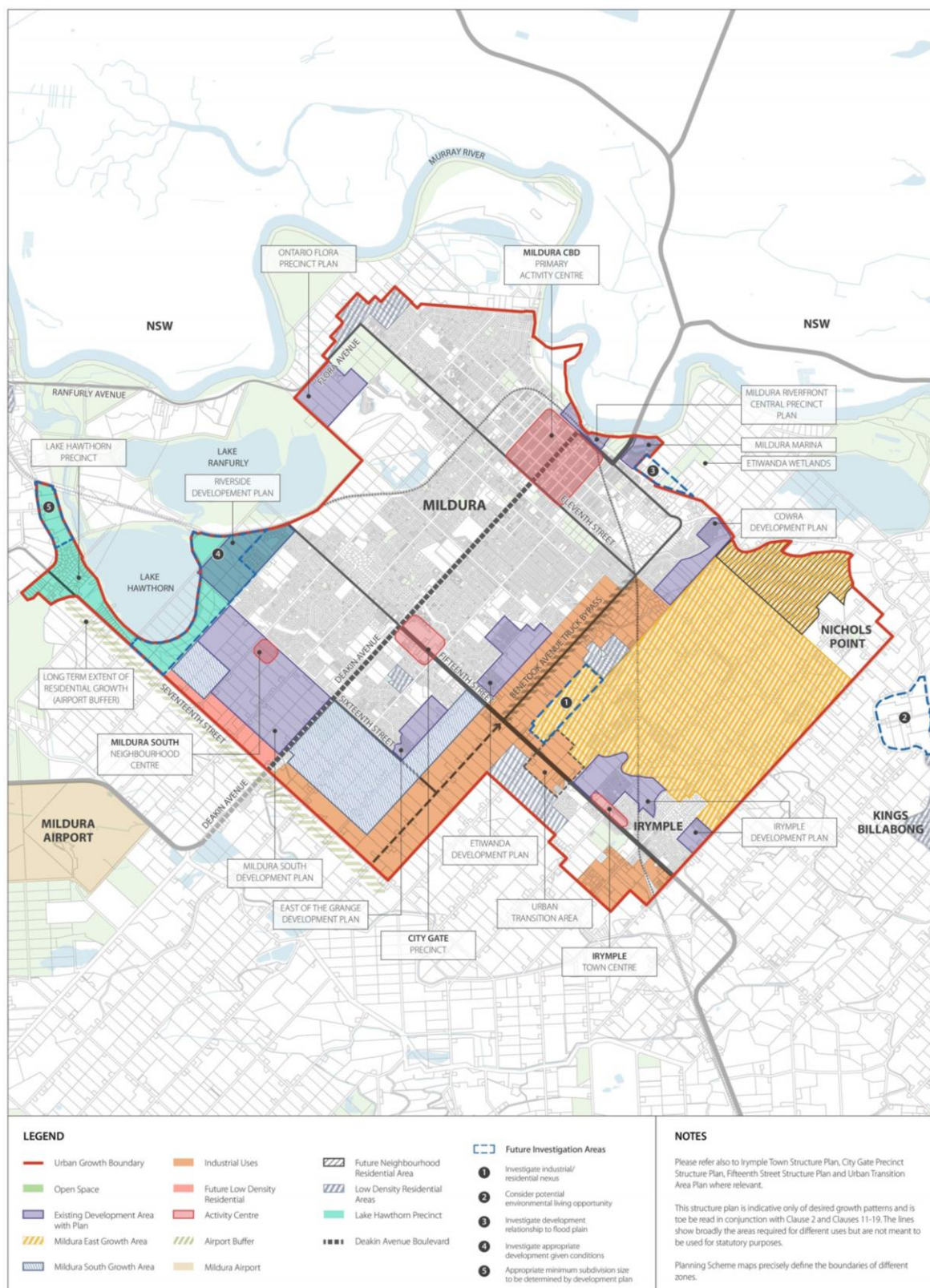
- Continuation of the Mildura South growth area
- Future growth between Irymple and Nichols Point.

The following two figures shows the municipal strategic context map and the Mildura Main Urban Area Framework Plan as shown in the Planning Scheme.

The primary industrial zoned areas in Mildura are located in Mildura East, including along Benetook Avenue and Fifteenth Street in Mildura South.

The Main Urban Area Framework Plan has earmarked potential future expansion of industrial land along Benetook Avenue between Fifteenth Street and Seventeenth Street and on the north side of Seventeenth Street between Benetook Avenue and Deakin Avenue. Expansion of employment uses is also foreshadowed along Fifteenth Street between Mildura and Irymple.

Figure 29: Mildura Main Urban Area Framework Plan



MILDURA MAIN URBAN AREA FRAMEWORK PLAN

Source: Mildura Planning Scheme 2023

A list of points extracted from the Planning Scheme is presented below.

Overview

- *Mildura Rural City is the largest municipality in Victoria (by area), covering an area of some 22,330 sq kms.*
- *Mildura is a significant regional city in a strategic tri-State location that services a catchment of some 250-300kms in a radius extending into South Australia and New South Wales.*

Planning

- *Council supports a high growth scenario which expects the population to be approximately 65,000 by 2032.*
- *Approximately 85% of new dwellings will be constructed in the 'Main Urban Area' comprising Mildura, Irymple and Nichols Point.*
- *An additional long term residential front is to be provided in the area between Irymple, Nichols Point and Mildura, known as the Mildura East Growth Area.*
- *Demographic change, in particular the aging of the population, is driving the need for medium density housing.*
- *The protection of agricultural and horticultural land is important, particularly in the Mildura Older Irrigated Areas (MOIA) and Newer Irrigated Areas (NIA).*
- *The need to maintain an effective 15 year supply of residential land to meet the needs of the market.*

Economy

- *The key economic drivers of the municipality include horticultural and agricultural production, tourism, government services, and retail and commercial activities.*
- *The Mildura region has a \$2.45 billion economy (2007-08).*
- *Significant agriculture and horticulture sectors generate economic activity in other sectors such as manufacturing, wholesale trade, transport and storage.*
- *The economic base is diversifying with emerging industries such as mineral sands, salt extraction, boat building, packaging and solar power generation.*
- *The Murray River is a key economic and social driver of the municipality.*
- *The municipality and surrounding region are served with a range of transport infrastructure including State highways, railways, airport and limited public transport.*
- *Economic projects may include development of freight intermodal terminals; business development opportunities associated with Mildura Airport; and the establishment of a transport corridor.*
- *Significant economic potential exists through the solar industry; the extraction of limestone aggregate, gypsum, and salt; and future mineral sands mining.*

Land Use Strategy

- *The major concentration of population in the region will be in the Main Urban Area (Mildura, Irymple and Nichols Point). Other significant concentrations of population will be in the towns of Merbein, Red Cliffs, and Ouyen.*
- *The main growth areas for the municipality will be clearly defined, and include both the existing Mildura South Growth Area and a new growth area in Mildura East, to ensure growth is not reliant on a single development front.*
- *Residential development in the Main Urban Area will not encroach beyond Seventeenth Street to ensure long term protection of the Mildura Airport.*
- *Land fronting Deakin Avenue beyond Seventeenth Street will be protected as valued horticultural land that contributes to the gateway of Mildura.*
- *The municipality's towns will be clearly defined.*
- *Low density development will be provided in clearly defined areas where this does not compromise long term growth, and with appropriate minimum subdivision sizes to respond to environmental or infrastructure constraints or to existing neighbourhood character.*
- *Rural residential development will be provided for in planned and well-located estates at Merbein, Cabarita and Cardross.*
- *The urban transition area between Irymple and Mildura on Fifteenth Street (between Sandilong Avenue and Cowra Avenue) will have a range of education, health, tourism and community uses with attractive buildings within a spacious landscape setting.*
- *The region's industrial needs will be well served by the established and well-designed urban and non-urban industrial precincts at Mildura, Red Cliffs, Irymple, Merbein, Thurla and Kulkyne Way.*
- *Benetook Avenue (between Fourteenth Street and Fifteenth Street) will have developed as an extension of the existing Mildura Industrial Estate thereby reinforcing this area as prime light industrial/transport services and associated service commercial hub of the region.*
- *The Mildura Central Business District (CBD) will be the primary activity centre in the region providing a wide range of retail, commercial, financial, community service, recreation and entertainment opportunities for residents in a wide catchment, for tourists and other visitors.*
- *The Mildura CBD will be further integrated with the Murray River waterfront and these areas will accommodate increased residential populations.*
- *The City Gate Activity Centre on Fifteenth Street from Deakin Avenue to San Mateo Avenue will have developed as a fully integrated sub-regional activity centre which complements the function of the Mildura CBD.*
- *Fifteenth Street from San Mateo Avenue to Benetook Avenue will be strengthened as the homemaker / bulky goods retailing centre.*

- *The expanded Fifteenth Street precinct from Benetook to Cowra Avenue will be developed as smaller scale restricted retailing within a landscaped setting.*
- *Convenience centres, including town centres, neighbourhood centres and local shops, will serve an important function in providing limited retail facilities to residents.*

3.3 Industrial Policy

Clause 17.03 outlines planning policy with respect to Industry.

17.02-1S Industrial land supply

Objective

- *To ensure availability of land for industry.*

Strategies

Provide an adequate supply of industrial land in appropriate locations including sufficient stocks of large sites for strategic investment.

Identify land for industrial development in urban growth areas where:

- *Good access for employees, freight and road transport is available.*
- *Appropriate buffer areas can be provided between the proposed industrial land and nearby sensitive land uses.*

Protect and carefully plan existing industrial areas to, where possible, facilitate further industrial development.

Preserve locally significant industrial land for industrial or employment generating uses, unless long-term demand for these uses can be demonstrably met elsewhere.

Avoid approving non-industrial land uses that will prejudice the availability of land in identified industrial areas for future industrial use.

17.03-1L-01 Mildura Rural City industrial land supply

Strategies

Encourage the extension of the Mildura Industrial Estate along Benetook Avenue between Fourteenth and Fifteenth Streets in the short term; and then between Fifteenth and Seventeenth Streets in the longer term.

Encourage infill industrial development in the Industrial 1 Zone on Benetook Avenue.

Focus industrial use or development that services the wine and horticultural industries into industrial precincts in Mildura, Irymple, Red Cliffs and at Kulkyne Way.

17.03-1L-02 Thurla industrial land supply

Policy application

This policy applies to all land within the Thurla Structure Plan to this clause.

Strategies

Direct industrial use or development to Thurla that require significant land holdings or buffer distances to sensitive land uses.

Promote industrial activities at Thurla requiring large landholdings and significant buffer distances.

Discourage development of sensitive land uses that may compromise future industrial activities at Thurla.

17.03-1L-02 Kulkyne Way industrial land supply

Strategy

Direct industrial use or development to Kulkyne Way that require significant land holdings or buffer distances to sensitive land uses.

17.03-2S Sustainable industry

Objective

To facilitate the sustainable operation of industry.

Strategies

Ensure that industrial activities requiring substantial threshold distances are located in the core of industrial areas.

Encourage activities with minimal threshold requirements to locate towards the perimeter of the industrial area.

Minimise inter-industry conflict and encourage like industries to locate within the same area.

Protect industrial activity in industrial zones from the encroachment of commercial, residential and other sensitive uses that would adversely affect industry viability.

Encourage industrial uses that meet appropriate standards of safety and amenity to locate within activity centres.

Support the retention of small-scale industries servicing established urban areas through appropriate zoning.

Provide adequate separation and buffer areas between sensitive uses and offensive or dangerous industries and quarries to ensure that residents are not affected by adverse environmental effects, nuisance or exposure to hazards.

Encourage manufacturing and storage industries that generate significant volumes of freight to locate close to air, rail and road freight terminals.

3.4 Overview of Zones and Overlays

The following table outlines the Mildura Planning Scheme zones and overlays that apply to the various industrial areas in the municipality. The Mildura Planning Scheme has three zones that provide for Industrial development, the Industrial 1 zone (IN1Z), the Industrial 3 zone (IN3Z) and the Commercial 2 zone (C2Z).

Industry, with some exceptions, is a Section 1 use in the IN1Z and the C2Z subject to amenity conditions of Clause 53.10 being met. In the IN3Z, industry is an unconditional Section 2 use (permit required).

Whilst the C2Z enables industrial land uses, its use in Mildura focuses on enabling retail and bulky goods land uses. Hence industrial land use and development is contained primarily in the IN1Z and in3Z.

Other relevant zones apply to Mildura Airport (Special Use Zone 7) and the Mildura–Irymple Urban Transition Area (Special Use Zone 9).

The primary overlays that impact built form are Design and Development Overlays. Other overlays that address specific matters may also apply to land.

Table 6: Zones and Overlays

Location	Zone	Design and Development Overlay	Other Overlay(s)
Industrial Zones			
Mildura	IN1Z	DDO4	DCPO2, PAO1, SCO1
	IN3Z	DDO9	DCPO2, PAO1, SCO1
	C2Z	DDO12	DCPO2, PAO1, SCO1
Merbein	INZ1	DDO4	ESO1, HO142, HO146
Irymple	IN1Z	DDO4	DCPO2 , SCO1
	C2Z	DDO13	
Outer Irymple	IN1Z	DDO4	ESO4, SCO1
Red Cliffs	IN1Z	DDO4	
	IN3Z	DDO4	SCO1
Thurla	IN1Z	DDO4	BMO
Kulkyne Way	IN1Z	DDO4	BMO
Other Relevant Zones			
Mildura Airport	SUZ7	DDO7	AE01. SCO1
Mildura–Irymple Urban Transition Area	SUZ9	DDO10	DCPO2, PAO2, SCO1

Source: Mildura Planning Scheme

The following pages provide selected extracts from the Mildura Planning Scheme regarding the purpose and operation of the above zones and selected overlays.

Overlays address specific matters relating to design and development (DDO), development contributions (DCPO), public acquisition (PAO), specific controls (SCO), environmental significance (ESO), heritage (HO) and bushfire management (BMO).

The following overlays are described below: DDO, PAO, DCPO and ESO.

3.5 Industrial Zones

The purpose of the IN1Z (Clause 33.01) is to:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for manufacturing industry, the storage and distribution of goods and associated uses in a manner which does not affect the safety and amenity of local communities.

The schedule to the IN1Z has no provisions.

The purpose of the IN3Z (Clause 33.03) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To provide for industries and associated uses in specific areas where special consideration of the nature and impacts of industrial uses is required or to avoid inter-industry conflict.
- To provide a buffer between the Industrial 1 Zone or Industrial 2 Zone and local communities, which allows for industries and associated uses compatible with the nearby community.
- To allow limited retail opportunities including convenience shops, small scale supermarkets and associated shops in appropriate locations.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive land uses.

The schedule to the IN3Z has no provisions.

The purpose of the C2Z (Clause 34.02) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To encourage commercial areas for offices, appropriate manufacturing and industries, bulky goods retailing, other retail uses, and associated business and commercial services.
- To ensure that uses do not affect the safety and amenity of adjacent, more sensitive uses.

There is no schedule in the C2Z.

3.6 Other Relevant Zones

The purpose of the SUZ7 Mildura Airport (Clause 37.01) is:

- To provide for the use of the land for the purpose of an airport and complementary uses.
- To ensure that the use and development of the land does not prejudice or interfere with the operation of the airport.
- To ensure that use and development of these facilities takes place in an orderly and proper manner and does not cause loss of amenity to the surrounding area or neighbourhood.

The purpose of the SUZ9 Mildura-Irymple Urban Transition Area (Clause 37.01) is:

- To ensure that design and development is in accordance with the Urban Design Guidelines - Mildura Urban Transition Area (April 2008).
- To reinforce Fifteenth Street as part of the gateway to Mildura.
- To develop Fifteenth Street with smaller scale restricted retail and associated business services within a landscaped setting, well set back from the road.

3.7 Activities with Potential Adverse Impacts

Clause 53.10 of the Planning Scheme addresses uses and activities that may have adverse impacts. The purpose of this clause is:

- To identify those types of uses and activities, which if not appropriately designed and located, may cause offence or unacceptable risk to the neighbourhood.

In a table, the clause identifies a number of mostly industrial land uses which require a threshold or buffer distance from:

- Land (not a road) in an Activity Centre Zone, Commercial 1 Zone, Docklands Zone, residential zone or Rural Living Zone; or
- Land used for a hospital, an education centre or a corrective institution; or
- Land in a Public Acquisition Overlay to be acquired for a hospital, an education centre or a corrective institution.
- For example, Iron or steel production up to one million tonnes per year has a threshold distance of 500 metres.

3.8 Design and Development Overlay

The purpose of the Design and Development Overlay (DDO) (Clause 43.02) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas which are affected by specific requirements relating to the design and built form of new development.

The DDO head of power clauses establishes the requirement for a planning permit for buildings and works and subdivisions. The decision guidelines for approving buildings and works or subdivision are:

- The Municipal Planning Strategy and the Planning Policy Framework.
- The design objectives of the relevant schedule to this overlay.
- The provisions of any relevant policies and urban design guidelines.
- Whether the bulk, location and appearance of any proposed buildings and works will be in keeping with the character and appearance of adjacent buildings, the streetscape or the area.
- Whether the design, form, layout, proportion and scale of any proposed buildings and works is compatible with the period, style, form, proportion, and scale of any identified heritage places surrounding the site.
- Whether any proposed landscaping or removal of vegetation will be in keeping with the character and appearance of adjacent buildings, the streetscape or the area.
- The layout and appearance of areas set aside for car parking, access and egress, loading and unloading and the location of any proposed off street car parking.
- Whether subdivision will result in development which is not in keeping with the character and appearance of adjacent buildings, the streetscape or the area.
- Any other matters specified in a schedule to this overlay.

It is understood that there is a need to improve the workability of the Design and Development Overlay Schedule 9 (DDO9) to the Industrial 3 Zone (IN3Z) on Benetook Avenue. Matters noted are:

- To identify and determine constraints impacting on development of the remaining undeveloped land
- Enabling implementation of a Public Acquisition Overlay for the establishment of the transport corridor.

Details of DDOs are listed in Appendix B.

3.9 Environmental Significance Overlay

The purpose of the Environmental Significance Overlay (ESO) (Clause 42.01) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify areas where the development of land may be affected by environmental constraints.
- To ensure that development is compatible with identified environmental values.

A permit is required for any building or works unless specified in any schedule to the overlay

The schedules to the ESO that relate to industrial land are designed to minimise the potential for future land use conflict. Provisions seeks to manage distances between land uses.

3.10 Public Acquisition Overlay

The purpose of the Public Acquisition Overlay (PAO) (Clause 45.01) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify land which is proposed to be acquired by a Minister, public authority or municipal council.
- To reserve land for a public purpose and to ensure that changes to the use or development of the land do not prejudice the purpose for which the land is to be acquired.

A permit is required within a PAO including for use of land for any Section 1 or Section 2 use, construct a building or construct or carry out works and subdivide land.

PAO1 concerns land reserved for road widening of industrial and employment land generally on the west side of Benetook Avenue between Fifteenth Street and beyond Fourteenth Street and on sections of Fifteenth Street between Benetook Avenue and Cowra Avenue.

3.11 Development Contributions Plan Overlay

The purpose of the Development Contributions Plan Overlay (DCPO) (Clause 45.6) is:

- To implement the Municipal Planning Strategy and the Planning Policy Framework.
- To identify 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.

The Mildura Planning Scheme includes Development Contributions Plans (DCPs). These plans are used to coordinate and help fund the delivery of infrastructure listed in the DCPs. The DCPs are:

- Schedule 1 to Clause 45.06 Development Contributions Plan Overlay: Mildura South Development Contributions Plan (No. 1) (3 March 2005 - amended September 2019)
- Schedule 2 to Clause 45.06 Development Contributions Plan Overlay: Development Contributions Plan No. 2 (9 October 2006 - amended September 2019)
- Schedule 3 to Clause 45.06 Development Contributions Plan Overlay: Development Contributions Plan No. 3 (27 June 2007 - amended September 2019).

These plans include works that relate to some industrial areas. However, inclusion of any new infrastructure works requires a further DCP or amendment to an existing DCP.

4.0 STRATEGIES AND RESEARCH

4.1 Overview

This section provides an overview of policy, strategy and research documents which have a relationship with industrial land use and development. Planning documents and economic documents are summarised as follows.

Planning documents:

- Fifteenth and Deakin Structure Plan (2012)
- Industrial Land Use Strategy Update (2006)
- Irymple Structure Plan and Urban Design Framework (2020)
- Issues Paper Special Use Zones 8 & 9 and DDO 10 & 11 (2018)
- Loddon Mallee North Regional Growth Plan (2014)
- Mildura East Growth Area Strategic Framework (2021)
- Mildura East Growth Area Strategic Framework – Key Issues Report and Vision and Key Directions (2021)
- Mildura Housing And Settlement Strategy (2013)
- Mildura - Irymple Urban Transition Area Urban Design Guidelines (2008)
- Mildura Planning Scheme Review (2019)
- Mildura Retail Strategy (2018)
- Mildura Rural City Council Open Space Strategy (2021)
- Mildura South Precinct Structure Plan (2014)
- Mildura South (Seventeenth & Deakin West) Development Plan (2014)
- Mildura South Urban Design Plan (2014)
- Siting Principles - Housing Development in the Mildura South & East Future Growth Areas - Farming Lots 0.2ha-10ha (2017)
- Sunraysia Mallee Port Link Business Case (GHD Advisory for Ouyen Inc. April 2021)

Economic documents:

- Horticultural Industry Supply Chain Study: Sunraysia Mallee (State Government of Victoria)
- Mallee Economic Growth Strategy (Regional Development Australia, 2019)
- Mallee Hydrogen Technology Cluster (University of Melbourne)
- Mallee Regional Economic Development Strategy (State Government of Victoria, 2022)
- Mildura Rural City Council Community Vision 2021-2040
- Rural City of Mildura Economic Profile (Remplan)

4.2 Planning Documents

Fifteenth and Deakin Structure Plan (2012)

The Structure Plan identified Fifteenth & Deakin as the Mildura's sub-regional or secondary retail centre (Mildura CBD is the primary regional centre). Fifteenth and Deakin includes large areas of commercially zoned land, major retail and bulky goods, tourism related accommodation including multiple caravan parks, industrial activity and surrounding established and developing residential areas.

Situated at the southern gateway to Mildura, the area plays a critical role in contributing to the overall image of the City.

Parts of Benetook Avenue north of Fifteenth Street is zoned Industrial 3 (IN3Z). This supports Council's promotion of Benetook Avenue as a heavy vehicle bypass route and Industrial activity precinct.

The Planning Scheme shows Benetook Avenue south of Fifteenth Street as a location for long term future industrial activity.

An objective is to protect established residential and industrial areas from inappropriate commercial uses.

It recommends the preparation of an amendment to the Mildura Planning Scheme to rezone Industrial 1 zoned land on the south-eastern side of San Mateo Avenue to a commercial or business zone.

Industrial Land Use Strategy Update 2006

The update sought to determine if (and where) additional industrial land and any other consequential land rezoning could be strategically justified.

