21.10 LOCAL AREAS

This Clause focuses on local area implementation of the objectives and strategies set out earlier in Clauses 21.04-21.09. Each section relates to a particular township or precinct within the municipality, and should be read in conjunction with the rest of the Municipal Strategic Statement and not in isolation.

The sections are organised under the following Local Area headings:

21.10-1 Main Urban Area (Mildura, Irymple and Nichols Point)
21.10-2 Fifteenth Street and Mildura–Irymple transition area
21.10-3 Cabarita
21.10-4 Merbein
21.10-5 Red Cliffs
21.10-6 Ouyen

21.10-1 Main Urban Area

The area referred to as the Main Urban Area comprises of three settlements, Mildura, Irymple and Nichols Point, each with their own distinct identity. The amount of incremental development which has occurred between these settlements, and the anticipated long term growth of Mildura, will result in these three settlements forming part of a ‘Main Urban Area’ for the wider municipality. As this future evolves, the maintenance of a distinct identity for these three settlements will be important.

Mildura

Mildura is the largest town in the municipality, and had a population of 31,810 in 2011. It has grown significantly and more than doubled its population since 1981. Mildura has regionally significant retail and industrial areas that service the Sunraysia region with a catchment population of 60,000 that extends into New South Wales and South Australia.

Irymple

Irymple is located approximately 5 kilometres south-east of Mildura along the Calder Highway. In 2011 it had a population of 3,590, and it has seen relatively rapid population growth. The local community value Irymple’s identity and support the need to maintain physical separation from Mildura within the Mildura-Irymple urban transition area; however this has been eroded over time by incremental development. Irymple has a well developed industrial estate to the south and further industrial growth is expected. Residential growth will be accommodated primarily to the north of the town.

Nichols Point

Nichols Point is a small settlement located approximately 4 kilometres east of Mildura along Fifth Street. It has a primary school, general store / post office and recreation reserve. Nichols Point has a distinct neighbourhood character as a result of its larger lots and landscape character. Existing and future plans envisage a significant expansion of the township to facilitate further development of lower density housing options.

Settlement, housing and economic development

Mildura and Nichols Point

- Encourage shorter term residential development at Mildura South in line with the Mildura South (Sixteenth and Deakin West) Development Plan.
- Ensure the orderly development and staging of residential development so that efficient and equitable drainage and other infrastructure are provided.

- Provide for medium to longer term residential growth in identified areas of Mildura South and a new growth area (Mildura East) (see Figure 4).

- Implement longer term development in Mildura South in line with the Mildura South Urban Design Plan Precinct Structure Plan, 2014 Incorporated Document.

- Recognise the longer term role of Nichols Point as part of the Main Urban Area, but ensure that the existing neighbourhood character is protected.

- Amend the existing Nichols Point Development Plan to reflect anticipated lots sizes and adjusted infrastructure requirements.

- Recognise the northern portion of the Mildura East growth area as providing a transition to rural areas adjoining the Murray River floodplain and Nichols Point, and ensure larger lots sizes are maintained in this area.

- Recognise Seventeenth Street as the final southern boundary of the City in order to protect ongoing and future operations of the Mildura Airport.

- Continue to develop residential areas at the periphery of Mildura in line with approved development plans.

- Ensure that larger scale residential development, such as independent living and aged care accommodation, is considered in the planning and development of greenfield residential areas.

- Discourage the unplanned expansion of urban uses into the surrounding Mildura Older Irrigation Areas (MOIA).

- Ensure the development of the Mildura Marina is consistent with the Mildura Marina Resort Development Plan 2009.

- Investigate land proximate to the Mildura Marina to determine its potential for development in light of flood risk.

- Continue to pursue the development of the Mildura Riverfront, including higher density residential components.

- Support consolidation and integration of residential uses within the central business district (CBD) area and adjoining mixed use areas, including shop top housing.

**Commercial and industrial areas**

- Sustain the Mildura CBD as the primary activity centre, and ensure its development is consistent with the Mildura CBD Plan 2007 and the Mildura CBD Precincts Map (Figure 5) by:
  
  - Encouraging specialty retail in the Retail Core Precinct, large format retail outside of Langtree Mall and development of key sites that is consistent with the Concept Plans.
  
  - Encouraging restaurant, café and entertainment uses within the Feast Street Precinct at Langtree Avenue North.
  
  - Improving the connection between the CBD and the Riverfront area and high density residential development, retirement accommodation or tourist accommodation in the Seventh Street Riverfront Interface Precinct.
  
  - Supporting the implementation of the Riverfront Masterplan by creating a CBD edge park on the land between the railway cutting and Seventh Street in the Riverfront Masterplan Precinct.
Consolidating office uses at ground level and residential uses at upper levels on Madden Avenue between Eleventh Street and Midgley Lane in the Office Precinct.

Ensuring uses adjacent to Deakin Avenue between Eleventh Street and Gallagher Lane in the Deakin Avenue Precinct respect heritage features, setbacks and vegetation, promote higher built form and encourage large scale office and civic buildings consistent with the Deakin Avenue Master Plan 2006.

Promoting smaller scale retail showroom uses in the Eastern Mixed Use Precinct.