The update recommended undertaking a comprehensive planning scheme amendment to be undertaken in order to implement a co-ordinated suite of industrial, business and special use rezonings supported by accompanying statutory controls including modifications to the Municipal Strategic Statements and new overlay controls.

The planning scheme modifications were recommended to provide for the industrial development needs of the region over a 20-year planning horizon.

Key recommendations include:

- Rescinding the Industrial Zoning of 'Block H' in Thurla. Industrial development had been unable to proceed due to environmental and infrastructure constraints.
- Rezoning a block on Treviso Way and Kulkyne Way in Yatpool to IN1Z.
- Expanding the zoned area at Thurla.
- Specifying IN3Z zoning on either side of Benetook Avenue between Fourteenth and Fifteenth Streets.

The update also recommended:

- Insert a revised Mildura Structure Plan (at Clause 2.04-2) to reflect the changes proposed by the Industrial Land Strategy Update and the Mildura-Irymple Interface Study based on the plan below.
- Prepare and insert a revised Irymple Structure Plan (at Clause 2.04-2) to reflect the changes proposed by the Industrial Land Strategy Update regarding long term industrial development locations and preferred rezonings.
- Revise text at Clause 21.04-4 (Objective 4 and accompanying Strategies) to update the strategies for industrial land provision.
- Incorporate new text and statutory controls to give effect to the findings and recommendations of the Mildura-Irymple Interface Study.
- Remove IN1Z from Block H and replace with PUZ6.
- Prepare and apply Development Plan Overlays for the Fifteenth Street and Benetook corridors. The schedule should articulate the outcomes sought in regard to design, interface and buffer treatments.
- Amend the Schedule to DDO2 (Town Entrances) and the Schedule to DDO4 (Industrial Areas) to reflect necessary modification associated with the above actions.
- Insert in the appropriate schedule:
 - Specified distances between an external wall of an industrial building and the external wall of any habitable dwelling (with the distance being shared between the two zones – Refer Swan Hill Amendment C24)
 - Specified landscape treatments
 - Easements for service infrastructure; and
 - location and width of service roads.
- In undertaking the above tasks invite land owners in the affected areas to contribute to the drafting of the controls.
- Liaise with VicRoads regarding the application of the Public Acquisition Overlay to facilitate the road widening of Benetook Avenue between Fourteenth and Fifteenth Streets.
- Apply a Public Acquisition Overlay over the recommended Greenbelt/Open Space Corridor located mid-block between Fourteenth and Fifteenth Streets.
- Prepare a Development Contributions Plan and apply a Development Contributions Plan Overlay for the new industrial rezoning along Benetook Avenue to facilitate the equitable cost recovery of Council funded stormwater and local road infrastructure as well as costs associated with the acquisition of the recommended Greenbelt/Open Space Corridor.
- Amend the Schedule to DDO4 (Industrial Areas) to:
 - Incorporate the IN1Z rezoning on Kulkyne Way
 - Remove reference to Block H.
 - Prepare and Apply a Vegetation Protection Overlay with the Kulkyne Way Industrial 1 rezoning.

Irymple Structure Plan and Urban Design Framework (2020)

The Structure Plan references a 2012 (approved in 2013) strategy. Since then, several commercial, residential and industrial developments have occurred generally in accordance with strategy.

Irymple's industrial precinct benefits from limited interfaces with sensitive uses, which is a benefit that should be maintained.

The industrial precinct has experienced some development but there are vacant industrial sites indicating that there is limited demand for industrial uses.

Other larger industrial precincts, such as the Thurla industrial precinct, which is outside the study area, can accommodate high intensity industrial activities.

The Irymple 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. The industrial precinct is unlikely to accommodate more intensive industrial uses, which are best accommodated in other industrial precincts such as Thurla, which can accommodate high intensity industrial activities.

The Structure Plan identified the following issues:

- 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 industrial zone is discouraged in accordance with the relevant clauses of the Mildura Planning Scheme.

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.

The Structure Plan proposed the following strategies for the precinct:

- Support consolidation and infill development rather than further expansion of industrial zoned land in Irymple.
- Discourage high intensity industrial uses with adverse amenity potential in the Koorlong Avenue industrial precinct and instead direct these to the Thurla industrial precinct.
- Promote an attractive and well-maintained industrial interface particularly along Fifteenth Street.
- Promote development in accordance with Clause 43.02 (Schedule 4 of the Design and Development Overlay) through permit assessment and enforcement processes.

It recommended to review the Mildura Industrial Strategy (2006) and prepare industrial design guidelines if found necessary as part of the review with consideration for:

- Expected demand and supply for industrial land in Irymple in the context of other industrial sites.

- The relevant objectives and strategies in relation to industrial areas as set out in the Irymple Structure Plan and Urban Design Framework 2021-2036.
- Schedule 4 of the Design and Development Overlay (DDO4) of the Mildura Planning Scheme in relation to industrial areas in Mildura.

Issues Paper Special Use Zones 8 & 9 and DDO 10 & 11 (2018)

The need for a review Special Use Zones the zones was informed by the Mildura Planning Scheme Review 2014, an exercise reviewing influences on land use in Mildura and identifying where change to the planning scheme should occur. The 2014 report identified the need to undertake further work to review the controls in the Special Use Zones (SUZ8 &SUZ9) and Design and Development Overlays (DDO10 and DDO11) that apply to the Mildura and Irymple urban transition area.

The following statement was made as part of the review: The review of the SUZ needed to take into account recent changes to the surrounding zones, including the Commercial and Industrial 3 Zones, which have altered the context in which the SUZ operates.

Loddon Mallee North Regional Growth Plan (2014)

This Loddon Mallee North Regional Growth Plan details a regional approach to land use planning across the five municipalities of Buloke, Campaspe, Gannawarra, Mildura and Swan Hill.

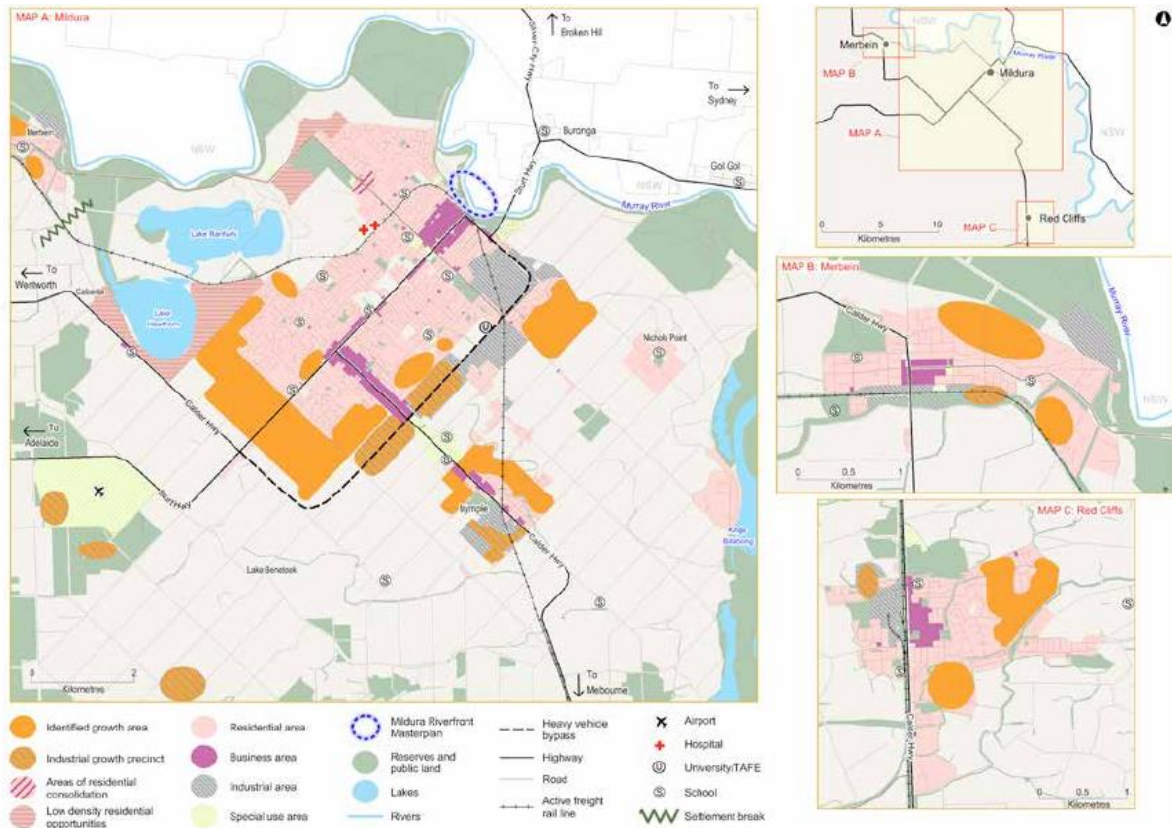
The plan identifies opportunities to encourage and accommodate growth and address challenges over the next 30 years, building on the directions of the Loddon Mallee Regional Strategic Plan - Northern Region (2010).

The Growth Plan contains the following actions or strategies:

- Facilitate vibrant and prosperous commercial centres and industrial hubs in the region's major urban centres that respond to changing population and markets.
- Further diversify the primary production, service and manufacturing industries to support job creation, investment and value-adding to local products.
- Ensure there is adequate supply of commercial and industrial land for employment across the region.
- Protect major infrastructure, industrial land and mining activities from encroachment by incompatible uses.

The Growth Plan stated that an adequate supply of serviced industrial land has been provided through implementation of the Industrial Land Strategy Update (2006) at Benetook Avenue, in the Mildura Airport Business Park precinct and at the Thurla Industrial Estate in Red Cliffs.

Figure 30: Framework Plan



Source: Loddon Mallee North Regional Growth Plan (2014)

Mildura East Growth Area Strategic Framework (2021)

The Mildura East Growth Area Strategic Framework provides for the future growth and development of the land identified as the Mildura East Growth Area.

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

The Strategic Framework forecast additional industrial floorspace based on the assumptions for sequencing of development near the border of the Mildura South are and to the south-west of the study area.

It recommended the rezoning to provide an additional pocket of light industrial land within the study area where it can contribute to a sense of 'separation' between the settlements of Irymple and Mildura.

Mildura East Growth Area Strategic Framework - Key Issues Report and Vision and Key Directions (2021)

The report identified interface management as a significant challenge in the face of practice which seeks explicitly to avoid situations where residential development has an immediate abuttal to industrial land uses.

It also identified key industrial land between Etiwanda and Benetook Avenues along the Mildura Freight Link. Whilst the land was vacant, most lots had permits issued.

The documents referenced an estimated growth of 12,000 sqn of floorspace over a 25-year period³.

Mildura Housing and Settlement Strategy (2013)

The Strategy presumed that future industrial uses would occur in the following locations:

- Along the Benetook Avenue bypass route (noting that these would be anticipated to be more service related industries in line with the existing zoning).
- In the large Thurla industrial estate to the south of Koorlong.
- Through the expansion to the south of the Irymple industrial area.

The strategy contained the direction to identify and protect appropriate opportunities for the longer term expansion of retail and industrial land within Mildura from unplanned residential development, in order to provide job and economic development opportunities.

It recommended the following Actions:

- Change the Planning Scheme to identify the link between residential development and importance of protecting airport, agricultural areas and industrial areas with explicit reference to discouraging urban growth below Seventeenth Street and where it would compromise longer term expansion of industrial areas in Irymple or the adjoining bypass.
- Investigate the nexus between residential development of identified Cowra Avenue area and industrial development.
- Provide lower density residential land in Mildura itself only in specific areas where it can provide a 'buffer' with existing industrial areas or the heavy vehicle bypass, in recognition of Mildura's role as an 'urban' centre.

Mildura - Irymple Urban Transition Area Urban Design Guidelines (2008)

The aim of this project was to prepare Urban Design Guidelines to guide the future development of land in Benetook Avenue (between Fifteenth and Fourteenth Streets), and land along Fifteenth Street (between Benetook and Sandilong Avenues), Mildura.

The document contains the following statement of intent for Benetook Avenue: This part of Benetook Avenue will be the first front of commercial and industrial development in Mildura east and that Benetook Avenue will incorporate a generous landscape setback and an access

³ It is noted some recent developments in the region have had this much space constructed on one site.

way aligned with large format industrial buildings with attractive offices in front. Most buildings will have a well-designed office or shop frontages, with service sheds and the like appended to the rear. Where lots are deep enough, an internal street network provides access to a rear row of industrial buildings.

A 50-metre-wide buffer is defined between the rear of industrial uses and any adjoining residential land.

A further buffer is formed within potential residential land to the western and eastern sides of this industrial precinct.

It proposes the following design guidelines:

- To implement the design and development guidelines for the Benetook Avenue Precinct in accordance with the Urban Design Guidelines - Mildura Irymple Urban Transition Area (April 2008).
- To protect the amenity of abutting residential development.
- To achieve a high-quality landscaped streetscape and industrial address along Benetook Avenue in a coordinated and consistent manner.
- To ensure that buildings do not dominate the Benetook Avenue streetscape.
- To ensure that signage does not dominate the streetscape image or lead to visual clutter.
- To provide safe and well-defined access routes for vehicles and pedestrians.

It proposed the following subdivision guidelines:

- Existing lots in excess of 3 ha may be subdivided into smaller allotments. Further subdivision of lots should result in a maximum of two frontages to Benetook Avenue.
- Existing lots less than 1 ha in area should be amalgamated with larger lots to accommodate for new industrial forms.
- Subdivision behind the primary lot frontage should be configured in a geometric grid formation.
- Vehicle access and connectivity is encouraged to occur at the front accessways of the property and if possible, mid-block between adjacent properties to form a network of internal streets.
- All buildings should have an address towards the street other than on smaller subdivision arrangements, where new buildings should front internal roads.
- Backs or sides of buildings should not face any street.
- Allotments abutting the 'Green Belt' should incorporate dual frontages towards the Green Belt with its primary frontage towards Benetook Avenue.

Mildura Planning Scheme Review (2019)

The Mildura Planning Scheme Review was undertaken to meet the legislative requirements of the Planning and Environment Act 1987 to conduct a review of their planning schemes within one year of the adoption of a new Council Plan.

The Review stated that during consultation the ageing industrial areas throughout the municipality that are not being taken up and developed was raised. It recommended the review of the Mildura Industrial Land Use Strategy to determine the amount and location of industrial land required.

A key issue identified in the study was the application of the Environmental Significance Overlay Schedule 4 (ESO4).

The Review recommended that the existing ESO4 'Incompatible Land Use Buffer' provision be reviewed and expanded to protect important industries identified by Council. It also recommended that the Council:

- Identify additional industries/activities within Mildura that would benefit from the creation of a buffer distance around their existing operation, including those industrial uses highlighted in the recent VCAT cases, and any others identified through community consultation.
- Calculate appropriate buffer distances for each type of activity, with reference to guidelines from the EPA and Clause 52.10.
- Review the ESO4 'Incompatible Land Use Buffer' planning provision, with reference to the draft schedule produced by Major Hazards Facilities Advisory Committee, particularly to expand the list of permit requirements beyond dwellings to include accommodation, child care centre, education centre, place of assembly, hospital and subdivide land.
- Add the expanded list of industrial activities to Clause 21.07-1 'Avoiding land use conflicts' of the Mildura MSS.

Mildura Retail Strategy (2018)

The Mildura Retail strategy identified the Commercial 2 Zone as having a role in retail development including for some supermarkets and associated shops. These should adjoin or have access to a main road in the zone.

Mildura Rural City Council Open Space Strategy (2021)

The Mildura Rural City Council Public Open Space Strategy provides an overarching plan for the development of a cohesive and connected public open space network within the municipality. The Strategy did not directly consider industrial areas but did identify open spaces in the industrial zones in the Mildura North East precinct.

Mildura South Precinct Structure Plan (2014)

The PSP stated that Benetook Avenue (between Fourteenth Street and Fifteenth Street) would develop as an extension of the existing Mildura Industrial Estate thereby reinforcing it as the prime light industrial and associated service commercial hub of the region.

However, the PSP only identified land for residential with limited commercial/retail uses. It did identify the south east corner of the PSP as requiring ‘appropriate interface treatment’ particularly along Seventeenth Street and Benetook Avenue.

Mildura South (Seventeenth & Deakin West) Development Plan (2014)

This document outlines a Development Plan for the second stage of the Mildura South growth area. This Development Plan is based on a Precinct Structure Plan (PSP) which has been prepared for the broader Mildura South growth area (south of Seventeenth Street).

Figure 31: Mildura South (Seventeenth & Deakin West) Development Plan Maps



Source: Mildura South (Seventeenth & Deakin West) Development Plan (2014)

Mildura South Urban Design Plan (2014)

The Mildura South Growth Area has been identified as the area which will accommodate Mildura’s residential growth. The Mildura South Urban Design Plan comprises two components including:

- A Precinct Structure Plan for the entire study area
- A Development Plan for part of the study area already zoned for residential use and affected by a Development Plan Overlay (DPO).

Siting Principles - Housing Development in the Mildura South & East Future Growth Areas - Farming Lots 0.2ha-10ha (2017)

The Document referenced Clause 21.04 of the Mildura Planning Scheme to ensure that planning for the Mildura East Growth Area considers interface to existing industrial areas in Mildura East and does not compromise on-going industrial operations

Sunraysia Mallee Port Link Business Case (GHD Advisory for Ouyen Inc. April 2021)

The Sunraysia Mallee Port Link (SMPL) is an Intermodal terminal development proposal initiated by Ouyen Inc.

The proposal is for a stopping off point for road transport directly on their route to port (adjacent to the Calder and Sunraysia Highways) and allow a mode shift between road and rail. The proposed terminal is to be constructed on a site with two rail sidings of 1.2 km (with

an optional third siding), hardstand and site infrastructure, ensuring optimum turn-around times for trains and trucks. The proposal also includes open access for rail and road operators providing services and opportunities for broad industry use. The proposal is subject to funding and approvals.

4.3 Economic Documents

Horticultural Industry Supply Chain Study: Sunraysia Mallee (State Government of Victoria)

The Sunraysia Mallee region of Victoria is recognised as a horticultural growing region as part of the tri-state irrigation region.

Production includes fruit, nuts and vegetables (including almonds, citrus and table grapes). The sector is projected to double between 2017 to 2027 according to the report.

Continued growth and diversification in primary production, and growth in regionally located value adding such as processing, packing and transport facilities, will grow demand on both rail and road freight transport infrastructure.

The report states that the existing freight network is no longer fit for purpose and identifies a need for targeted investment in road and rail infrastructure.

The report does not focus on land use matters but notes growth in primary industry and related sectors including manufacturing and logistics is expected.

Mallee Economic Growth Strategy (Regional Development Australia, 2019)

The Mallee region has strengths in horticulture and large-scale food industry production. This activity is captured in the sectors of agriculture, manufacturing and construction, which generated \$4.458 billion (43.6 percent) of total output in the Mallee region.

The strategy has a focus on the Murray-Mallee cross border economic zone, investment and improvement in the areas of energy generation, mineral resources and resource recovery, digital connectivity and innovation and attracting workers across a range of sectors.

Mallee Hydrogen Technology Cluster (University of Melbourne)

The Mallee Hydrogen Technology Cluster led by the Mallee Regional Innovation Centre is dedicated to accelerating hydrogen innovation and research and attracting investment for the development of a hydrogen industry.

There is opportunity for the hydrogen industry to be located in the Mallee region due to current research being undertaken in Mildura.

This could be supported by expansion of the sustainable energy industry, particularly concerning hydrogen rail. The region has an opportunity to be a hydrogen transport hub.

Mallee Regional Economic Development Strategy (State Government of Victoria, 2022)

This document complies the state government's priorities for supporting vibrant and successful regional economies.

The document notes the Mallee region's endowments as the Murray River, large fertile agricultural acreage, Mediterranean climate, mineral resources, environmental amenity, Aboriginal sites and heritage, silo art trail, major events, local heritage, transport connections, education institutions, energy assets, regional cross border hubs, community innovation, agricultural knowledge and skill base, revealed industry specialisation and employment specialisation in agriculture and related value adding sectors.

The five strategic directions for the region are:

- Drive sustainable growth in the food industry
- Leverage natural endowments to diversify the economy into emerging industries
- Enhance the visitor economy by developing natural, cultural and built attractions
- Ensure an accessible and suitably qualified workforce to unlock the growth potential
- Harness the economic potential of the cross-border zones.

Mildura Rural City Council Community Vision 2021-2040

This document outlines the values of the community and develops themes to guide Council planning and decision making, being Environment, People, Place, Economy, and Leadership.

In terms of the economy, the objective is to have a thriving economy that harnesses strengths and capitalises on opportunity. Desired outcomes include:

- Resilient local businesses that are supported to thrive, contributing to the viability and character of our towns.
- A valued and vibrant tourism industry and recognised visitor destination.
- An agile economy underpinned by innovation and industry diversity that attracts investment.
- Access to a range of education, training and employment pathways.
- A skilled workforce that meets current and future industry needs.
- Equitable access to digital infrastructure to support education, health and economy.

The community identified agricultural and horticultural industries as key values. Sustainable energy generation uses are also valued by the community.

Rural City of Mildura Economic Profile (Remplan)

Mildura has a long history in quality horticultural and agricultural production. The Mildura region grows the following percentage of Australia's produce:

- 98% of dried vine fruit
- 75% of table grapes
- 68% of almonds
- 48% of pistachios.

In recent decades, the local economy has diversified and expanded to include a variety of industries such as manufacturing (predominantly wine, fruit and vegetable processing). This activity benefits from its tri-state location and transport infrastructure.

Annual economic output is \$6.645 billion of which \$931.8m is generated by the manufacturing sector.

Tourism is also a strong sector within the local economy as Mildura has become a popular tourism destination. Mildura Airport is the busiest regional airport in Victoria.

Mildura has a significant transient population for employment purposes mainly related to seasonal agriculture needs.

5.0 TRANSPORT CONTEXT

5.1 Overview

This section summarises transport context information relevant to industrial land and associated freight and local non-freight transport matters.

5.2 Strategic Context

The Mildura region is a thoroughfare for freight based on its regional context and due to local agricultural activities and other economic activities.

Freight is transported from across the Murray Darling Basin to markets in South Australia, New South Wales, Victoria and abroad.

The main themes that emerge from a review of transport related documents are:

- There is currently a reliance on road freight in part related to relatively long travel times for rail freight and limited infrastructure provision.
- The current pattern of industrial, agricultural and residential growth, particularly around Mildura township and Irymple and Merbein, impacts transport movements in the area.
- The growth of industrial land supply and uses in locations that are distant from residential areas mean that such areas can only be reached by driving thereby increasing the number of vehicles on the road network and interaction between vehicles of significantly different size.
- A concern relates to amenity and safety impacts of road and rail freight infrastructure and operations on communities in and around Mildura township.
- Permissions allow very heavy and very long, high productivity freight vehicles (HPFV) to operate on any street in the Rural City of Mildura.
- Rail freight options have degraded due to the stalling of the Murray Basin Rail Project, which has resulted in the:
 - Mallee Track rail corridor becoming inoperable due to the gauge conversion not being completed, and
 - Travel distance and time to ports in Geelong, Melbourne and Portland being significantly extended rather than being reduced due to the Ballarat-Maryborough dual gauge track not being completed.

Key issues to resolve are:

- There is a need devise a long term solution for freight rail and intermodal hub options in the region.

- There is a need to consider and address rail options including the proposed reinstatement of passenger rail to Mildura.
- There is a need to address long term solutions for road freight movements to and throughout the Mildura Urban Area, including servicing of existing and future industrial areas.

5.3 Interfacing Projects

Following is an overview of strategic projects relating to transport and industry. Other documents are summarised in Appendix C.

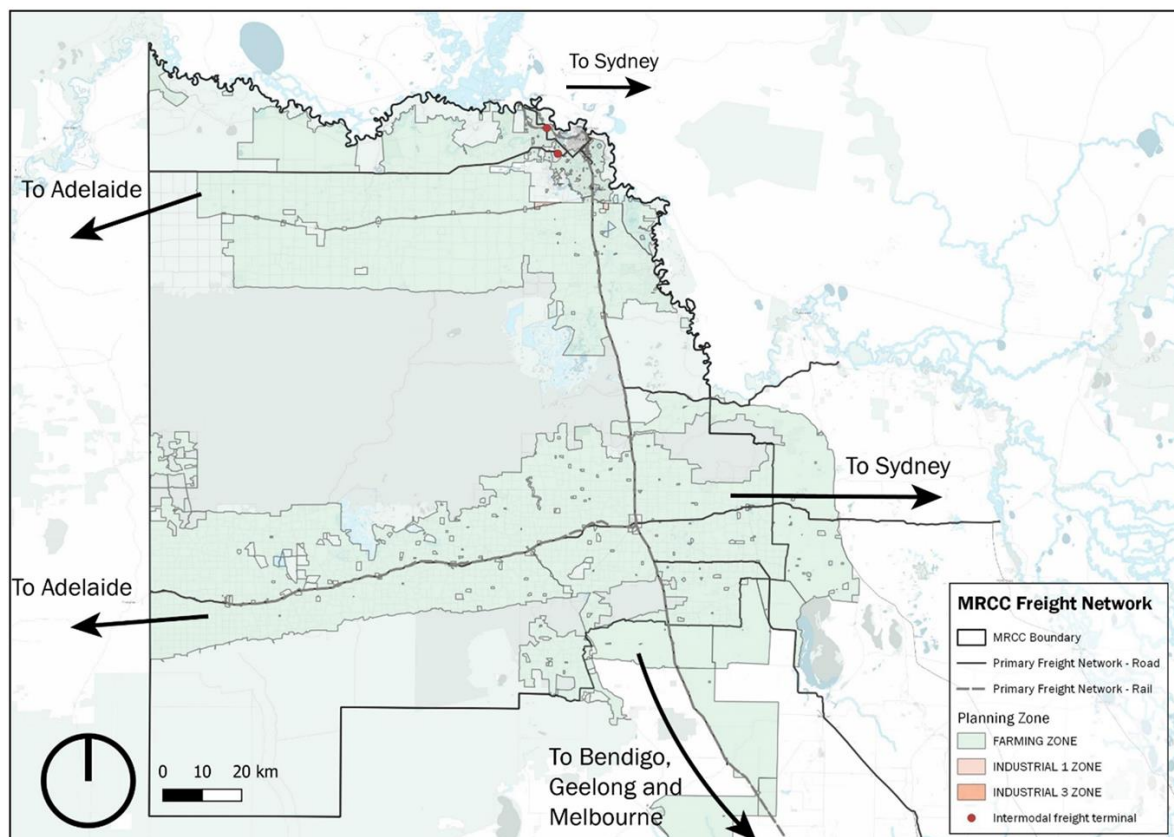
Freight Network

The figure below shows the existing freight network and planning zones including industrial and agricultural zones. Region-wide issues related to industry and freight include:

Heavy reliance on road freight

- Inefficient rail freight route between Merbein and Ballarat
- HPFV permission on every road in the municipality
- Poor condition of some roads due to significant maintenance needs
- Opportunities to improve access to markets for local farmers, such as citrus farmers, due to cost of road transport.

Figure 32: Freight Network, Agricultural and Industrial Zones



Source: M&PC (2023)

Murray Basin Rail Project

The Murray Basin Rail Project (MBRP) aims to support rail freight within the region and catchment areas, by converting freight rail to a single gauge which will increase the speed and reliability of rail freight. The project has been re-scoped over time with the most recent version shown in the figure below.

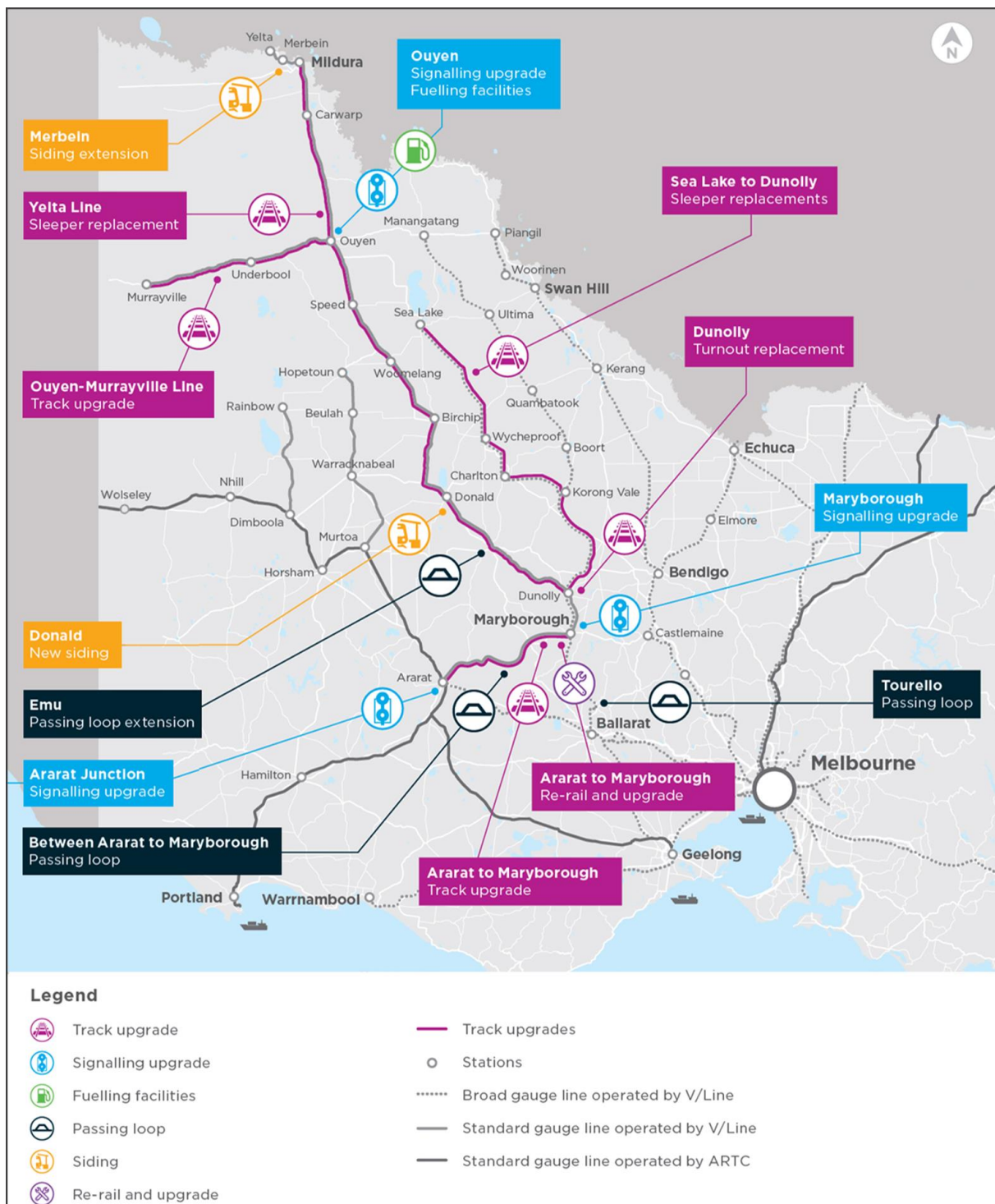
MBRP alignments from Murrayville to Ouyen could provide a potential catchment for grain suppliers in the region.

Furthermore, the backbone of MBRP, linking Mildura (Yelta) in the North with Ballarat and Geelong in the South is a critical link for producers to get to markets including to the Ports of Melbourne and Geelong.

The upgrade of the rail corridor will have positive implications for traffic and road use in Mildura and its CBD, reducing the number of heavy vehicles on Mildura's roads.

However, additional works are required to significantly increase the attractiveness of rail freight.

Figure 33: Murray Basin Rail Project initiatives (2023)



Source: State of Victoria (2023)

Mildura CBD Traffic and Infrastructure Works

In April 2023, Mildura Rural City Council began a trial period to slow traffic speeds to 30km/h within the CBD between Seventh and Tenth Streets, west of Deakin Avenue. Slowing traffic speeds to 30km/h increases the survival rate of a person being hit by a car by 90%.

The safety implications for pedestrians and bicycle riders within the Mildura CBD is greatly increased by calming measures.

Should these speeds be extended to Deakin Avenue and further east, this would have implications for the freight vehicles which use Deakin Avenue as a main route.

In addition, Stage 1 of the Deakin Avenue Centre Median Redevelopment was completed in 2019, as a part of the Deakin Avenue Master Plan. This included upgrading the centre median of Deakin Avenue into a linear park with spaces for pedestrians to dwell. Attractiveness of this space is impacted by the number of heavy vehicles that use Deakin Avenue. Pedestrians are encouraged to walk along the central median of Deakin Avenue, and this will require pedestrian safety improvements at each median break such as signals or narrowing (and potential closure) of some median breaks.

Mildura Future Ready

Mildura Rural City Council has developed a number of major infrastructure projects with the aim to diversify the region's economy and enhance community wellbeing. These include:

- Mildura South Regional Sporting Precinct
- Mildura Motorsports & Community Precinct
- Mildura Riverfront Redevelopment
- Return of passenger rail services.

While the state government has not promised the return of the passenger rail services, there is a strong desire from the Mildura community for its reinstatement.

The proposed service would run between Mildura and Melbourne, via Maryborough and Ballarat with a travel time of less than seven hours.

This would bring more rail services onto the rail line which is currently only used for freight transport between Maryborough and Merbein.

Sturt Highway upgrades, South Australia

Upgrades are being undertaken by the South Australian Government to Sturt highway between the Victorian border and Renmark and further west past Berri to Gawler.

Sturt Highway is used by some freight which passes through the Rural City of Mildura, providing access between rural parts of South Australia, north west Victoria and south west New South Wales.

5.4 Issues in More Detail

Transport issues are explored in more detail below.

Reliance on Road Freight

According to the Victorian Government, one average 800-metre-long intermodal freight train, similar to those which operate along the Mildura railway line, carries \$2.25 million worth of produce. This is equivalent to fifty-five semi-trailers.

Removing fifty-five semi-trailers from the roads for each freight train would have a significant impact on safety, emissions, and congestion.

Significant road freight use leads to an increase in carbon emissions per kilometre as freight vehicles are sixteen times more carbon intensive than rail freight.

In addition, according to the Australian Table Grape Association (ATGA), it is estimated that due to the growth in exports expected in the five years from 2019, roads will have capacity constraints to move additional goods, particularly around the Mildura region.

There should be exploration into diversifying how goods are moved from and through Mildura, to keep Mildura's produce moving efficiently and sustainably.

Inefficient Rail Freight Route Between Merbein And Geelong

The current rail freight route from Merbein is inefficient and makes freight travel unattractive. Freight transport detours to Geelong via Ararat, a 100km detour due to the inconsistent rail gauges. This has contributed to the significant use of road transport, as it is significantly more time efficient.

According to the Rail Freight Alliance, travel times for rail from Merbein to Geelong and Port of Melbourne are significantly longer than road transport. By road, the journey is approximately 7h30m to Geelong and 8h30 to the Port of Melbourne from Merbein. However, the same journey by rail takes 15h and 16h30m to Geelong and Port of Melbourne respectively.

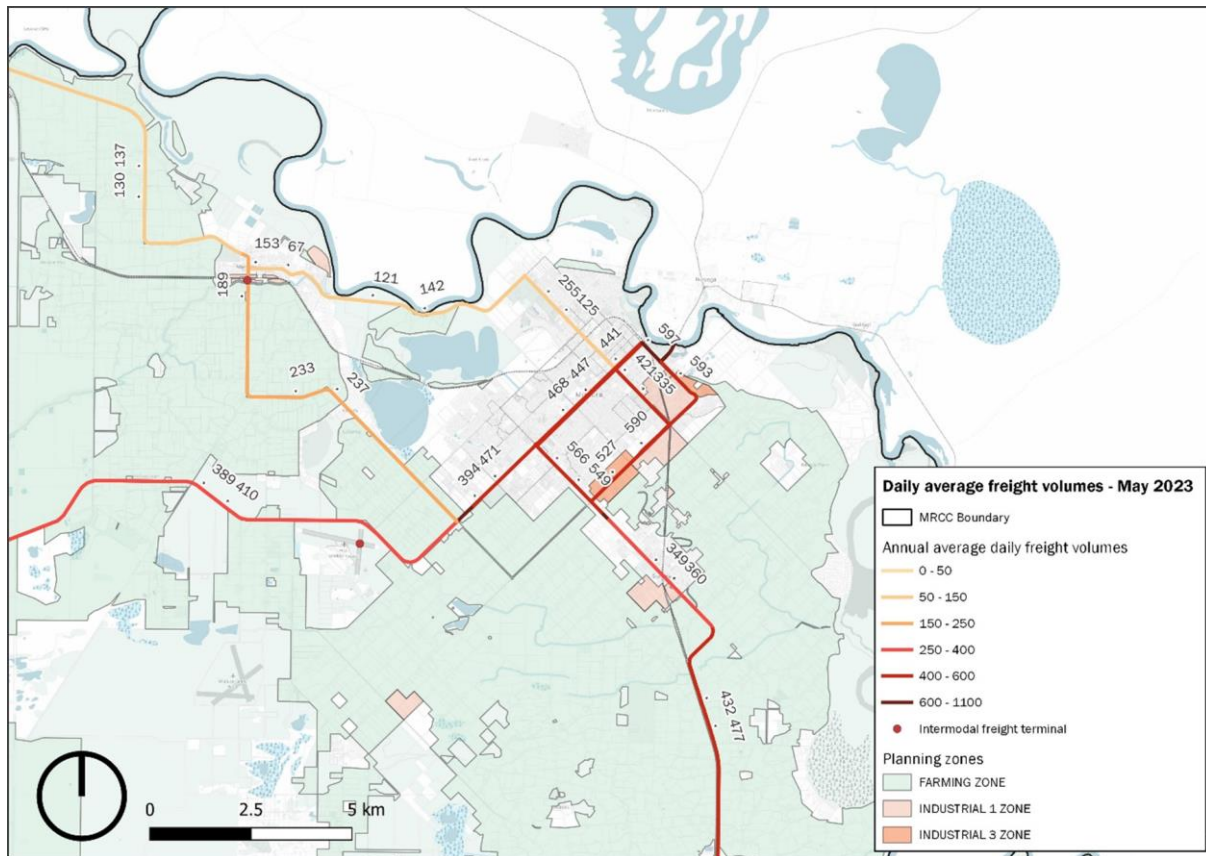
HPFV Permissions and Road Maintenance

Trucks of all sizes travel through Mildura, from commercial delivery trucks to road trains.

Council made a policy decision to allow large trucks, collectively termed High Productivity Freight Vehicles (HPFVs), to use any road in the municipality. With universal road access for freight vehicles across the municipality, costly maintenance is spread across the road network (rather than being concentrated on specific roads that are built for purpose), and additional conflicts between freight vehicles and users or land uses is impacting the liveability and importance of place in Mildura.

The figure below depicts freight volumes in Mildura township and surrounds, showing the significant use of Deakin Avenue despite Benetook Avenue being the preferred route for Mildura Rural City Council.

Figure 34: Average Daily Truck Volumes For Mildura and Surrounds, May 2023



Source: M&PC (2023)

Access to Markets

Due to the location of the Intermodal Freight Terminal in Merbein, much the municipality's agriculture is outside of the catchment area for the terminal. This impacts access to the market for many, forcing them to rely on road freight transport even if it is not suitable for their goods. This is a particular issue for the citrus farmers, which have expressed difficulties in accessing markets due to distance and cost of road freight.

Mildura Urban Area Specific Issues

There are a number of issues specific to the Mildura area.

- Housing growth is planned for productive agricultural land on Mildura's fringes
- Significant numbers of heavy vehicles using Deakin Avenue when travelling through Mildura
- Sections of Benetook Avenue only providing a single lane in each direction

- Roundabouts throughout the preferred freight route reduce the attractiveness of Benetook Avenue for heavy vehicles.

Housing Growth on Mildura's Fringe

The Mildura township is expected to grow by 11,200 residents by 2046 according to the Economic Outlook prepared by HillPDA for the Mildura ITLUS. Majority of this growth is anticipated to occur in greenfield developments in Mildura south and east. Development in these areas offer limited housing structure choice, require significant investment from Council for the maintenance of new public infrastructure, and be located far from existing services. Some of these developments are located on productive agricultural land.

Most of the land in Mildura's east and a significant portion of the land in Mildura south earmarked for development are currently within the Farming Zone.

Heavy Vehicle Use of Deakin Avenue

The amenity of Deakin Avenue is significantly impacted by heavy freight using the avenue as a route through Mildura. Currently, people using the new seating or who are leisurely walking along the linear reserve experience high levels of noise and air pollution from heavy vehicles. As Deakin Avenue, particularly between Seventh and Eleventh Streets, is a key centre for economic and public realm activity for the municipality, comfort, safety and amenity of those who are using the space, rather than travelling through, should be prioritised.

Single Lane Benetook Avenue

Most of Benetook Avenue is single lane in each direction. A section where there are two lanes provided in each direction is between Eleventh Street and Bothroyd Court.

Right hand turning lanes are provided intermittently along the length of Benetook Avenue. However, due to the number of destinations along the road, there would be a significant proportion of vehicles turning across Benetook Avenue without a turning lane. Due to the number of freight vehicles which use the street, this significantly impacts the flow of traffic, and reduces safety of vehicles, as large vehicles would frequently need to turn across a lane of traffic. This situation will worsen as the industrial land is built out.

Due to such infrastructure issues, freight vehicles that travel through Mildura may be less likely to use Benetook Avenue compared to Deakin Avenue.

Roundabouts Along Key Streets

Another feature which significantly impacts the use of Benetook Avenue as a key freight route through Mildura would be the number of roundabouts along the desired freight route. Roundabouts are more difficult for freight vehicles to travel through, and can increase travel time. Roundabouts which are an issue for freight vehicles include:

- Benetook Avenue and Eleventh Street
- Benetook Avenue and Fifteenth Street

- Benetook Avenue and Fourteenth Street
- Deakin Avenue and Fifteenth Street
- Etiwanda Avenue and Fifteenth Street
- Seventh Street and San Mateo Avenue/Sturt Highway.

Deakin Avenue between Fifteenth Street and Seventh Street instead has signalised intersections. These are largely preferred by freight vehicles due to increased safety and efficiency. This further increases the attractiveness of Deakin Avenue as a key freight route through Mildura.

5.5 Opportunities

The integration of Mildura Rural City Council's current and future industrial uses with the transportation network poses some significant opportunities. These include tactical road management as well as physical infrastructure and land use zoning.

Below are key opportunities that have the potential to improve traffic flow, improving market access for local industrial products, improving amenity and open new opportunities for the community.

The key opportunities identified include:

- Existing strategic desire for infrastructure works along Deakin Avenue and Benetook Avenue to increase the attractiveness of Benetook Avenue as a primary freight route
- Existing Public Acquisition Overlay along Benetook Avenue
- Access to Mildura Airport and Merbein Intermodal Freight Terminal close to industrial centre
- Existing strategic interest in infill corridor development as a means to expand local industry close to the Mildura township
- Designation of specific roads as HPFV appropriate
- Ongoing stages of the Murray Basin Rail Project, specifically dual-gauge track between Maryborough and Ballarat
- Interest in local expansion of renewable energy industry through investment in sustainable transport.

Opportunity 1: Infrastructure Works in Mildura

Benetook Avenue has been designated as the preferred primary freight route through Mildura.

Works can be undertaken to support this along with works to support Deakin Avenue public realm works (such as the Deakin Avenue Centre Median Redevelopment).

Works could include:

- Installation of signalised intersection along the preferred freight route at Fifteenth Street and Benetook Avenue
- Widening and duplication of Benetook Avenue north of fifteenth Street
- Installation of a signalised intersection at the intersection of Seventh Street and San Mateo Avenue/Sturt Highway
- Installation of various active transport infrastructure, such as bicycle lanes, wider footpaths, and raised pedestrian thresholds along Deakin Avenue
- Increased planting of canopy trees along Deakin Avenue
- Reduced speed limits along Deakin Avenue north of Eleventh Street.

Opportunity 2: Public Acquisition Overlay along Benetook Avenue

A Public Acquisition Overlay (PAO) is located along sections of Benetook Avenue for the purpose of road widening. Road widening is beneficial for supporting Benetook Avenue as a key freight route, as it would allow most of the length of the freight route along Benetook Avenue to be two lanes in each direction. This reduces the impact of right turning traffic, as an additional traffic lane would be provided to allow traffic to continue to flow.

Opportunity 3: Increased Industrial Development at Mildura Airport and Merbein Intermodal Freight Hub

Expansion of industrial development at Mildura Airport and Merbein Intermodal Freight Hub can be explored. These locations allow easy access to the market by air and rail, reducing the need for road freight transport. This could reduce costs for producers, and reduce the need for freight vehicles to make short trips through towns.

Opportunity 4: Designation of HPFV Appropriate Roads

Removal of the blanket permission for HPFVs to use any road in the municipality should be explored. This would allow Council to further define, develop and enforce key freight routes in the municipality, and reduce the burden of road maintenance from heavy vehicles to only key freight routes. Council's asset management and maintenance could be consolidated to reduce the burden on Council's asset maintenance team.

Opportunity 5: Completion of Murray Basin Rail Project

Should the Murray Basin Rail Project be completed, particularly the gauge works to allow freight from Mildura to travel along the Maryborough line to Ballarat, rail freight will become significantly more attractive as a mode of transport.

This would reduce freight travel times, making a freight trip between Geelong and Mildura within a day feasible. This will also support the Merbein Intermodal Freight Terminal, and the advocacy for an Ouyen Intermodal Freight Terminal.

6.0 DEMOGRAPHIC AND ECONOMIC CONTEXT

6.1 Overview

This section provides statistics regarding Mildura Rural City's population, labour force and economic profile.

6.2 Population Projections

The following table and figure show projections for the Rural City of Mildura and selected comparison areas.

The Rural City of Mildura is the primary growth node in the region and, within the municipality, the Mildura Urban Area is the focus for growth.

The Rural City of Mildura is estimated to have 57,000 residents (as at 2021) and its population is expected to increase to approximately 69,600 by 2051.

The long-term 'sponge city' phenomenon, where a major regional centre grows in the context of small town stagnation or decline, is applicable to Mildura in a Mallee context.

Table 7: Population Projections, Selected Areas, 2021-2051

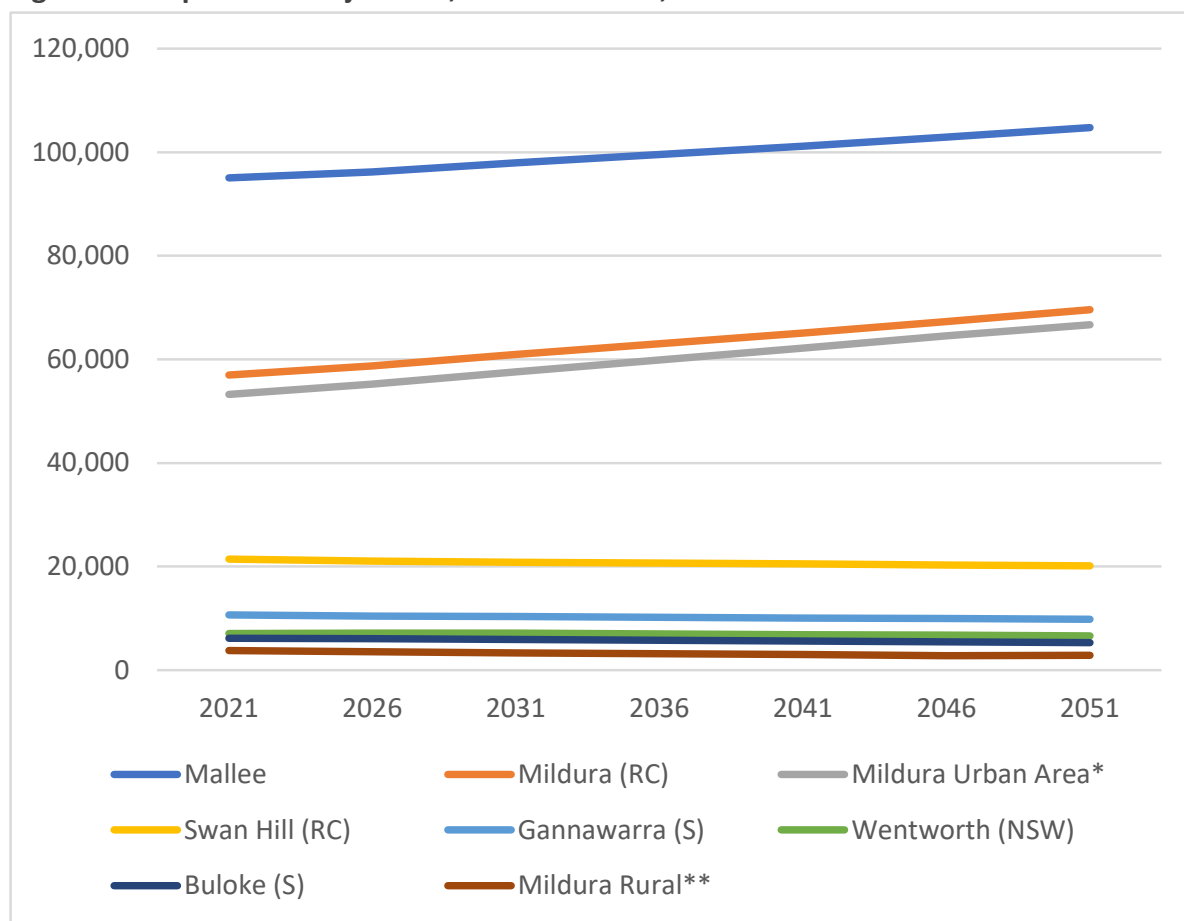
Area	2021	2026	2031	2036	2041	2046	2051
Mildura Urban Area*	53,253	55,238	57,611	59,856	62,158	64,523	66,693
Mildura Rural**	3,717	3,513	3,329	3,135	2,950	2,776	2,870
Mildura (RC)	56,970	58,750	60,940	62,990	65,109	67,299	69,563
Swan Hill (RC)	21,380	21,020	20,840	20,660	20,482	20,305	20,129
Gannawarra (S)	10,610	10,400	10,300	10,180	10,061	9,944	9,828
Buloke (S)	6,130	6,020	5,880	5,720	5,564	5,413	5,266
Mallee	95,090	96,190	97,960	99,550	101,216	102,961	104,786
Wentworth (NSW)	7,074	7,139	7,083	6,973	6,831	6,725	6,620
Mallee + Wentworth	102,164	103,329	105,043	106,523	108,048	109,686	111,407
Regional Victoria	1,634,000	1,736,000	1,847,000	1,958,000	2,067,000	2,174,000	2,280,000
Victoria	6,547,822	7,181,626	7,802,503	8,427,079	9,057,948	9,695,239	10,328,326

*Mildura, Irymple, Merbein, Red Cliffs

**Mildura (RC) excluding Mildura Urban Area

Source: Derived from Victoria in Future 2023, NSW Department of Planning & Environment 2022, HillPDA LGA projections 2036-2051

Figure 35: Population Projections, Selected Areas, 2021-2051



*Mildura, Irymple, Merbein, Red Cliffs

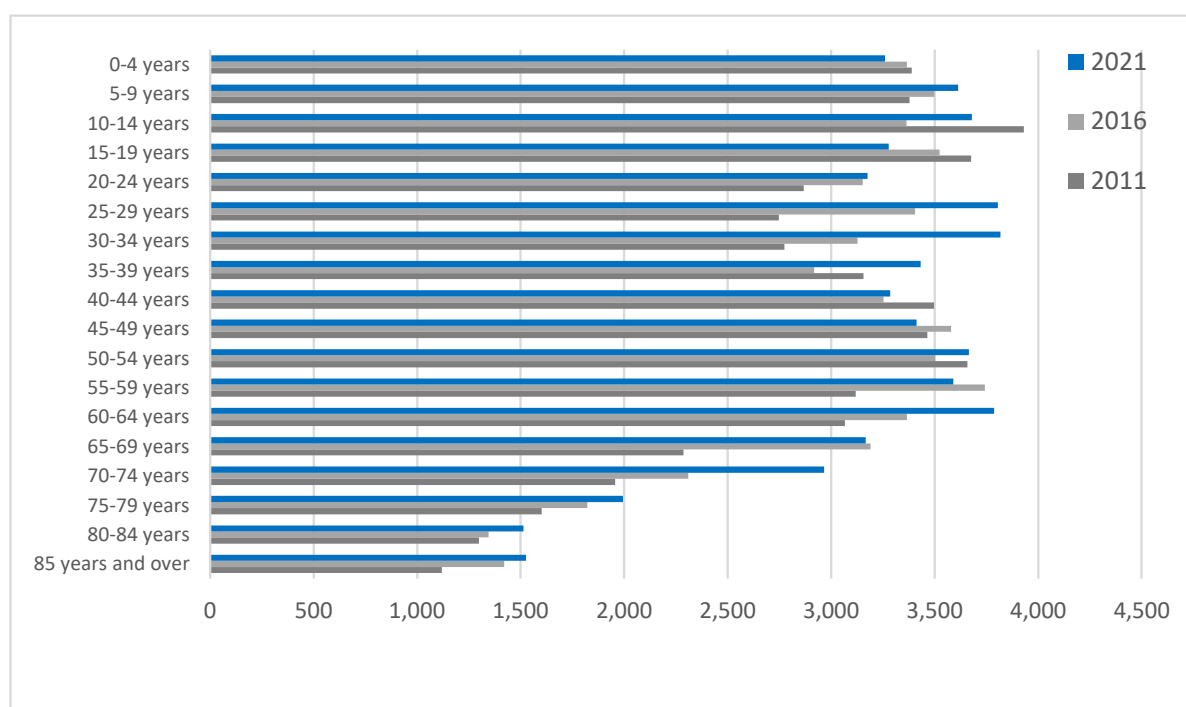
**Mildura (RC) excluding Mildura Urban Area

Source: Derived from Victoria in Future 2023, NSW Department of Planning & Environment 2022, HillPDA LGA projections 2036-2051

6.3 Age Profile

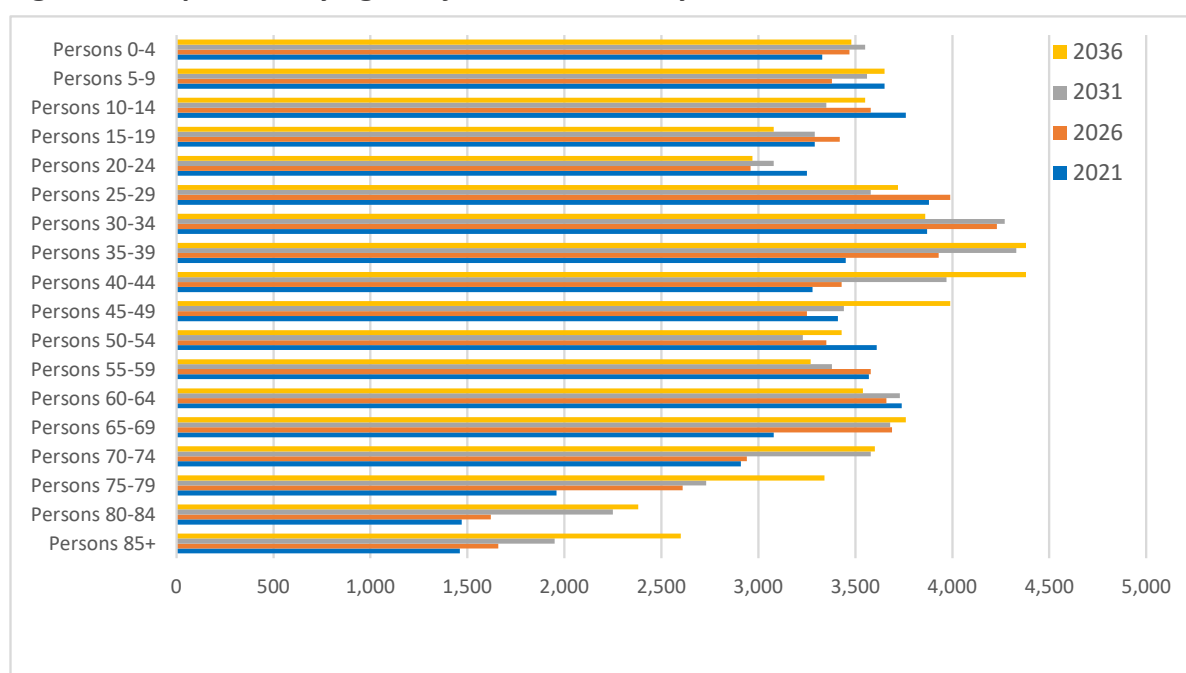
Population trends indicate an ageing of the municipal population in the decade to 2021 but population projections suggest broad based growth is expected across many age cohorts including children, youth and middle age groups.

Figure 36: Population by Age Trends, Rural City of Mildura, 2011-2021



Source: Derived from ABS Census 2011, 2016 and 2021

Figure 37: Population by Age Projections, Rural City of Mildura, 2021-2036



Source: Derived from Victoria in Future 2023

6.4 Labour Force and Skills

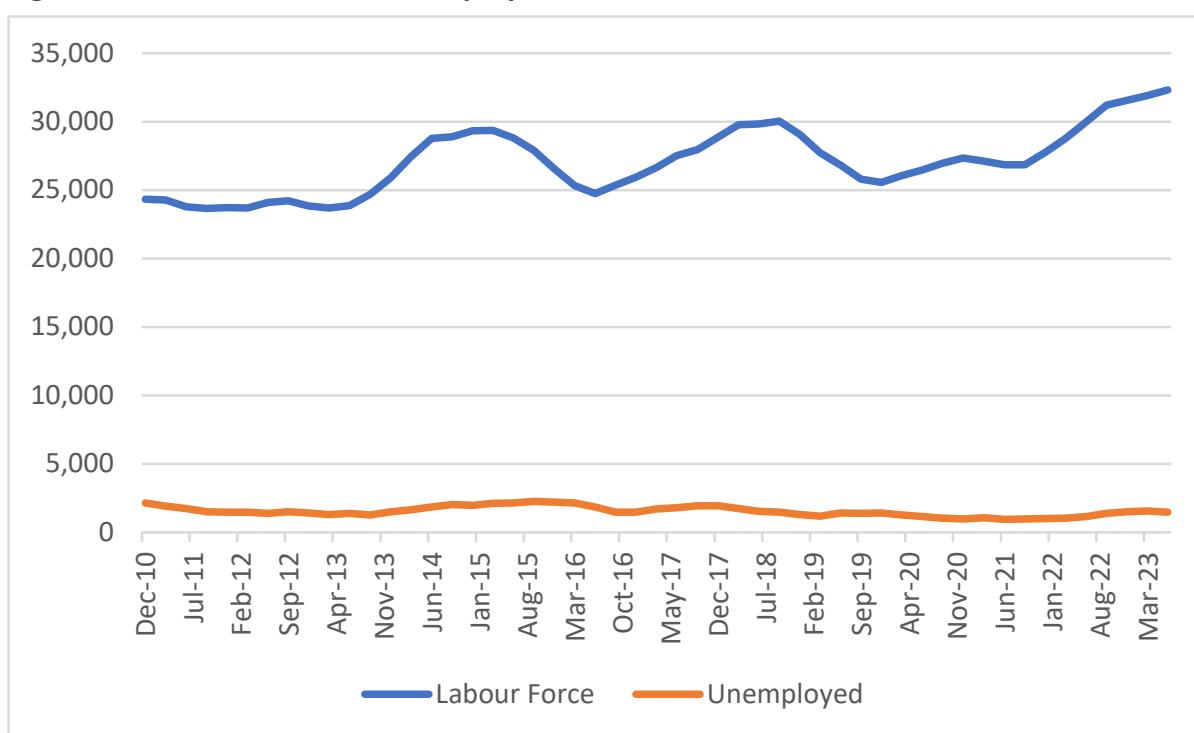
The labour force has grown over time and labour force participation rates have edged higher over time.

Table 8: Labour Force Participation, Rural City of Mildura, 2011-2021

Variable	2011	2016	2021
Population	50,981	53,878	56,972
Labour Force	22,979	24,282	26,476
Labour Force Participation	45.1%	45.1%	46.5%

Source: Derived from ABS Census 2011, 2016 and 2021

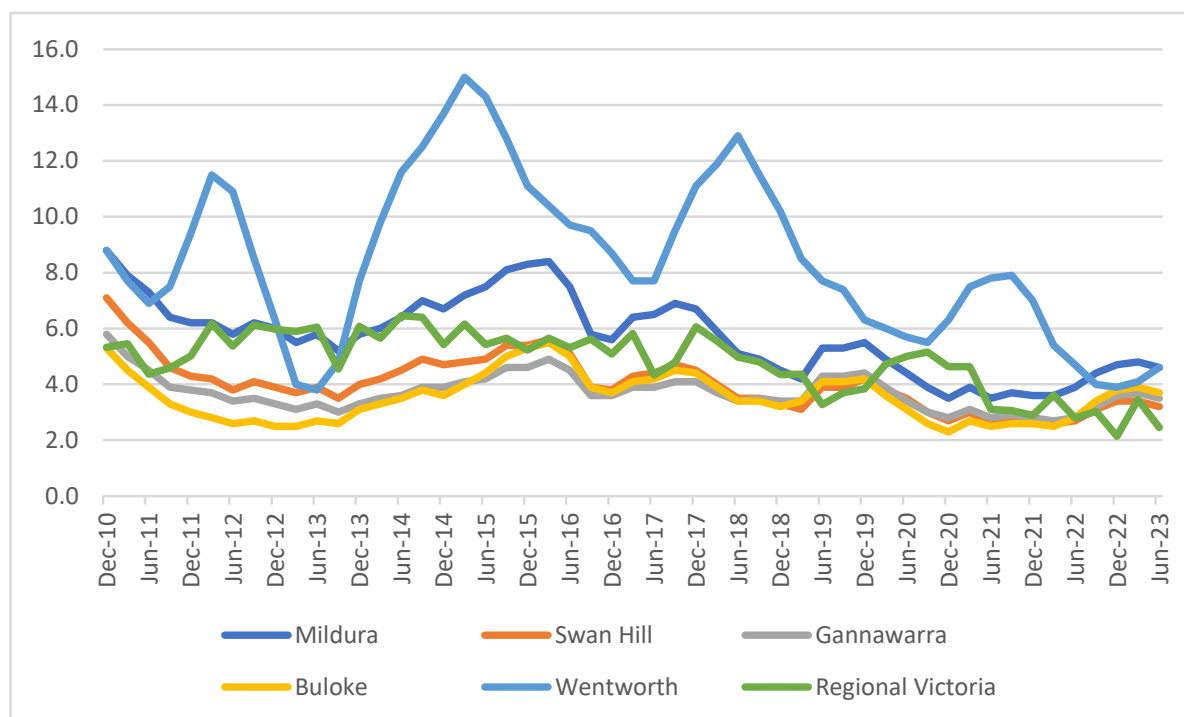
Figure 38: Labour Force and Unemployed Persons, December 2010 – June 2023



Source: Derived from Small Area Labour Markets, Commonwealth of Australia, June 2023

Unemployment rates have declined over time in the Rural City of Mildura and are recently reported to be at just over 4%.

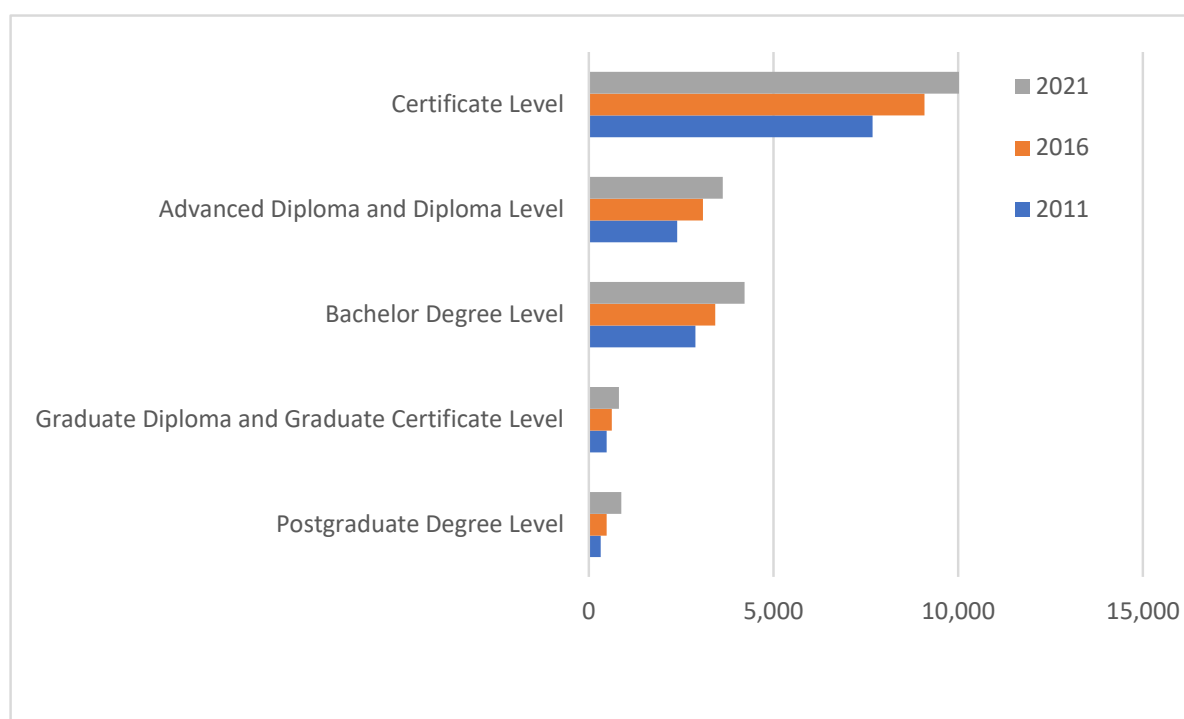
Figure 39: Unemployment Rates, Selected Areas, December 2010 – June 2023



Source: Derived from Small Area Labour Markets, Commonwealth of Australia, June 2023

The growth trend is also reflected in trend data regarding availability of skilled workers in the Rural City of Mildura. Growth of all education types has increased over the past decade.

Figure 40: Post School Education, Rural City of Mildura, 2021-2036



Source: Derived from ABS Census 2011, 2016 and 2021

6.5 Jobs by Industry Sector

The following table provides data on jobs by industry sector in the Rural City of Mildura.

The jobs are classified into nineteen industry sectors by the ABS (at 1 digit level) and have been grouped into five land use categories.

Overall, the Rural City of Mildura accommodated 23,900 jobs in 2021, which represents an increase of 2,500 jobs in the five years to 2021 at a growth rate of 2.3% per annum. Jobs growth was faster than population growth (0.8% per annum) over this period.

In terms of the land use categories, the rank of employers is (all figures rounded):

- Service Sectors: 15,200 jobs in 2021 (increased by +1,200 in the five years to 2021)
- Core Industrial Land Sectors: 2,900 jobs (+100)
- Primary Industry: 2,700 (+500)
- Utilities and Construction: 1,900 (+500)
- Other: 900 (+200).

The economy is diverse and experiencing broad-based growth.

Within the Core Industrial Land Sectors, manufacturing is the biggest employer. It recorded modest growth in the latest data period. The other industrial sectors represent logistics and related activities, and these recorded strong growth.

Other categories also use industrial land. This includes the Utilities and Construction group and some Service Sectors, such as bulky goods retail.

The Utilities and Construction group experienced very strong growth between 2016 and 2021 at 5.9% per annum. This relates to population growth as the main driver of activity.

Table 9: Jobs by Industry Sector, Rural City of Mildura, 2016-2021

Sector / Year		2016	2021	Change	Change % pa
Primary Industry					
	Agriculture, Forestry and Fishing	2,132	2,648	516	4.4%
	Mining	59	82	23	6.8%
	Sub-Total	2,191	2,730	539	4.5%
Core Industrial Land Sectors					
	Manufacturing	1,274	1,295	21	0.3%
	Wholesale Trade	591	612	21	0.7%
	Transport, Postal and Warehousing	897	970	73	1.6%
	Sub-Total	2,762	2,877	115	0.8%
Utilities and Construction					
	Electricity, Gas, Water and Waste Services	281	317	36	2.4%
	Construction	1,149	1,591	442	6.7%
	Sub-Total	1,430	1,908	478	5.9%
Service Sectors					
	Retail Trade	2,825	2,744	-81	-0.6%
	Accommodation and Food Services	1,640	1,600	-40	-0.5%
	Information Media and Telecommunications	210	155	-55	-5.9%
	Financial and Insurance Services	372	332	-40	-2.2%
	Rental, Hiring and Real Estate Services	250	257	7	0.6%
	Professional, Scientific and Technical Services	767	863	96	2.4%
	Administrative and Support Services	892	910	18	0.4%
	Public Administration and Safety	1,141	1,269	128	2.1%
	Education and Training	1,924	2,079	155	1.6%
	Health Care and Social Assistance	2,983	3,873	890	5.4%
	Arts and Recreation Services	215	211	-4	-0.4%
	Other Services	805	929	124	2.9%
	Sub-Total	14,024	15,222	1,198	1.7%
Other					
	Inadequately described/Not stated	936	1,153	217	4.3%
Total Jobs		21,354	23,895	2,541	2.3%
Population		54,658	56,970	2,312	0.8%

2016-2021: ABS Census, Working Population Profile, Victoria In Future 2023

6.6 Economic Specialisation

The following figure provides a depiction of economic variables and trends. The size of a bubble represents sector size in terms of number of jobs. The horizontal axis represents whether the sector has grown or declined in the five years to 2021. The vertical axis represents the relative specialisation of the sector compared to Regional Victoria. A score of 1.0 on the vertical axis means a sector has the same proportion of jobs locally as does Regional Victoria. A score above 1.0 means the sector is relatively more important to the Rural City than the average economy.

Sectors in the top right corner of the chart represent sectors of specialisation that are growing.

The sectors in which the Rural City has specialisation are:

- Agriculture, Forestry and Fishing (1.7 times the concentration of jobs in the Rural City compared to Regional Victoria)
- Wholesale Trade (1.3)
- Retail Trade (1.3)
- Rental, Hiring and Real Estate Services (1.1)
- Other Services (1.1)
- Accommodation and Food Services (1.1)
- Education and Training (1.1)
- Transport, Postal and Warehousing (1.1).

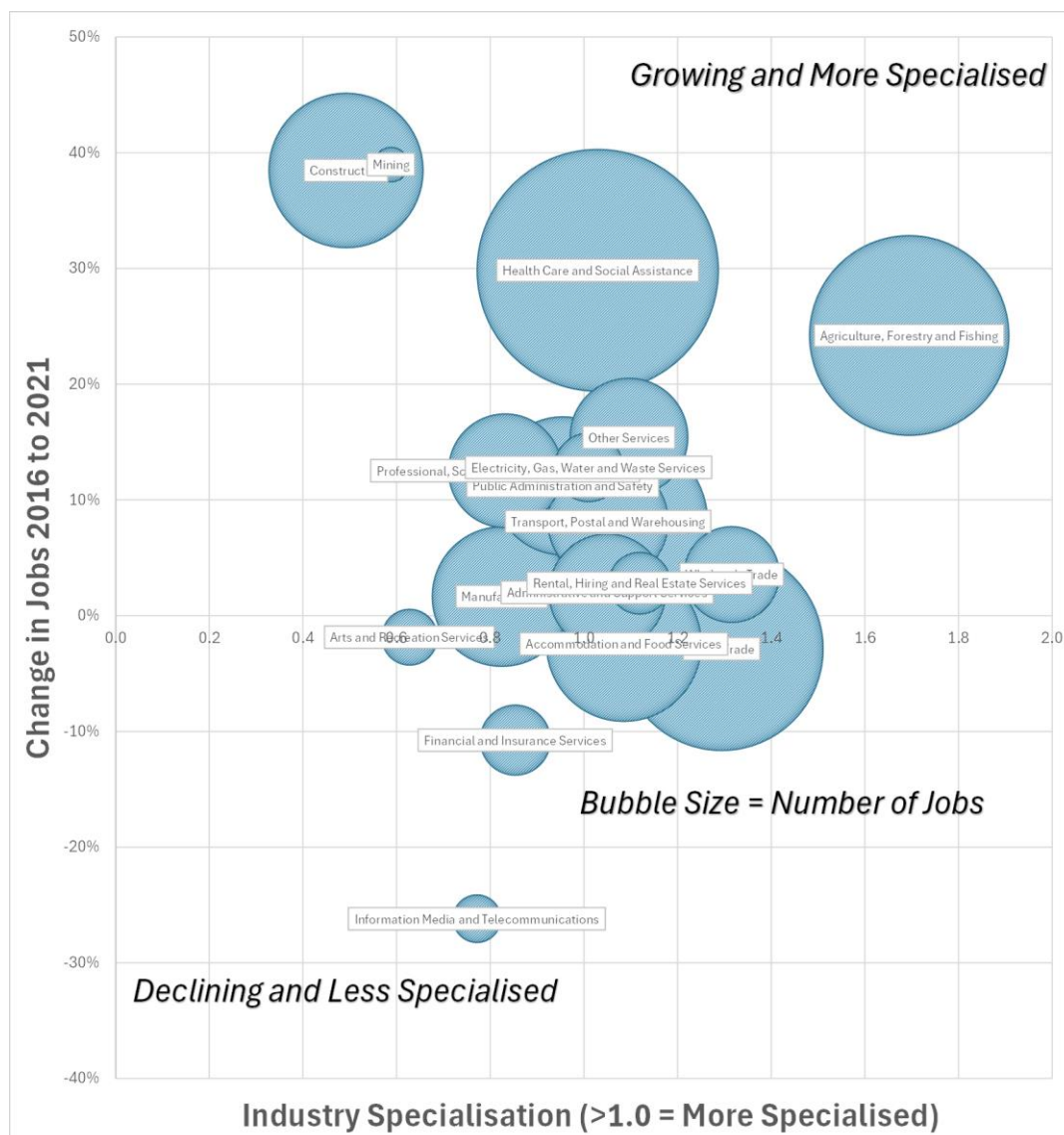
This highlights three features of the Rural City economy.

The Rural City of Mildura is a regional capital. It has a broad-based economy and is a capital for a range of sectors and services.

A key differentiation of the economy is primary industry (horticulture, cropping and farming). Primary industry has a flow on to urban based activities and services and in particular to manufacturing and freight transport and logistics. Primary industry also has linkages to service sectors.

The Rural City of Mildura is a regional capital, agricultural capital and freight capital.

Figure 41: Economic Sector Size, Specialisation and Change



Source: Derived from ABS Census 2016 and 2021

7.0 PROPERTY MARKET INSIGHTS

7.1 Overview

This section reviews property market information focusing on industrial property transactions, major development activity and proposed future investments.

7.2 Property Sales

Reported industrial property transactions (between January 2020 and October 2023) provide insight into the state of the market. This data reveals that there are at least three sub-markets for industrial property in the Rural City of Mildura:

- The main urban area focused on Mildura (which covers the Benetook Avenue corridor including Mildura East) and Irymple. This area is close to other businesses and the regional labour force and has the best access to infrastructure.
- Towns of Merbein and Red Cliffs. The towns have attributes like the main urban area but to a lesser extent.
- Industrial land within rural areas at Outer Irymple, Thurla and Kulkynne Way. These remote precincts suit some business types that need to be isolated from sensitive land uses and/or those that seek lower value land.

The value of land averaged in the order of \$200/sqm in the main urban area and this drops to \$30/sqm in Red Cliffs and under \$10/sqm in remote areas like Thurla.

In terms of improved property, most sales are clustered in the main urban area.

Improved industrial property in Mildura typically achieved around \$600/sqm (as a land rate) and a lower rate was reported in Irymple at around \$300/sqm. The other towns had a lower rate again.

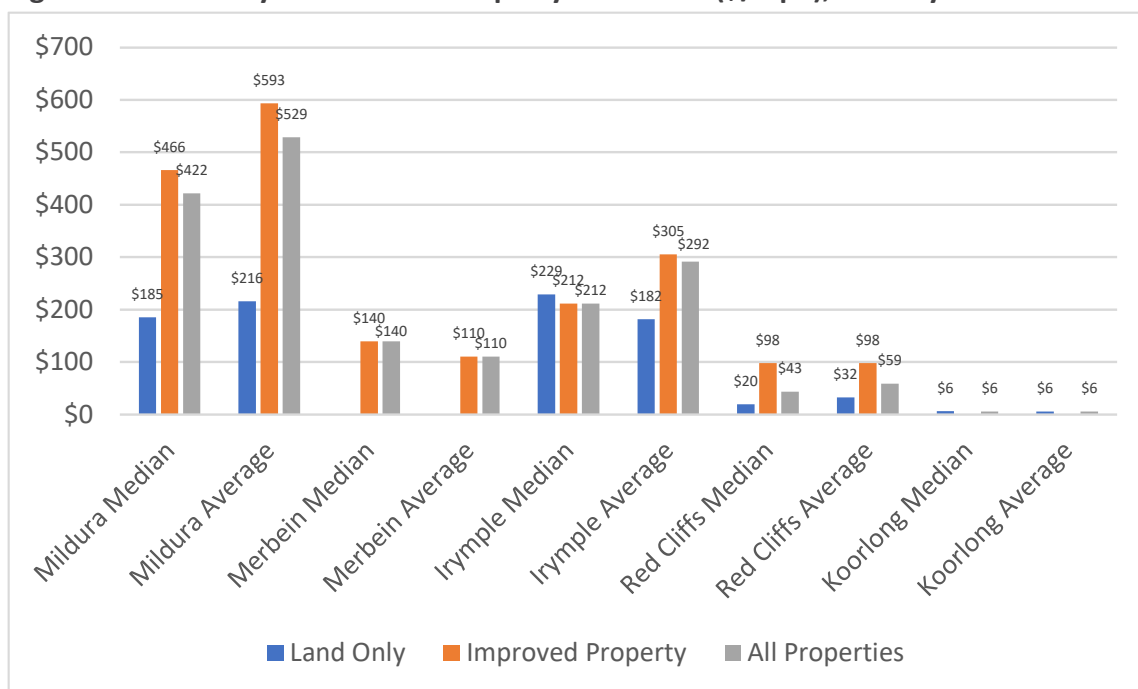
The typical lot size of improved property transacted in Mildura urban area was approximately 1,900 sqm median and 5,500 sqm average.

The typical building size of improved property transacted in Mildura urban area was approximately 500 sqm median and 1,200 sqm average.

Using the median figures, the floorspace ratio was 26% (i.e. 500 / 1,900).

The data is summarised in the following figure and two tables. More detail on the reported sales is provided in Appendix D and Appendix E.

Figure 42: Summary of Industrial Property Sale Rates (\$/Sqm), January 2020-October 2023



Source: Derived from RP Data Professional

Table 10: Summary of Industrial Sales (Land), January 2020-October 2023

Location	Land Area (Sqm)	Building Area (Sqm)	Sale Price	Land Rate (\$/Sqm)
Mildura				
Median	3,908	140	\$1,100,000	\$185
Average	11,181	140	\$1,190,677	\$216
High	64,780	158	\$3,500,000	\$723
Low	489	121	\$120,000	\$21
Observations	20	2	13	13
Irymple				
Median	1,411	-	\$408,716	\$229
Average	4,559	-	\$346,290	\$182
High	21,180	-	\$627,733	\$316
Low	474	-	\$95,000	\$30
Observations	6	0	5	5
Red Cliffs				
Median	4,351	-	\$80,000	\$20
Average	3,829	-	\$72,500	\$32
High	6,322	-	\$85,000	\$65
Low	813	-	\$52,500	\$13
Observations	3	0	3	3
Thurla				
Median	23,249	2,400	\$145,040	\$6
Average	109,508	2,400	\$257,727	\$6

Location	Land Area (Sqm)	Building Area (Sqm)	Sale Price	Land Rate (\$/Sqm)
High	1,210,541	2,400	\$2,090,000	\$13
Low	19,992	2,400	\$87,024	\$2
Observations	22	1	21	20
Kulkyne Way				
3111 Kulkyne Way	5,638	-	\$385,000	\$68

Source: Derived from RP Data Professional

Table 11: Summary of Industrial Property Sales (Improved), January 2020-October 2023

Address	Land Area (Sqm)	Building Area (Sqm)	Sale Price	Land Rate (\$/sqm)
Mildura				
Median	1,882	500	855,000	466
Average	5,459	1,200	1,229,637	593
High	79,273	13,118	6,490,000	2,986
Low	184	1	185,000	13
Observations	76	43	66	63
Merbein				
Median	5,170	-	722,150	140
Average	6,287	-	661,075	110
High	7,403	-	722,150	140
Low	5,170	-	600,000	81
Observations	2	0	2	2
Irymple				
Median	2,000	390	392,000	212
Average	5,143	599	767,073	305
High	38,027	2,700	3,200,000	713
Low	534	158	105,000	30
Observations	21	9	21	21
Red Cliffs				
Median	14,633	-	715,000	98
Average	14,633	-	715,000	98
High	27,764	-	1,200,000	153
Low	1,501	-	230,000	43
Observations	2	0	2	2

Source: Derived from RP Data Professional

7.3 Trends in Industrial Property Values

This sub-section provides information on trends in industrial land values over the past decade. The trends data was extracted from the RP Data Professional data base on sale transactions. This data base provides information on reported transactions and in most cases provides details of zone and property type, land area and sales prices and dates.

All Sales Reported 1 January 2014 to 21 March 2024

The total number of reported industrial property transactions in the Mildura urban area was 246 over the decade to March 2024 (in the areas of Mildura 192, Irymple 49 and Merbein 5).

Reported Land Sales: 1 January 2014 to 21 March 2024

Of the above transactions, 44 are classified as land sales and have price data recorded (which enables price trends to be analysed). These are either vacant lots or lots sold as development sites. Some have improvements on them.

The data is summarised in Figure 43 below, shown on a dollar value per square metre of land basis. This indicates the sales data is highly variable based on the attributes of each property.

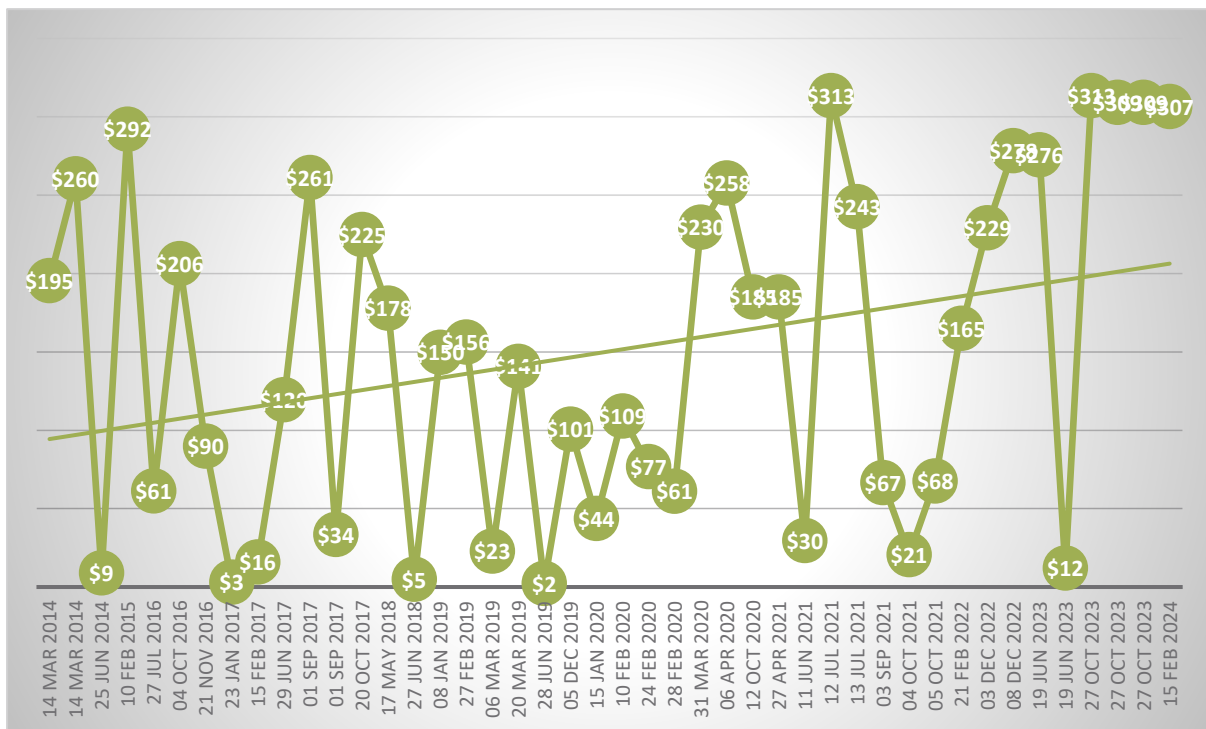
Nevertheless, based on a trend line average, industrial land prices have increased from about \$100/sqm in 2014 to around \$200/sqm in 2024, representing:

- Approximately 100% growth in nominal terms
- Approximately 54% growth in real terms (after inflation), and
- Approximately 7.2% per annum growth in compound change terms.

By way of comparison, median house prices in Mildura in the 10 years to 2023 (using Valuer General Victoria suburb data) recorded:

- Approximately 91% growth in nominal terms
- Approximately 44% growth in real terms (after inflation), and
- Approximately 6.8% per annum growth in compound change terms.

Figure 43: Industrial Price Trends \$/SQM, Mildura Urban Area, January 2014 to March 2024



Source: Derived from RP Data Professional March 2024

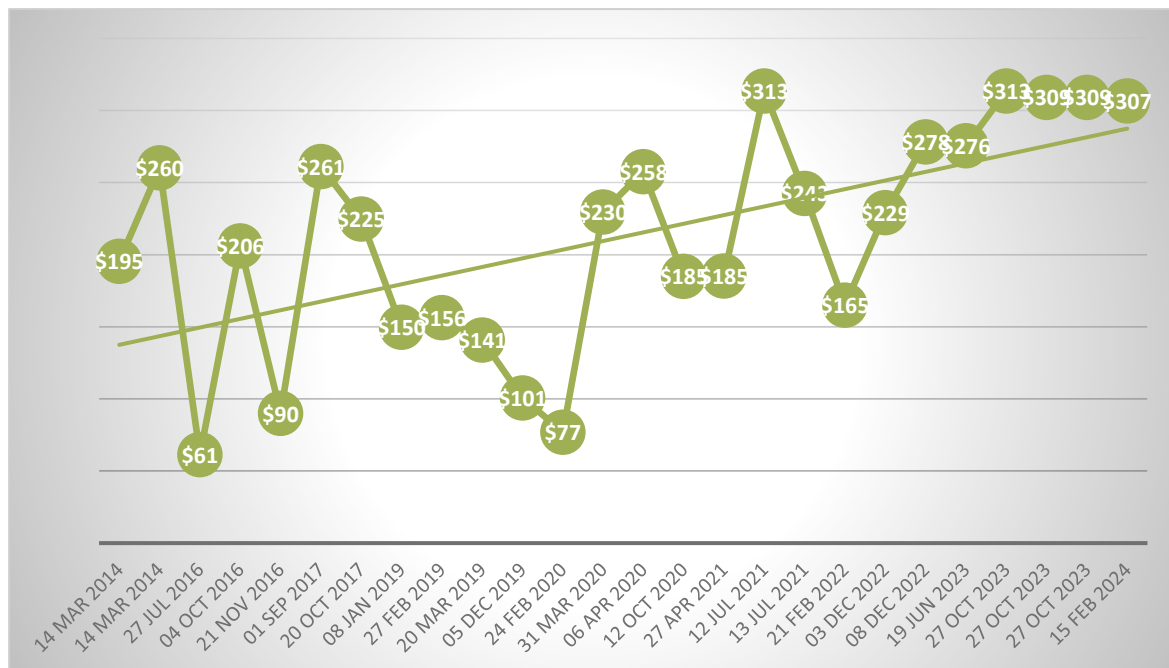
The following Figures 44 and 45 break up the data above into lots sized under 5,000 sqm (26 records) and over 5,000 sqm (18 records).

This shows the average value - and most price growth - is focused on lots sized under 5,000 sqm.

Recent transactions of the smaller lots can achieve around \$300/sqm.

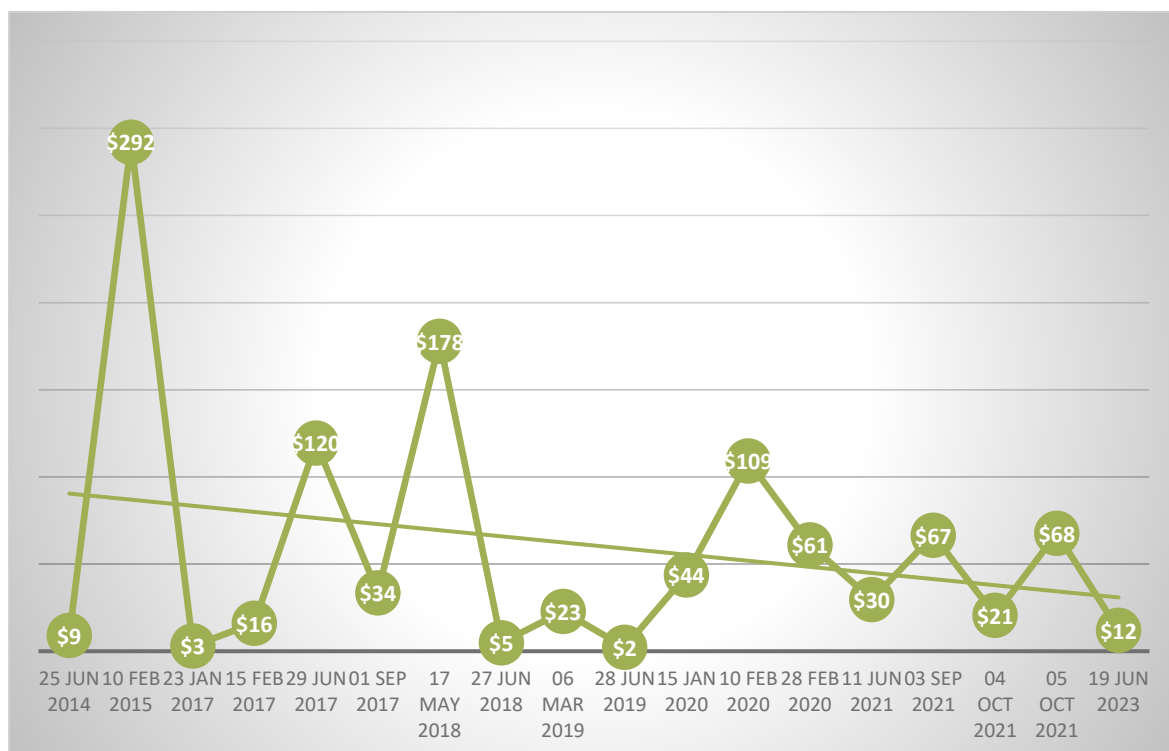
The price trends of the large lots are highly variable.

Figure 44: Industrial Land Price Trends \$/SQM, Lots Under 5,000 SQM, Mildura Urban Area, January 2014 to March 2024



Source: Derived from RP Data Professional March 2024

Figure 45: Industrial Land Price Trends \$/SQM, Lots Over 5,000 SQM, Mildura Urban Area, January 2014 to March 2024



Source: Derived from RP Data Professional March 2024

7.4 Top 20 Floorspace Additions 2012-2022

The twenty biggest developments over the decade to 2022 (listed in the table below) provide further insight into demand for industrial property by type and location.

The twenty biggest developments added 158,600 sqm of floorspace over the decade to 2022, occupying 147 ha of land (which is not necessarily full utilisation of land). Average floorspace change was +15,900 sqm per annum for these twenty projects. Most of these projects are in the main urban area for warehousing uses, and some factory development as well.

Assuming a 30% floorspace ratio, this sample needs 5.3 ha of land per annum on average.

Table 12: Top 20 Floorspace Additions 2012-2022

No.	Address	Zoning	Land Area Sqm	Building Area Sqm	Building Area Change Sqm 2012-2022	Floorspace Ratio	Description
1	648 Benetook Avenue MILDURA	IN3Z	29,274	15,175	15,000	51.8%	Hardstand/Storage Yard
2	558-584 Benetook Avenue MILDURA	IN1Z	36,202	14,775	14,775	40.8%	General Purpose Warehouse
3	1 Waltham Avenue IRYMPLE	IN1Z	41,829	11,593	11,593	27.7%	General Purpose Warehouse
4	23 Greentek Court KOORLONG	IN1Z	134,758	11,095	11,095	8.2%	Food Processing Factory
5	301-305 Etiwanda Avenue MILDURA	IN1Z	27,273	10,909	10,909	40.0%	General Purpose Warehouse
6	590 Benetook Avenue MILDURA	IN3Z	40,492	10,258	10,148	25.3%	General Purpose Warehouse
7	2 Wentworth Road MERBEIN	PCRZ	182,712	9,633	9,633	5.3%	Major Industrial Complex – Special Purpose Improvements
8	2168 Fifteenth Street IRYMPLE	IN1Z	42,255	8,651	8,651	20.5%	General Purpose Warehouse
9	316 Etiwanda Avenue MILDURA	IN1Z	33,701	7,852	7,852	23.3%	General Purpose Warehouse
10	293 Benetook Avenue MILDURA	IN1Z	22,609	9,863	6,940	43.6%	General Purpose Factory
11	531 Treviso Way RED CLIFFS	IN1Z	683,136	6,485	6,485	0.9%	Major Industrial Complex – Special Purpose Improvements
12	754-770 Koorlong Avenue IRYMPLE	IN1Z	40,489	5,682	5,682	14.0%	General Purpose Warehouse
13	841-847 Irymple Avenue IRYMPLE	IN1Z	9,290	5,490	5,490	59.1%	Store
14	660 Benetook Avenue MILDURA	IN3Z	23,833	5,388	5,388	22.6%	General Purpose Factory
15	1/301-305 Etiwanda Avenue MILDURA	IN1Z	27,273	5,337	5,337	19.6%	General Purpose Warehouse
16	748 Koorlong Avenue IRYMPLE	IN1Z	40,488	5,494	5,219	13.6%	General Purpose Factory
17	15-29 The Crescent MILDURA	IN1Z	20,808	5,075	5,075	24.4%	Food Processing Factory
18	38 Seventh Street East MILDURA	IN3Z	5,069	5,082	4,866	100.3%	General Purpose Warehouse
19	8 Vincor Place MILDURA	IN1Z	5,831	4,380	4,380	75.1%	Workshop
20	468 Benetook Avenue MILDURA	IN1Z	18,530	3,998	3,998	21.6%	General Purpose Warehouse
Total of Above			1,465,852	162,215	158,516	11.1%	

Source: Derived from Rural City of Mildura Property Rates Data 2012 and 2022

Figure 46: Example Major Industrial Developments



Source: Metromap October 2022

7.5 Investment Proposals

The Rural City of Mildura has a significant number of non-residential (employment/business) projects proposed for investment according to Cordell data as at 2023. The total value is \$884m across fifty projects. The majority of projects (in terms of number and value) are public or private infrastructure projects.

7.6 Planning Permit Applications

The table below provides a list of planning permit applications in industrial zones from 2016 to 2023. This provides a guide to investment interest by zone and location. The table also provides a description of the proposals. In summary:

- 71 proposals were for Industrial 1 zone land in Mildura
- 13 proposals were for Industrial 3 zone land in Mildura
- 26 proposals were for Industrial 1 zone land in Irymple
- 7 proposals were for Industrial 1 zone land in Koorlong
- 6 proposals were for Industrial 1 zone land in Red Cliffs.

The industrial investment focus is on the Mildura property market area.

Table 13: Industrial Planning Permit Applications, 2016 to 2023

Application Date	Zone	Location	Proposal
2016	IN1Z	KOORLONG	Use of the land for industry (recycling and resource recovery - composting) and associated Buildings and works (extension to existing warehouse) and car parking waiver.
2016	IN1Z	MILDURA	Development of an internally illuminated sign.
2017	IN1Z	IRYMPLE	Development of buildings and works (extension to the existing warehouse)
2017	IN1Z	IRYMPLE	Buildings and works associated with existing Transport Terminal
2017	IN1Z	IRYMPLE	Building & works (4 warehouse buildings) and reduction in carparking requirements
2017	IN1Z	IRYMPLE	Development of a warehouse and reduction in car parking requirements.
2017	IN1Z	MILDURA	Use of land for Restricted Recreational Facility (Personal Training Studio)
2017	IN1Z	MILDURA	Use of the Land for Restricted Retail Premises, Signage & Car Parking Waiver
2017	IN1Z	MILDURA	Four Lot Subdivision
2017	IN3Z	MILDURA	Three Lot Subdivision
2018	IN1Z	IRYMPLE	Internally Illuminated Signage
2018	IN1Z	IRYMPLE	Use of the Land for Abrasive Sandblasting
2018	IN1Z	IRYMPLE	Development of Carport
2018	IN1Z	IRYMPLE	Development of Awning
2018	IN1Z	IRYMPLE	Buildings and works (warehouse) and reduction in car parking requirements
2018	IN1Z	IRYMPLE	Development of buildings and works (warehouse) and reduction in car parking requirements
2018	IN1Z	IRYMPLE	Buildings and Works (Office)
2018	IN1Z	MILDURA	Variation of easement (shown as E-1 on PS 527151Q)
2018	IN1Z	MILDURA	Development of Extension to Shed
2018	IN1Z	MILDURA	Development of an industrial building and office
2018	IN1Z	MILDURA	Buildings and works (office associated with existing utility installation), and reduction in car parking requirements
2018	IN1Z	MILDURA	Illuminated Business Signage
2018	IN1Z	MILDURA	Development of Buildings and Works Associated with a Warehouse
2018	IN1Z	MILDURA	Change of use (office) and business identification signage
2018	IN1Z	MILDURA	Buildings and works (2 x warehouses and showroom) and car park reduction
2018	IN1Z	MILDURA	Development of Warehouse and Car Parking Waiver
2018	IN1Z	MILDURA	Extension of Licensed Area
2018	IN3Z	MILDURA	Use of the land for a restricted recreation facility
2018	IN3Z	MILDURA	Use and Development of a road freight terminal including workshop, wash bay, ancillary office and amenities
2019	IN1Z	RED CLIFFS	Buildings and works (shed associated with industry) and reduction of car parking requirement
2019	IN1Z	RED CLIFFS	Buildings and works (three warehouses) and reduction in car parking requirements
2019	IN1Z	IRYMPLE	Development of buildings and works (warehouse)
2019	IN1Z	IRYMPLE	Buildings and works (warehouse and associated office)
2019	IN1Z	IRYMPLE	Internally Illuminated Sign
2019	IN1Z	IRYMPLE	Subdivision of the land into three (3) lots
2019	IN1Z	KOORLONG	Buildings and works within 100 metres of a Public Conservation and Resource Zone (Schedule 4 to the Design and Development Overlay Requirement) associated with the as-of-right use of the land for the purpose of crop raising.

Application Date	Zone	Location	Proposal
2019	IN1Z	KOORLONG	Variation of Easement E-11 on Lots 1, 2 and 26 on PS616785A under Section 23 of the Subdivision Act
2019	IN1Z	KOORLONG	Use and Development of Land for Transfer Station.
2019	IN1Z	MILDURA	Buildings and works (warehouse, factory extension and new coolroom building)
2019	IN1Z	MILDURA	Buildings and works (extension to industrial shed)
2019	IN1Z	MILDURA	Buildings and works associated with an existing warehouse (storage shed)
2019	IN1Z	MILDURA	Development of buildings and works (warehouse) and reduction in car parking requirements
2019	IN1Z	MILDURA	Buildings and work associated with industry (factory extension) and a reduction in car parking requirements
2019	IN1Z	MILDURA	Development of buildings and works (warehouse) and reduction in car parking requirements
2019	IN1Z	MILDURA	Buildings and works (warehouse)
2019	IN1Z	MILDURA	Buildings and works - factory with attached awning
2019	IN1Z	MILDURA	Development of the land for buildings and works (warehouses), subdivision of land and reduction in car parking requirements
2019	IN1Z	MILDURA	Buildings and Works (extension of existing factory) and reduction in car parking requirements
2019	IN3Z	MILDURA	Use and development of the land for industry (powder coating) and reduction in car parking requirements
2019	IN3Z	MILDURA	Use of the land for industry (engineering)
2019	IN3Z	MILDURA	Buildings and works (two shade sails)
2019	IN3Z	MILDURA	Use of the land for a restricted recreation facility (personal training studio)
2020	IN1Z	IRYMPLE	Use of the land for a trade supplies and associated buildings and works (industrial building) excluding panel beating
2020	IN1Z	IRYMPLE	Use and Development of a Restricted Recreation Facility (Four Shipping Containers and Trapeze Equipment) and Licensed Premises
2020	IN1Z	MILDURA	Buildings and works (warehouse)
2020	IN1Z	MILDURA	Buildings and works (garage)
2020	IN1Z	MILDURA	Development of buildings and works (office and shed associated with the existing landscape supplies) and business identification signage
2020	IN1Z	MILDURA	Use and development of the land for an office, development of buildings and works (4 warehouses) and reduction in car parking requirements
2020	IN1Z	MILDURA	Development of buildings and works (storage silo associated with the existing concrete batching plant)
2020	IN1Z	MILDURA	Buildings and Works to existing dwelling (New shed)
2020	IN1Z	MILDURA	Buildings and works (Extension to existing storage shed) and reduction in car parking
2020	IN1Z	MILDURA	5 Lot Subdivision & Easement Removal
2020	IN3Z	MILDURA	Development of buildings and works for two (2) warehouses, reduction of car parking requirements and alteration of access to a Road in a Road Zone, Category 1
2020	IN3Z	MILDURA	Buildings and works development of storage building associated with existing industry.
2021	IN1Z	IRYMPLE	Development of buildings and works (carport associated with the existing dwelling)
2021	IN1Z	IRYMPLE	Use of the land for the industry and development of two industrial buildings, reduction of car parking and bicycle facilities
2021	IN1Z	IRYMPLE	Buildings and works associated with a warehouse, reduction of car parking requirements and business identification signage
2021	IN1Z	IRYMPLE	Buildings and works (Car Wash and Warehouse), a Creation and Alteration of access to a road in Transport Zone 2, Signage (Business Identification Sign, Internally Illuminated Sign And Panel Sign), a Reduction of Car Parking and a Waiver of Bike Facilities
2021	IN1Z	MILDURA	Four (4) lot subdivision
2021	IN1Z	MILDURA	Buildings and works (development of warehouses) and reduction in car parking

Application Date	Zone	Location	Proposal
2021	IN1Z	MILDURA	Use and development of the land for a distillery
2021	IN1Z	MILDURA	Use of the land for motor repairs, external alterations (installation of a roller door) and reduction of car parking spaces
2021	IN1Z	MILDURA	Development of buildings and works (sheds associated with existing self-storage use) and business identification signage
2021	IN1Z	MILDURA	Buildings and Works - awning attached to an existing building and a transportable office
2021	IN1Z	MILDURA	Buildings and works associated with a store, fifteen lot subdivision and reduction of car parking requirements
2021	IN1Z	MILDURA	Buildings and works (Outbuilding)
2021	IN1Z	MILDURA	Use of the land for a restricted recreation facility (personal and group training), waiver of shower and bicycle facilities.
2021	IN1Z	MILDURA	Buildings and woks (warehouse) and a reduction in car parking requirement
2021	IN1Z	MILDURA	Development of warehouses and reduction in car parking requirements
2021	IN1Z	MILDURA	Use of the land for a warehouse, buildings and works (installation of a roller door) and reduction of car parking requirements
2021	IN1Z	MILDURA	Buildings and works associated with a store and waiver car parking requirements.
2021	IN1Z	MILDURA	Use and development of a Warehouse, service industry, signage and reduction in car parking requirements
2021	IN1Z	MILDURA	Buildings and works (Warehouse with an ancillary office) and a reduction in car parking
2021	IN3Z	MILDURA	Development of buildings and works (shed, shade structures and shipping container associated with existing industry)
2021	IN3Z	MILDURA	Use and development of a factory with an associated office, reduction in car parking requirements and business identification signage
2022	IN1Z	RED CLIFFS	Use and development of a store, waiver of car parking requirements and business identification signage
2022	IN1Z	RED CLIFFS	Use and development of land for an industrial building and reduction of car parking requirements
2022	IN1Z	RED CLIFFS	Business Identification Signage
2022	IN1Z	RED CLIFFS	Buildings and Works (Stores)
2022	IN1Z	IRYMPLE	Buildings and works (warehouse) and reduction in car parking requirement
2022	IN1Z	IRYMPLE	Buildings and works (shade structure associated with existing buildings)
2022	IN1Z	IRYMPLE	Buildings and works (office and awning associated with the existing industry use (metal fabrication))
2022	IN1Z	IRYMPLE	Two Lot Subdivision (Boundary Realignment)
2022	IN1Z	KOORLONG	Buildings and works (warehouse, associated office and toilet block)
2022	IN1Z	KOORLONG	Buildings and works (two warehouses and associated office), signage (business identification sign) and reduction in car parking requirements
2022	IN1Z	KOORLONG	Buildings and works (warehouse, associated office and toilet block)
2022	IN1Z	MILDURA	Buildings and works (development of a warehouse) and reduction in car parking requirements
2022	IN1Z	MILDURA	Buildings and Works (Development of warehouses), signage and reduction in car parking requirements
2022	IN1Z	MILDURA	Buildings and works - shade structure
2022	IN1Z	MILDURA	Multi lot subdivision
2022	IN1Z	MILDURA	Warehouse Extension
2022	IN1Z	MILDURA	Buildings and works (tanks)
2022	IN1Z	MILDURA	Use of land for an indoor recreation facility (Darts Club)
2022	IN1Z	MILDURA	2 Lot subdivision
2022	IN1Z	MILDURA	Two lot subdivision (boundary realignment)

Application Date	Zone	Location	Proposal
2022	IN1Z	MILDURA	Buildings and works associated with an existing warehouse and reduction of car parking requirements
2022	IN1Z	MILDURA	Buildings and works (extension to existing telecommunications facility)
2022	IN1Z	MILDURA	Building and works - warehouse associated with an existing industry and reduction in car parking spaces
2022	IN1Z	MILDURA	Building and Works (Warehouse) and a Reduction of Car Parking Requirements
2022	IN1Z	MILDURA	Staged subdivision
2022	IN3Z	MILDURA	Rebrand store with new signage. Like for like
2022	IN3Z	MILDURA	Building and works associated with existing warehouse (shade structure)
2023	IN1Z	IRYMPLE	Construction and display of business identification signs
2023	IN1Z	MILDURA	Buildings and works associated with the construction of a shed
2023	IN1Z	MILDURA	Signage at the top of proposed Meals on Wheels Kitchen
2023	IN1Z	MILDURA	Building and works (3x warehouses) and reduction in car parking spaces
2023	IN1Z	MILDURA	Use and development of a warehouse and service industry, associated offices, signage and a bicycle/car park waiver
2023	IN1Z	MILDURA	Buildings and works (steel awning shade structure over car park)
2023	IN1Z	MILDURA	Buildings and works - extension to warehouse and car park waiver
2023	IN1Z	MILDURA	Construction of Warehouse and Reduction in Carparking
2023	IN1Z	MILDURA	Buildings and works and reduction of car parking requirements
2023	IN1Z	MILDURA	Buildings and works associated with a warehouse and reduction of car parking requirements
2023	IN1Z	MILDURA	Use of the land for a container deposit scheme centre

Source: Derived from Mildura Rural City Council planning data, December 2023

8.0 FUTURE LAND NEEDS

8.1 Overview

This section provides a guide to the potential utilisation of industrial land in the future using two methods: floorspace trend basis and population ratio basis.

8.2 Estimated Future Industrial Land Needs: Floorspace Trend Basis

This method assesses floorspace change by location and zone.

Overall, the Rural City of Mildura has added approximately 295,200 sqm (29.6 ha) of floorspace within industrial zones in the period 2012 to 2022.

Approximately 71% of development has occurred in Mildura and 93% in the urban area of Mildura, Merbein and Irymple combined.

Assuming a typical floorspace ratio (site utilisation) of 30%, this trend suggests a need for approximately:

- 10 ha (rounded from 9.8 ha) of industrial land take-up per annum
- 50 ha (rounded) of industrial land take-up per 5-year block
- Approximately 300 ha take-up over 30 years.

Table 14: Estimated Future Industrial Land Needs - Floorspace Trends Basis

Zone / Period	Mildura	Merbein	Irymple	Outer Irymple	Red Cliffs	Thurla	Kulkyne Way	Total
Floorspace Change 2012-2022								
IN1Z	117,456	9,519	57,951	1,000	2,592	15,737	0	204,256
IN3Z	63,886	0	0	0	115	0	0	64,002
C2Z	26,867	0	0	0	0	0	0	26,867
Total	208,210	9,519	57,951	1,000	2,708	15,737	0	295,125
Estimate Annual Land Need at 30% Floorspace Ratio								
IN1Z	3.9	0.3	1.9	0.0	0.1	0.5	0.0	6.8
IN3Z	2.1	0.0	0.0	0.0	0.0	0.0	0.0	2.1
C2Z	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.9
Total	6.9	0.3	1.9	0.0	0.1	0.5	0.0	9.8
Estimate Land Need								
5 Years	34.7	1.6	9.7	0.2	0.5	2.6	0.0	49.2
10 Years	69.4	3.2	19.3	0.3	0.9	5.2	0.0	98.4
20 Years	138.8	6.3	38.6	0.7	1.8	10.5	0.0	196.7
30 Years	208.2	9.5	58.0	1.0	2.7	15.7	0.0	295.1

Source: Derived from Rural City of Mildura Property Rates Data 2012 and 2022

8.3 Estimated Future Industrial Land Needs: Population Ratio Basis

The available data indicates that the Rural City of Mildura achieves approximately 94 sqm of occupied industrial land per person.

Assuming this ratio holds into the future, an estimate can be made of potential future industrial land need by referencing population projections, as shown in the table below.

This method indicates that the Rural City of Mildura may consume an additional 120 ha (rounded) of industrial land by 2051. This averages to:

- 4 ha (rounded from 3.9 ha) of industrial land take-up per annum
- 20 ha (rounded) of industrial land take-up per 5-year block
- Approximately 120 ha take-up over 30 years.

It has been observed across the industrial economy that land consumption per person has increased over time, due to growth in large format logistics in particular. As such, this indicator could under-estimate future consumption.

Table 15: Estimated Future Industrial Land Needs – Population Ratio Basis

Year	2021/22	2026	2031	2041	2051
Population	56,970	58,750	60,940	65,109	69,563
Occupied Industrial Land Ha	534	-	-	-	-
Occupied Industrial Land Sqm	5,337,034	-	-	-	-
Occupied Industrial Land Per Person (Sqm/PP)	94	94	94	94	94
Indicative Industrial Land Need Ha	-	550	571	610	652
Change From 2021 Ha	-	17	37	76	118

Source: Derived from Rural City of Mildura Property Rates Data 2022, Victoria in Future 2023, HillPDA

8.4 Monitoring and Review

This report provides a future estimate based on information available at the time of analysis. Future land take-up conditions could be different and outside of the stated range. The situation should be monitored (and if necessary updated) on a regular basis, such as every five years.

8.5 Land Supply Directions

Whilst the Rural City has adequate overall land supply in gross terms to meet the estimated need to 2051, the main urban area of Mildura and Irymple (with 57 ha of vacant industrial zoned land) is not able to accommodate the estimated need should most demand focus on the urban area.

It is recommended that a minimum 15-year forward land supply be made available in the Mildura and Irymple urban area given its status as the primary industrial and commercial node.

A 15-year forward land supply is recommended by the state government in its urban development program.

The number of years supply is complicated by the availability of different land types in different locations.

- Assuming the main urban area takes all estimated future demand: this equates to between 5.8 years and 14.6 years land supply.
- Assuming the main urban area takes half estimated future demand: this equates to between 11.6 years and 29.2 years land supply.
- Assuming the main urban area takes one-third of estimated future demand: this equates to between 17.5 years and 43.9 years land supply.

8.6 Criteria for Assessing Land Release Options

Key decision criteria in the assessment land release options are:

- Land suitability for development, especially in relation to stormwater drainage management and capacity to deliver other infrastructure.
- Separation of industrial land from sensitive land uses like residential.
- Separation of heavy vehicle routes and traffic from sensitive land uses like residential.
- Potential to establish inter-modal (rail and road) freight options co-located or connected to industrial land.
- Provision of public transport to connect employment areas and residential areas.
- Capacity to deliver and fund infrastructure to support development.

8.7 Other Actions

Selected specific actions have been noted in reports or research for consideration. These are as follows.

Planning Scheme

- Review the effectiveness and adequacy of Design and Development Overlays in managing land use interface issues.
- Review the effectiveness and operation of the greenbelt and open space approach in managing land use interface issues.
- Review consistency of planning controls that apply to Kulkyne Way and Thurla.
- Include stormwater management provisions in subdivision requirements in the Planning Scheme.

Infrastructure

- Undertake a drainage study to assess development capability of potential land release areas.
- Explore inter-modal (rail and road) freight options across the Rural City and potential for co-location with or connection to industrial land.
- Resolve road freight route planning and permissions and the potential removal of the all-road access for heavy vehicles. An open gazettal of B-Double access currently exists on all roads.

Waste Management Facility

- Undertake a feasibility study to identify future landfill or waste management facility location options.

APPENDICES

The following appendices are attached:

- Appendix A: Industrial Land Profile 2022
- Appendix B: Details of Relevant Design and Development Overlays
- Appendix C: Other Transport Reports
- Appendix D: Industrial Land Sales
- Appendix E: Industrial Property Sales (Improved).

Appendix A: Industrial Land Profile 2022

Zone / Type	Mildura			Merbein			Irymple			Outer Irymple			Red Cliffs			Thurla			Kulkyne Way			Total		
Total Industrial Land, 2022																								
	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area
IN1Z	455	185.8	329,178	7	26.9	32,061	90	95.1	109,855	5	32.4	1,732	23	21.1	22,555	41	341.4	15,737	2	206.7	6,485	623	909.4	517,603
IN3Z	87	102.6	89,933	0	0.0	0	0	0.0	0	0	0.0	0	1	5.9	356	0	0.0	0	0	0.0	0	88	108.6	90,290
C2Z	105	44.6	109,261	0	0.0	0	4	5.5	527	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	109	50.1	109,788
Total	647	333.0	528,372	7	26.9	32,061	94	100.6	110,382	5	32.4	1,732	24	27.1	22,912	41	341.4	15,737	2	206.7	6,485	820	1068.1	717,681
Occupied Industrial Land, 2022																								
	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area
IN1Z	445	177.4	329,178	7	26.9	32,061	87	94.6	109,855	1	4.0	0	16	14.4	21,305	4	37.8	13,237	1	68.3	6,485	561	423.5	512,121
IN3Z	74	65.1	89,823	0	0.0	0	0	0.0	0	0	0.0	0	1	5.9	356	0	0.0	0	0	0.0	0	75	71.1	90,180
C2Z	99	37.5	109,261	0	0.0	0	2	1.7	439	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	101	39.2	109,700
Total	618	280.1	528,262	7	26.9	32,061	89	96.3	110,293	1	4.0	0	17	20.4	21,662	4	37.8	13,237	1	68.3	6,485	737	533.7	712,000
Vacant Industrial Land, 2022																								
	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area	No	Land Area	Floor Area
IN1Z	10	8.3	0	0	0.0	0	3	0.4	0	4	28.3	1,732	7	6.7	1,250	37	303.7	2,500	1	138.4	0	62	485.9	5,482
IN3Z	13	37.5	110	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	13	37.5	110
C2Z	6	7.1	0	0	0.0	0	2	3.9	88	0	0.0	0	0	0.0	0	0	0.0	0	0	0.0	0	8	11.0	88
Total	29	52.9	110	0	0.0	0	5	4.3	88	4	28.3	1,732	7	6.7	1,250	37	303.7	2,500	1	138.4	0	83	534.3	5,680

Source: Derived from Rural City of Mildura Property Rates Data 2022

Appendix B: Details of Relevant Design and Development Overlays

Schedule 4 of the DDO (DDO4)

DDO4 provides design standards for industrial and related uses bordering established residential subdivisions and farming land.

The purpose of DDO4 is:

- To encourage attractively designed industrial estates, buildings and sites within the municipality.

The requirements of DDO4 largely deal with setbacks, building height, landscaping and subdivision in an attempt to deal with amenity and interface issues. A permit is not required for buildings and works where:

- A front building setback of six (6) metres or equal to the adjacent minimum building setback, whichever is the greater.
- A landscape setback of ten (10) metres to Benetook Avenue or three (3) metres to any other road and five (5) metres to any land within a residential zone.

The Schedule also includes provisions that enable the responsible authority to place conditions on any permit granted under the overlay so as to preserve the amenity of the area including conditions relating to:

- Maximum building heights
- Building setbacks
- Identification of a building envelope
- Exterior colours and finish of all buildings to minimise any adverse visual impact on the environment of the industrial area.

Before deciding on any application, the responsible authority must consider, as appropriate whether:

- Any lot which abuts Benetook Avenue (proposed bypass route) or a residential zone provides an attractively landscaped setback from Benetook Avenue preferably of no less than 10 metres in width and in the case of an abuttal to a residential zone preferably no less than 5 metres.
- The front setback of a new building or an extension of an existing building relates to the front setback of any adjacent building where the minimum front setback of the proposal is to be the lesser of the setbacks of the two adjacent buildings (or if there is no building then a setback of six metres is encouraged).
- The front setback area is landscaped and maintained with a minimum three metre landscape strip.

- The location of car parking is permitted at the front of the building but only recessed behind a 3-metre landscape strip.
- Visitor parking is provided in a convenient and accessible location preferably as close to the front entrance of the building as possible.
- The minimum side and rear setback of any building relates to the use and development of any adjoining lot, and the proposed height of the building in respect of overshadowing of any neighbouring property used for residential purposes. These setback areas are to be landscaped.
- The front façade treatment of a building (including any office component) presents an attractive appearance to the street.
- Variation in building design and form is proposed, as well as the use of different building elements to assist in providing surface articulation and interest to the built form. Muted colours of the external features of the building are preferred with appropriate landscaping to complement the quality and appearance of the development.
- Landscaping provides appropriate screening for car park and outdoor storage areas; breaks down the scale and bulk of large buildings; and creates pleasant and attractive development.
- The building height exceeds two storeys in which case it will be assessed in terms of its impact on adjacent land and the overall amenity of the area.
- Roof forms contribute to the overall interest and diversity of the built form with a preference for colour-bonded roof materials.
- Front setback areas are kept free of storage and waste disposal facilities which should be located to the rear or side setbacks and suitably screened by appropriate landscaping.
- Ancillary structures such as sheds, garages and other outbuildings are to be of the same or similar materials, design and colour to the main building(s) on the site.
- Waste pick-up bins or skips are situated in specific and accessible locations which are properly screened by planting or fencing.

In Thurla, the following provisions apply:

- In addition to the requirements of Clause 43.02-2, the following provisions apply to land at Thurla zoned Industrial 1 and within DDO4:
- Buildings and works are to be set back a distance of 100 metres from any land within a Public Conservation and Resource Zone (PCRZ).
- Buildings and works are to be set back a distance of 50 metres from any stands of native vegetation affected by an agreement under section 173 of the Planning and Environment Act 1987.

In Kulkyne Way, the following provisions apply:

- In addition to the requirements of Clause 43.02-2, the following provisions apply to land at Kulkyne Way zoned Industrial 1 and within DDO4:
- Buildings and works are to be set back a distance of 100 metres from any land abutting a Public Conservation and Resource Zone (PCRZ).
- Buildings and works are to be set back a distance of 50 metres from any stands of native vegetation affected by an agreement under section 173 of the Planning and Environment Act 1987.

Schedule 9 to the DDO (DDO9)

The Industrial 3 Zone (IN3Z) on either side of Benetook Avenue between Fourteenth and Fifteenth Streets is subject to Schedule 9 to the DDO (DDO9) which protects the integrity of the truck route on Benetook Avenue and the amenity of adjoining residential areas.

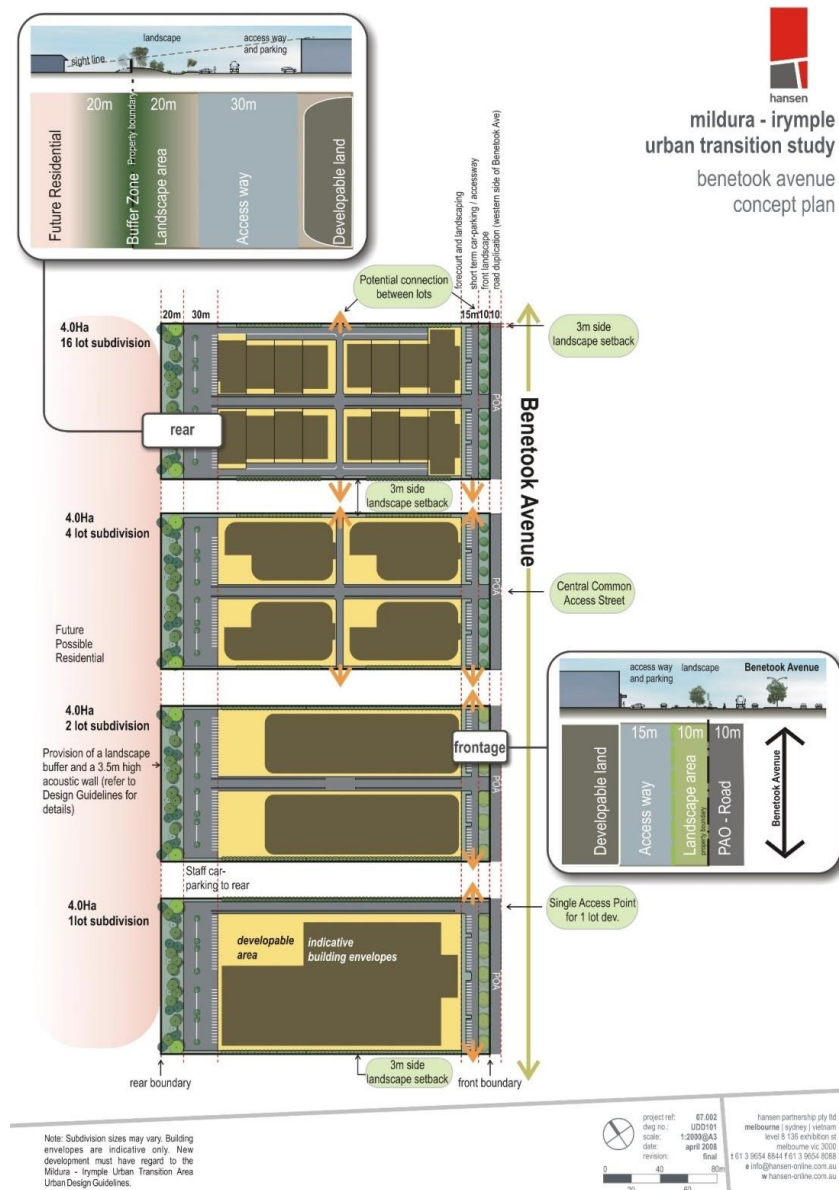
The purpose of DDO9 is:

- To implement the design and development guidelines for the Benetook Avenue Precinct in accordance with the *Urban Design Guidelines – Mildura Irymple Urban Transition Area* (April 2008).
- To achieve a high-quality landscaped streetscape and industrial address along Benetook Avenue in a coordinated and consistent manner.
- To protect the amenity of abutting residential development.
- To ensure that buildings and signage do not dominate the Benetook Avenue streetscape.
- To provide safe and well-defined access routes for vehicles and pedestrians.

Clause 2.0 of the DDO9 effectively establishes mandatory requirements for the development of land.

The DDO9 also includes the following Benetook concept plan (referenced as Map 1).

Benetook Concept Plan



Source: Mildura Planning Scheme DD09

Setbacks

In accordance with the Benetook Avenue Concept Plan (Map 1):

- Buildings must be setback a minimum of 25 metres from the Benetook Avenue boundary.
- Buildings must be setback a minimum of 10 metres from the Fourteenth Street boundary.
- Buildings must be setback a minimum of 50 metres from the boundary of land abutting the General Residential Zone or Farming Zone.
- Buildings must be setback a minimum of 3 metres from the side boundary.

- Where vehicular access is provided to the rear of the site, there must be a minimum 3 metre setback from the side boundary to the accessway to allow for the provision of a landscaped buffer.

Landscape

In accordance with the Benetook Avenue Concept Plan (Map 1):

- There must be a minimum 10 metre landscape buffer along the front boundary to Benetook Avenue.
- There must be a minimum 4 metre landscape buffer along the front boundary to Fourteenth Street.
- There must be a minimum 20 metre landscape buffer provided along rear boundaries for those properties abutting the General Residential Zone or Farming Zone.
- There must be a minimum 3 metre landscape buffer provided along all side boundaries.
- There must be a rear acoustic wall of at least 3.5 metres in height (inclusive of any mounding) erected along the rear boundaries for those properties fronting the west side of Benetook Avenue.

Height

- Buildings should not exceed a maximum height of 10 metres above ground level.
- Front offices should not exceed a maximum height of 8 metres above ground level.

Fences

- A permit is required for a fence.

Front

- Any front fencing onto Benetook Avenue should be permeable and should have a maximum height of 1.8 metres.
- Chain wire or mesh/cyclone fencing is not encouraged.

Side

- Side fences should be consistent with front fences and should be co-ordinated with neighbouring properties to allow any cross movement.
- Chain wire or mesh/cyclone fencing is not encouraged within 25 metres of Benetook Avenue.

Rear

- An acoustic wall must be erected on the rear boundary of each lot abutting a residential zone or the Farming Zone at the expense of the permit applicant.
- The outward presentation of the wall is encouraged to reflect its context with consideration given to the design of the face panels. A combination of texture; periodic articulation; rebates; feature moulding or varying panels can achieve the preferred

presentation and should be finished in a painted or textured finish with the use of earthy tones.

- The rear buffer wall should achieve the following:
 - Barriers should be constructed of durable materials (preferably concrete or masonry) having a minimum design life of 40 years, and be guaranteed for this period.
 - Barrier materials should be resistant to vandalism (use of textured finish or graffiti resistant paint) and components should be easily replaceable.
 - All components should have a low flame, fuel and smoke ratings.
 - Barriers should be built so that noise will not pass underneath them due to soil erosion or settlement or digging animals.
 - Acoustic properties of the wall are to ensure that industrial noise is reflected /absorbed and noise transfer is reduced to levels consistent with AS 1055.3-1997 category R3.

Site layout

- Vehicle access and connectivity is encouraged to occur at the front accessways of the property and if possible, mid-block between adjacent properties to form a network of internal streets.
- All buildings should have an address towards the street other than on smaller subdivision arrangements, where new buildings should front internal roads.
- Backs or sides of buildings should not face any street.
- Lots abutting the 'Green Belt' should incorporate dual frontages towards the Green Belt with its primary frontage towards Benetook Avenue.

Building design

- All roof-mounted mechanical equipment should be screened from view by parapet walls or screening which should complement the building form and present as an integrated component.
- Buildings and associated works should be attractively designed, contemporary in style and be progressive in design, concept and finish.
- All industrial sheds should include an office/display frontage component located towards the street frontage, effectively masking the box form from the street.
- Offices should present an attractive façade complementary to the rest of the development.
- Buildings must incorporate a clear legible entrance defined by strong building elements such as porticos, verandahs or awnings.
- Entrances should have well defined pedestrian access to car parking and street footpaths.
- Long blank walls to the frontage and side elevations of offices are discouraged.

- Encourage the use of different material, finishes and colours and vertical division to all elevations to provide visual interest to expansive elevations.
- Buildings are encouraged to incorporate low pitched, flat or curved roof forms to the 'big box' with front offices reflecting a complementary roof form with the rest of the development.
- High pitched roof forms are discouraged.
- A range of materials are encouraged to be applied to front offices and/or small subdivided buildings. These buildings should be highly glazed to allow visual interplay with the street and internal access ways.
- Building materials should incorporate non reflective materials. Metal roof finishes must be Zinalume or Colourbond.
- Tilt up concrete slabs should be articulated using three-dimensional imprint relief or window fenestration in appropriate areas.
- Insulation is encouraged to the rear/or sides parts of the building to limit noise emanating to potential residential interface areas.
- Variation in colours should be kept to a minimum and shall be in subdued tones. Accent colours may be used to express corporate identity.
- Extensive use of primary colours on walls should be avoided.

Sustainability

- Rain water harvesting from roof areas into integrated collection tanks should be provided to encourage the use of recycled water for industrial purposes and maintenance of required landscaping.
- Hard surface car parks should drain to the swale system, providing necessary moisture to the established vegetation in the landscaped mound and buffer areas.
- Details of storm water storage should be provided on the site plan and must be screened from public view.
- The design of storm water drainage should take into account of Environmentally Sustainable Design principles, and should provide for rainwater runoff reuse for landscaping irrigation.

Floodlighting

- Lighting must not cast glare onto adjacent sites, the street or abutting future residential land.
- Overhead lights must not be higher than the building height and must be baffled to prevent light spilling onto adjoining lots.

Access and car parking

- Internal roads should be designed to encourage cross connectivity between subdivisions. As a 15 metre accessway at the front of the property is required, land occupiers should mediate with neighbouring sites for implementation or make it available over time.
- Only one vehicular access point is to be provided onto Benetook Avenue for every existing lot.
- Truck accessways must be in accordance with Australian Standard 2890-2.
- A visitor parking area and access aisle must be provided at the front of every lot, behind the landscape setback specified above in Section 2.0 of this schedule.
- All vehicles including those delivering to or servicing the site must be able to enter and exit the site in a forward direction.
- All driveways and car parking areas must be constructed of an impervious all-weather seal coat such as concrete or bitumen.
- Adequate provision of on-site car parking for employees and visitors should be provided.
- Car parking is not to encroach upon the required landscape setback areas.
- In the event of there being insufficient provision of car parking pursuant to Clause 52.06, overflow on street car parking will not be considered as a reason to reduce the car parking requirement.
- Car space dimensions must be in accordance with Australian Standards: AS 2890-1.
- Car parks must be clearly marked.

Loading, services and storage

- Adequate provision for loading and unloading of vehicles must be made together with an area set aside for industrial waste collection.
- All loading and unloading facilities must be located to the side of the site and where possible located within the building.
- Loading areas must be screened so as not to be visible from public view. Screening devices should be integrated with the building form.
- Loading should not be located in the setback areas.
- Materials, supplies or equipment should be stored within the building.
- Loading provisions and areas must be in accordance with Clause 52.07.

Maintenance

- The occupier of the site will be required to keep the site and buildings in a safe and clean condition, and regularly maintain the site landscaping.
- Chemicals and waste products must be contained within the boundaries of each lot and must not discharge onto adjoining land.

Subdivision

Subdivision of land had the following mandatory requirements:

- Existing lots to be subdivided into smaller lots must be at least 3 hectares.
- Further subdivision of lots should result in a maximum of 2 frontages to Benetook Avenue.
- Existing lots less than 1 hectare in area should be amalgamated with larger lots to accommodate new industrial forms.
- Subdivision behind the primary lot frontage should be configured in a geometric/grid formation.

The decision guidelines, in addition to those of Clause 43.02 include:

- Infrastructure sequencing.
- The provision of a Bank Guarantee of a minimum of \$10,000 which shall only be released upon satisfactory installation and maintenance of the landscaping specified at Section 5.0 of this schedule and not before the lapse of 2 years from the completion of the required landscaping.
- The requirement for a legal agreement under section 173 of the *Planning and Environment Act 1987* between the owner and the relevant sewerage authority to provide for the following:
 - Recognition by the owner that in the event of a conventional sewerage system not being available then a modified system to the satisfaction of the relevant sewerage authority is to be provided.
 - That such modified system will include an obligation on the landowner to install pump mechanisms within the allotment.
 - A requirement to provide to the relevant sewerage authority, before any works relating to the sewerage connection occur, plans to the satisfaction of the relevant sewerage authority of the proposed pump station and all related assets and connections.
 - Recognition that the landowner will be responsible for the purchase, installation, ongoing maintenance and any replacement of the individual property pump stations and related infrastructure.
 - Recognition that the individual pump station will be operated at the cost of the landowner, including all costs of electricity or any other maintenance or operational cost.
 - Recognition that normal wastewater tariffs will apply.

Schedule 12 to the DDO (DDO12)

The purpose of the DDO12 is:

- To establish a built form pattern that communicates a clear transition between the City Gate Precinct, the Fifteenth Street Precinct and landscaped setback of the Urban Transition Area east of Benetook Avenue, and emphasises the southern gateway to Mildura.
- To facilitate the development of high-quality built form that contributes to the contemporary image and identity of the Fifteenth & Deakin Structure Plan Area and makes a positive contribution to its setting.
- To manage the road network to optimise its practicality, safety and efficiency for all road users, including cars, bicycles and pedestrians.
- To manage car parking demand and provision to support the activity, streetscape amenity and economic capacity of the Fifteenth & Deakin Structure Plan Area.
- To provide an attractive, consistent and recognisable public realm that communicates a clear transition between the City Gate Precinct and Fifteenth Street Precinct and provides a variety of experiences and opportunities for people to meet, enjoy and relax.

The DDO12 provisions provide for discretionary building heights on a precinct basis between 12 and 18 metres with preferred front setbacks varying from 0 to 50 metres. In effect the provisions of the DDO12 reflect the bulky goods and retail nature of the Fifteenth Street C2Z.

Schedule 13 to the DDO (DDO13)

The purpose of the DDO13 is:

- To implement the Irymple Commercial Development Design Guidelines in accordance with the *Irymple Structure Plan* (July 2012).
- To create a new commercial 'heart' for Irymple as a focus for new retail activity and orientation.
- To create new local employment opportunities through support for industrial growth and tourism opportunities.
- To provide for more housing choice and diversity in Irymple.
- To ensure that new development is sensitively designed and complements or enhances the existing character of Irymple.

The DDO13 has a recommended height limit of 12 metres. In effect the provisions of the DDO12 reflect the bulky goods and retail nature of Fifteenth Street and the Irymple Commercial Development Design Guidelines.

Appendix C: Other Transport Reports

Draft Mildura Integrated Transport and Land Use Strategy (ITLUS)

The draft Mildura Integrated Transport and Land Use Strategy seeks to ensure appropriate movement of freight throughout Mildura Rural City to promote productivity, safety and comfort of the public realm. The ITLUS recognises the state and national importance of Mildura Rural City as an agricultural centre, requiring appropriate transport and logistics of goods. It is part of the Murray Darling Basin region, which is a nationally important producer of grain, mineral sands, fruit, vegetables, wine and other products. Much of which is exported to the ports of Portland, Geelong and Melbourne. A major backbone of the Mildura Rural City community is agriculture, accounting for 30.2% of Mildura's regional exports in 2021 (\$672.313 million).

A key priority of the ITLUS is to plan for appropriate growth in Mildura, focusing on infill development close to existing shops and services. This would allow for retention of agricultural land on the fringes of the Mildura township, and allow other sections of land, particularly in Mildura's east to be used for additional industrial uses.

The ITLUS develops five key themes for future transport and land use in the municipality, one being A Productive Freight Network. Issues identified in this theme include:

- High use of road freight, which creates more carbon emissions than rail and is more expensive per km travelled
- Use of Deakin Avenue as a key freight corridor, reducing the comfort and safety of the Mildura public realm particularly for pedestrians and bicycle riders
- Inefficient rail freight route due to the need to travel between Merbein and Ballarat via Ararat, a 100km detour
- Slow travel times for rail freight from Merbein to Geelong or the Port of Melbourne, with journeys taking approximately 15 hours and 16 and a half hours respectively.

Opportunities for freight include:

- Development of a primary and secondary freight route, with Benetook as the primary route through Mildura, and Seventeenth Street as a secondary route between Merbein
- Removing the blanket permission for high productivity freight vehicles (HPFVs) to use any road in the municipality
- Increasing place making along Deakin Avenue to make it less attractive for freight vehicles
- Signalising intersections along the primary freight route to make it more attractive for freight vehicles
- Advocating for the standardisation of the Maryborough to Ballarat lines to avoid the detour through Ararat.

Actions developed are:

- Develop a HPFV network plan and remove HPFV status from residential roads to focus freight onto key routes appropriate for heavy vehicles
- Upgrade roads which have been identified as key freight routes to support their use as preferred freight corridors
- Explore signalisation of key intersections, including:
 - Benetook Ave & Eleventh St
 - Benetook Ave & Fifteenth St
 - Deakin Ave & Fifteenth St
 - San Mateo Ave & Seventh St
- Continue to advocate for improvements to the Maryborough to Geelong Rail Freight Corridor ensuring that it is standard gauge compatible
- Advocate for completion of the Murray Basin Rail Project
- Consider a future freight only connection between the intersection of Sturt Highway and Walnut Avenue and Benetook Avenue around Seventeenth Street
- Retain large land parcels along the railway corridor to ensure future efficiency of the railway corridor
- Protect airport land for future freight operations and facilitate efficient landside and airside airport access for time sensitive high value freight.

Mildura Road Safety Strategy 2023-2030

This document provides a framework to improve road safety for all users aiming to achieve zero deaths and serious injuries on Council roads. It provides guidance on strategy and actions that need to be undertaken to meet safety targets. Insights include:

- Council aims to achieve 50% reduction in fatal and serious injuries on MRCC roads by the end of 2030
- Works to the Safe Systems approach.

Delivering the Goods (2018)

This document provides guidance on how to combat freight challenges and deliver freight infrastructure. It aims to enhance the efficiency of freight and other infrastructure to meet future needs. Insights include:

- Aim to improve road infrastructure along key freight corridors
- Integrate freight network planning and land use development planning
- Space and mass limitations on roads and bridges

- Freight network is not being built at a rate that will effectively facilitate future freight volumes
- Ensure that the road freight network is effectively integrated with other modal freight services and industrial precincts.

Moving More with Less (2021)

This document provides guidance on how to plan for future freight movements. It aims to effectively utilise existing infrastructure and implement new works to maximise the efficiency of the freight network. Insights include:

- Freight network is unable to accommodate the growth of larger freight vehicles
- Lack of efficient intermodal freight infrastructure
- Implement dedicated freight routes that are suitable for large freight vehicles
- Investigate intermodal freight hubs to efficiently transport goods from road, rail and air freight vehicles.

Appendix D: Industrial Land Sales

January 2020-October 2023

Address	Town / Suburb	Zoning	Land Area (Sqm)	Building Area (Sqm)	Sale Price	Land Rate (\$/Sqm)	Sale Date
Mildura							
6 Rodger Street	Mildura	Industrial 1 Zone	666	-	\$250,000	\$375	23-Aug-23
108 Almond Avenue	Mildura	Industrial 1 Zone	562	-	-	-	26-Jan-23
2 Byrne Court	Mildura	Industrial 1 Zone	3,952	-	\$1,100,000	\$278	08-Dec-22
40 Seventh Street East	Mildura	Industrial 3 Zone	5,197	-	-	-	23-Nov-22
579-597 Fifteenth Street	Mildura	Road Zone - Category 1	18,612	-	\$3,500,000	\$188	30-Aug-22
10 Pearl Avenue	Mildura	Industrial 1 Zone	489	121	-	-	30-Apr-22
4 Bothroyd Court	Mildura	Industrial 1 Zone	6,520	-	-	-	12-Mar-22
687 Benetook Avenue	Mildura	Industrial 3 Zone	727	-	\$120,000	\$165	21-Feb-22
648 Benetook Avenue	Mildura	Industrial 3 Zone	29,269	-	\$1,980,000	\$68	05-Oct-21
698 Benetook Avenue	Mildura	Industrial 3 Zone	64,780	-	\$1,336,000	\$21	04-Oct-21
591 Fourteenth Street	Mildura	Industrial 3 Zone	20,244	-	\$1,347,500	\$67	03-Sep-21
7 Rodger Street	Mildura	Industrial 1 Zone	1,011	158	\$245,300	\$243	13-Jul-21
1 Victor Avenue	Mildura	Industrial 1 Zone	557	-	-	-	20-Feb-21
46 Seventh Street East	Mildura	Industrial 3 Zone	1,521	-	\$1,100,000	\$723	30-Oct-20
97-99 Cureton Avenue East	Mildura	Industrial 3 Zone	3,864	-	\$715,000	\$185	12-Oct-20
8 Dolfin Drive	Mildura	Industrial 3 Zone	1,320	-	\$510,000	\$386	25-Aug-20
361 Benetook Avenue	Mildura	Industrial 1 Zone	1,529	-	-	-	24-Jun-20
693-695 Fifteenth Street	Mildura	Commercial 2 Zone	4,043	-	-	-	10-Apr-20
Benetook Avenue	Mildura	Industrial 3 Zone	40,485	-	\$2,475,000	\$61	28-Feb-20
18 Rodger Street	Mildura	Industrial 1 Zone	18,268	-	\$800,000	\$44	15-Jan-20
Median			3,908	140	\$1,100,000	\$185	
Average			11,181	140	\$1,190,677	\$216	
High			64,780	158	\$3,500,000	\$723	
Low			489	121	\$120,000	\$21	
Observations			20	2	13	13	
Irymple							
6/851 Irymple Avenue	Irymple	Industrial 1 Zone	474	-	\$150,000	\$316	12-Apr-23
8 Roberts Close	Irymple	Industrial 1 Zone	1,963	-	\$450,000	\$229	03-Dec-22
881-883 Irymple Avenue	Irymple	Industrial 1 Zone	21,180	-	\$627,733	\$30	11-Jun-21
885 Irymple Avenue	Irymple	Industrial 1 Zone	913	-	-	-	18-Apr-20
735 Koorlong Avenue	Irymple	Industrial 1 Zone	1,586	-	\$408,716	\$258	06-Apr-20
893 Irymple Avenue	Irymple	Industrial 1 Zone	1,236	-	\$95,000	\$77	24-Feb-20
Median			1,411	-	\$408,716	\$229	
Average			4,559	-	\$346,290	\$182	
High			21,180	-	\$627,733	\$316	
Low			474	-	\$95,000	\$30	
Observations			6	0	5	5	
Red Cliffs							
27 Kauri Street	Red Cliffs	Industrial 1 Zone	813	-	\$52,500	\$65	05-Jul-21
Kenworthy Road	Red Cliffs	Industrial 1 Zone	6,322	-	\$80,000	\$13	05-Feb-21

Address	Town / Suburb	Zoning	Land Area (Sqm)	Building Area (Sqm)	Sale Price	Land Rate (\$/Sqm)	Sale Date
56 Kauri Street	Red Cliffs	Industrial 1 Zone	4,351	-	\$85,000	\$20	20-Aug-20
Median			4,351	-	\$80,000	\$20	
Average			3,829	-	\$72,500	\$32	
High			6,322	-	\$85,000	\$65	
Low			813	-	\$52,500	\$13	
Observations			3	0	3	3	
Thurlia							
16 Stonehouse Court	Koorlong	Industrial 1 Zone	21,880	-	-	-	02-Oct-23
17 Greentek Court	Koorlong	Industrial 1 Zone	19,998	-	\$87,024	\$4	14-Aug-23
23 Beasley Drive	Koorlong	Industrial 1 Zone	63,168	-	\$130,000	\$2	09-Jan-23
9 Greentek Court	Koorlong	Industrial 1 Zone	21,351	-	\$198,000	\$9	29-Nov-22
6 Beasley Drive	Koorlong	Industrial 1 Zone	23,079	-	\$105,500	\$5	09-Sep-22
2 Beasley Drive	Koorlong	Industrial 1 Zone	575,205	-	\$90,000	-	18-Jul-22
20 Greentek Court	Koorlong	Industrial 1 Zone	22,336	-	\$196,969	\$9	14-Jul-22
4463 Benetook Avenue	Koorlong	Industrial 1 Zone	1,210,541	2,400	\$2,090,000	\$2	05-May-22
8 Greentek Court	Koorlong	Industrial 1 Zone	21,857	-	\$150,000	\$7	22-Dec-21
6 Stonehouse Court	Koorlong	-	40,062	-	\$522,500	\$13	17-Dec-21
6 Greentek Court	Koorlong	Industrial 1 Zone	24,284	-	\$152,043	\$6	07-Dec-21
11 Greentek Court	Koorlong	Industrial 1 Zone	23,033	-	\$143,852	\$6	07-Dec-21
14 Greentek Court	Koorlong	Industrial 1 Zone	23,305	-	\$132,537	\$6	02-Dec-21
7 Greentek Court	Koorlong	Industrial 1 Zone	22,030	-	\$125,092	\$6	24-Nov-21
15 Greentek Court	Koorlong	Industrial 1 Zone	23,192	-	\$145,040	\$6	23-Nov-21
5 Greentek Court	Koorlong	Industrial 1 Zone	28,574	-	\$178,675	\$6	23-Nov-21
3 Greentek Court	Koorlong	Industrial 1 Zone	25,002	-	\$155,981	\$6	23-Nov-21
19 Greentek Court	Koorlong	Industrial 1 Zone	19,992	-	\$113,668	\$6	23-Nov-21
4 Greentek Court	Koorlong	Industrial 1 Zone	24,967	-	\$141,631	\$6	23-Nov-21
10 Greentek Court	Koorlong	Industrial 1 Zone	20,952	-	\$148,500	\$7	15-Oct-21
12B Greentek Court	Koorlong	Industrial 1 Zone	84,361	-	\$284,246	\$3	14-Sep-21
12A Greentek Court	Koorlong	Industrial 1 Zone	70,004	-	\$121,000	\$2	14-Sep-21
Median			23,249	2,400	\$145,040	\$6	
Average			109,508	2,400	\$257,727	\$6	
High			1,210,541	2,400	\$2,090,000	\$13	
Low			19,992	2,400	\$87,024	\$2	
Observations			22	1	21	20	
Kulkyne Way							
3111 Kulkyne Way	Colignan	Road Zone - Category 1	5,638	-	\$385,000	\$68	27-Jan-22

Source: Derived from RP Data Professional

Appendix E: Industrial Property Sales (Improved)

January 2020-October 2023

Address	Town / Suburb	Zoning	Land Area (Sqm)	Building Area (Sqm)	Sale Price	Land Rate (\$/sqm)	Sale Date
Mildura							
270 Etiwanda Avenue	Mildura	Industrial 1 Zone	1,811	-	\$1,200,000	\$663	11-Oct-23
3/5 Andriske Court	Mildura		-	450	\$730,000	-	03-Jul-23
55 Eleventh Street	Mildura	Industrial 1 Zone	1,144	1	\$561,000	\$490	03-May-23
824B Fifteenth Street	Mildura	Commercial 2 Zone	1,002	-	\$1,000,000	\$998	13-Apr-23
60-62 The Crescent	Mildura	Industrial 1 Zone	2,180	-	\$1,000,000	\$459	05-Apr-23
58 The Crescent	Mildura	Industrial 1 Zone	975	13,118	\$660,000	\$677	03-Apr-23
46 Tenth Street	Mildura	Industrial 1 Zone	427	275	\$500,000	\$1,171	20-Mar-23
107 Almond Avenue	Mildura	Industrial 1 Zone	562	-	\$360,635	\$642	04-Mar-23
109 Almond Avenue	Mildura	Industrial 1 Zone	562	-	\$360,635	\$642	04-Mar-23
601-631 Benetook Avenue	Mildura	Industrial 3 Zone	79,273	1	\$1,000,000	\$13	02-Mar-23
46A Tenth Street	Mildura	Industrial 1 Zone	426	275	\$500,000	\$1,174	13-Feb-23
11 Sunview Crescent	Mildura	Industrial 1 Zone	184	184	\$185,000	\$1,005	01-Feb-23
424-426 San Mateo Avenue	Mildura	Commercial 2 Zone	1,336	570	\$1,454,200	\$1,088	20-Jan-23
45-49 The Crescent	Mildura	Industrial 1 Zone	5,064	5,061	\$1,310,000	\$259	04-Jan-23
18 Eighth Street	Mildura	Industrial 1 Zone	1,159	-	-	-	23-Dec-22
50 Seventh Street East	Mildura	Industrial 3 Zone	1,501	158	\$1,210,000	\$806	12-Dec-22
51-53 The Crescent	Mildura	Industrial 1 Zone	3,885	1,077	\$1,810,000	\$466	06-Dec-22
2/134 Eleventh Street	Mildura	Industrial 1 Zone	500	500	\$510,000	\$1,020	28-Oct-22
41 Seventh Street	Mildura	Industrial 1 Zone	848	430	-	-	20-Aug-22
7 Byrne Court	Mildura	Industrial 1 Zone	1,647	-	-	-	09-Aug-22
39 Seventh Street	Mildura	Industrial 1 Zone	424	398	-	-	06-Aug-22
463-469 Cowra Avenue	Mildura	Industrial 1 Zone	6,689	3,476	\$5,075,000	\$759	03-Aug-22
267 Etiwanda Avenue	Mildura	Industrial 1 Zone	2,546	-	-	-	18-Jun-22
20-22 Eighth Street	Mildura	Industrial 1 Zone	7,716	-	-	-	17-Jun-22
1/134 Eleventh Street	Mildura	Industrial 1 Zone	802	802	\$900,000	\$1,122	16-May-22
1 Sunview Crescent	Mildura	Industrial 1 Zone	512	340	\$526,500	\$1,028	24-Apr-22
2/5 Andriske Court	Mildura		-	-	\$525,000	-	09-Mar-22
1-3 Scott Crescent	Mildura	Industrial 1 Zone	3,483	1,700	\$2,500,000	\$718	25-Feb-22
17-19 Eleventh Street	Mildura	Industrial 1 Zone	5,225	2,000	\$2,050,000	\$392	24-Feb-22
LOT 1/670-672 Fifteenth Street	Mildura	Commercial 2 Zone	6,708	-	\$4,200,000	\$626	23-Feb-22
822 Fifteenth Street	Mildura	Commercial 2 Zone	1,782	73	\$1,595,000	\$895	15-Feb-22
585-599 Benetook Avenue	Mildura	Industrial 3 Zone	20,251	-	-	-	12-Feb-22
Rodger Street	Mildura	Industrial 1 Zone	21,074	-	\$913,000	\$43	09-Feb-22
260 Etiwanda Avenue	Mildura	Industrial 1 Zone	1,560	-	\$692,318	\$444	17-Dec-21
745A Fifteenth Street	Mildura	Commercial 2 Zone	2,140	-	\$855,000	\$400	17-Dec-21
745C Fifteenth Street	Mildura	Commercial 2 Zone	2,140	-	\$855,000	\$400	17-Dec-21
745 Fifteenth Street	Mildura	Commercial 2 Zone	2,140	1,090	\$855,000	\$400	17-Dec-21
1/5 Andriske Court	Mildura		-	-	\$600,000	-	12-Nov-21
9 Byrne Court	Mildura	Industrial 1 Zone	4,367	1,900	\$1,170,000	\$268	07-Oct-21
Benetook Avenue	Mildura		20,242	-	\$1,336,000	\$66	04-Oct-21
749 Fifteenth Street	Mildura	Commercial 2 Zone	826	765	\$935,000	\$1,132	19-Aug-21
483 Deakin Avenue	Mildura	Commercial 2 Zone	14,030	779	\$1,650,000	\$118	10-Aug-21

Address	Town / Suburb	Zoning	Land Area (Sqm)	Building Area (Sqm)	Sale Price	Land Rate (\$/sqm)	Sale Date
753 Fifteenth Street	Mildura	Commercial 2 Zone	1,105	700	\$780,000	\$706	04-Aug-21
719-721 Fifteenth Street	Mildura	Commercial 2 Zone	1,953	-	\$5,832,231	\$2,986	30-Jul-21
37 Ninth Street	Mildura	Industrial 1 Zone	772	-	\$401,500	\$520	23-Jul-21
41 Tenth Street	Mildura	Industrial 1 Zone	3,067	-	\$1,050,000	\$342	19-Jul-21
1/29-31 Seventh Street East	Mildura	Industrial 1 Zone	222	220	\$385,000	\$1,734	28-Jun-21
743 Fifteenth Street	Mildura	Commercial 2 Zone	1,997	-	\$924,000	\$463	10-Jun-21
9 Ninth Street	Mildura	Industrial 1 Zone	1,066	-	\$319,000	\$299	27-May-21
302 Etiwanda Avenue	Mildura	Industrial 1 Zone	1,036	-	\$726,000	\$701	27-May-21
515-519 Cowra Avenue	Mildura	Industrial 1 Zone	6,120	-	-	-	25-May-21
2/45 Seventh Street East	Mildura	Industrial 1 Zone	1,186	-	\$456,000	\$384	18-May-21
1/45 Seventh Street East	Mildura	Industrial 1 Zone	867	864	\$684,000	\$789	18-May-21
10 Byrne Court	Mildura	Industrial 1 Zone	3,952	1,700	\$850,000	\$215	23-Apr-21
Fifteenth Street	Mildura	Commercial 2 Zone	36,855	-	\$4,000,000	\$109	31-Mar-21
55 The Crescent	Mildura	Industrial 1 Zone	3,909	690	\$1,127,500	\$288	31-Mar-21
487-501 Cowra Avenue	Mildura	Industrial 1 Zone	17,320	-	\$6,490,000	\$375	23-Mar-21
8 Seventh Street	Mildura	Industrial 3 Zone	1,266	492	\$800,000	\$632	20-Mar-21
6 Bathurst Court	Mildura	Industrial 1 Zone	7,847	243	\$1,050,000	\$134	16-Feb-21
640 Benetook Avenue	Mildura	Industrial 3 Zone	20,244	-	\$2,575,000	\$127	12-Feb-21
538 Benetook Avenue	Mildura	Industrial 1 Zone	6,567	2,600	\$1,210,000	\$184	04-Feb-21
8 Sandown Drive	Mildura	Industrial 1 Zone	5,127	121	\$1,500,000	\$293	21-Jan-21
6 Sandown Drive	Mildura	Industrial 1 Zone	5,488	121	\$800,000	\$146	21-Jan-21
12 Hynes Court	Mildura	Industrial 1 Zone	2,128	158	\$750,000	\$352	21-Jan-21
424 Benetook Avenue	Mildura	Industrial 1 Zone	373	-	\$270,000	\$724	07-Dec-20
35 Seventh Street East	Mildura	Industrial 1 Zone	1,440	-	-	-	05-Dec-20
47 Tenth Street	Mildura	Industrial 1 Zone	846	-	\$186,000	\$220	26-Oct-20
757-759 Fifteenth Street	Mildura	Commercial 2 Zone	4,862	4,862	\$1,900,000	\$391	05-Oct-20
3 King Avenue	Mildura	Industrial 1 Zone	3,066	1,000	\$880,000	\$287	22-Sep-20
428 San Mateo Avenue	Mildura	Commercial 2 Zone	1,806	936	\$830,500	\$460	10-Aug-20
8 Hynes Court	Mildura	Industrial 1 Zone	1,660	-	-	-	01-Aug-20
468 Tenth Street	Mildura	Industrial 1 Zone	421	250	\$450,000	\$1,069	28-Jul-20
105 Almond Avenue	Mildura	Industrial 1 Zone	562	-	\$272,250	\$484	27-Jun-20
406-414 Benetook Avenue	Mildura	Industrial 1 Zone	2,221	-	-	-	12-Jun-20
103 Almond Avenue	Mildura	Industrial 1 Zone	562	-	\$332,750	\$592	27-May-20
42-50 Ninth Street	Mildura	Industrial 1 Zone	4,734	6	-	-	01-Apr-20
539-541 Cowra Avenue	Mildura	Industrial 1 Zone	29,651	48	-	-	01-Apr-20
430-432 San Mateo Avenue	Mildura	Commercial 2 Zone	2,356	709	\$1,265,000	\$537	19-Mar-20
27-29 Tenth Street	Mildura	Industrial 1 Zone	1,058	466	\$475,000	\$449	07-Feb-20
Median			1,882	500	855,000	466	
Average			5,459	1,200	1,229,637	593	
High			79,273	13,118	6,490,000	2,986	
Low			184	1	185,000	13	
Observations			76	43	66	63	
Merbein							
100-110 Game Street	Merbein	Industrial 1 Zone	5,170	-	\$722,150	\$140	20-Jul-20
44 Game Street	Merbein	Industrial 1 Zone	7,403	-	\$600,000	\$81	09-Jul-20

Address	Town / Suburb	Zoning	Land Area (Sqm)	Building Area (Sqm)	Sale Price	Land Rate (\$/sqm)	Sale Date
Median			5,170	-	722,150	140	
Average			6,287	-	661,075	110	
High			7,403	-	722,150	140	
Low			5,170	-	600,000	81	
Observations			2	0	2	2	

Irymple							
5 Allen Drive	Irymple	Industrial 1 Zone	952	440	\$640,000	\$672	25-Sep-23
796 Koorlong Avenue	Irymple	Industrial 1 Zone	38,027	-	\$3,200,000	\$84	04-Jul-23
1 Harris Close	Irymple	Industrial 1 Zone	2,000	158	\$264,000	\$132	17-Mar-23
732 Koorlong Avenue	Irymple	Industrial 1 Zone	6,556	390	\$1,595,000	\$243	17-Aug-22
2170A Fifteenth Street	Irymple	Industrial 1 Zone	2,594	-	\$1,127,500	\$435	14-Apr-22
11/851 Irymple Avenue	Irymple	Industrial 1 Zone	534	-	\$380,600	\$713	11-Apr-22
10/851 Irymple Avenue	Irymple	Industrial 1 Zone	584	-	\$315,700	\$541	11-Apr-22
5/851 Irymple Avenue	Irymple	Industrial 1 Zone	588	-	\$392,000	\$667	30-Mar-22
9/851 Irymple Avenue	Irymple	Industrial 1 Zone	682	-	\$105,000	\$154	02-Feb-22
4 Roberts Close	Irymple	Industrial 1 Zone	3,997	-	\$1,400,000	\$350	19-Oct-21
6 Roberts Close	Irymple	Industrial 1 Zone	2,000	-	\$275,000	\$138	10-Sep-21
759 Koorlong Avenue	Irymple		10,058	-	\$1,800,000	\$179	11-Aug-21
1A Harris Close	Irymple	Industrial 1 Zone	2,000	567	\$451,000	\$226	11-Aug-21
779 Koorlong Avenue	Irymple	Industrial 1 Zone	1,000	-	\$211,667	\$212	06-Jul-21
781 Koorlong Avenue	Irymple	Industrial 1 Zone	1,000	-	\$211,667	\$212	06-Jul-21
777 Koorlong Avenue	Irymple	Industrial 1 Zone	1,000	158	\$211,667	\$212	06-Jul-21
4 Allen Drive	Irymple	Industrial 1 Zone	1,914	158	\$290,000	\$152	28-Jun-21
881-883 Irymple Avenue	Irymple	Industrial 1 Zone	21,180	-	\$627,733	\$30	11-Jun-21
774 Koorlong Avenue	Irymple	Industrial 1 Zone	8,715	2,700	\$1,835,000	\$211	05-Jan-21
6 Industrial Court	Irymple	Industrial 1 Zone	2,024	460	\$375,000	\$185	15-Oct-20
1/851 Irymple Avenue	Irymple	Industrial 1 Zone	599	360	\$400,000	\$668	04-May-20
Median			2,000	390	392,000	212	
Average			5,143	599	767,073	305	
High			38,027	2,700	3,200,000	713	
Low			534	158	105,000	30	
Observations			21	9	21	21	

Red Cliffs							
12 Nardoo Street	Red Cliffs	Industrial 1 Zone	27,764	-	\$1,200,000	\$43	17-Aug-22
16 Jacaranda Street	Red Cliffs	Public Use Zone - Transport	1,501	-	\$230,000	\$153	22-Apr-20
Median			14,633	-	715,000	98	
Average			14,633	-	715,000	98	
High			27,764	-	1,200,000	153	
Low			1,501	-	230,000	43	
Observations			2	0	2	2	

Source: Derived from RP Data Professional



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