Encouraging medium density residential infill housing and retaining the high level of amenity in the Peripheral Residential Precinct.

Ensuring new development incorporates retail uses on the ground level to create active street frontages and pedestrian movement.

Promoting the Mildura CBD as the preferred for location for head offices and large businesses.

Encouraging larger scale redevelopment to include multi level car parking structures.

Encouraging new development at appropriate locations to include mid block links between Langtree Mall and Pine Avenue and Deakin Avenue.

- Develop an integrated sub-regional retail centre at Mildura City Gate (Fifteenth Street).
- Discourage the expansion of the Mildura Central shopping centre beyond 21,000 square metres of gross leasable floor area.

For Fifteenth Street encourage:
- highway commercial activities between Deakin Avenue and Benetook Avenue;
- commercial uses in a landscaped setting between Benetook Avenue and Cowra Avenue; and
- community based uses between Cowra Avenue and Sandilong Avenue.

Encourage small-medium scale local and regional industrial and associated commercial activities in Mildura via the extension of the Mildura Industrial Estate along Benetook Avenue between Fourteenth and Fifteenth Streets in the short term and then between Fifteenth and Sixteenth Streets in the longer term.

Encourage future service industry and associated commercial growth in the Industrial 3 Zone on Benetook Avenue.

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

Investigate the appropriateness of residential development adjacent to the Mildura East industrial estate near Seventh Street.

Require the development of the Mildura Airport Special Use Precinct to be consistent with the Mildura Airport Master Plan 2010.

Rezone remnant parcels of Farming zoned land currently used for semi-industrial purposes to the Rural Activity Zone, to facilitate further use and development of this land in line with existing uses.

Interface areas

- Rezone land north of Flora Avenue to allow consideration of a greater range of land uses, but apply the Floodway Overlay to prevent development within the floodplain.
- Undertake further investigations in the Cowra Avenue area (see Figure 4) close to Fifteenth Street to resolve ongoing infrastructure issues, and consider adjustment to the identified Urban Growth Boundary following these investigations.
- Provide opportunities for low density residential development at the periphery of Irymple and Mildura, where these will form the long term urban edge.
- Ensure any future low density residential development between Irymple and Mildura seeks to improve integration through the preparation of a development plan.

**Irymple**

- Encourage sequential residential development in greenfield areas, as identified on the Irymple Structure Plan and any relevant development plans.
- Discourage the expansion of the town beyond the boundaries identified on the Irymple Structure Plan (Figure 6) in the short to medium term.
- Consolidate residential development in established areas around the retail areas.
- Strengthen and develop Irymple’s Town Centre as a priority
- Promote highway commercial uses on Fifteenth Street between Sandilong Avenue and Karingal Court.
- Locate industrial uses in the southern part of Irymple and encourage longer term expansion of this estate to the south.
- Support industrial uses that do not require buffers or have off site amenity impacts at the outer limit of the estate.
- Discourage residential development where this may compromise ongoing operations or future expansion of Irymple’s industrial area.
- Support the growth of existing industries, and provide for the specialist needs of the horticultural industry in Irymple.

**Environment**

- Ensure new development in the Mildura Riverside precinct does not detrimentally impact upon the values of the Murray River.

**Built environment and heritage**

- Pursue innovative responses to the provision of diverse lot sizes within growth areas, through the introduction of new policy on neighbourhood design which seeks to achieve a greater diversity in lot sizes within growth areas by:
  - identifying percentages of development that should meet specific density targets; and
  - including requirements for smaller and larger lots rather than an average density.
- Ensure the design of new growth areas recognises the links between urban design and community health and wellbeing.
- Require development in new growth reas to comply with the policy on healthy and sustainable neighbourhood at Clause 22.02, in addition to Clause 56. Where there is a contradiction between Clauses 22.02 and Clause 56, Clause 22.02 should be used.
- Require built form along Fifteenth Street between Mildura and Irymple to support a sense of transition between settlements.
- Recognise the distinct neighbourhood character of Nichols Point, and ensure this is reflected in any development plan for the area.
- Within the Chaffey Avenue and Environs area (HO307):
Conserve, protect and recover the cultural significance of "Rio Vista" and any other evidence of the Chaffey Brothers’ occupation;

Conserve and protect the culturally significant houses formerly occupied by other families noteworthy in Mildura's history, including the Conway, Gordon, Kilburn, Bowring and Shilliday families;

Conserve and enhance all buildings and works (including fences) built up to 1920;

Protect the character of the precinct as a former prestigious residential area established during the Victorian and Edwardian periods;

Conserve and protect the integrity of the Lock 11 installation and natural environment; and

Protect early plantings within this area.

Within the Deakin Avenue area (HO308):

Conserve and enhance the visual prominence of the following features:

- The churches and related buildings within the area;
- The scheduled corner buildings within the area; and
- The public buildings as envisaged in the Chaffey Plan for the Mildura Irrigation Colony;

Protect and preserve the original plantings within the landscaped plantations in Deakin Avenue;

Retain and make prominent all evidence of nineteenth century building activity and especially the red brick architecture which is typical of this period; and

Preserve the architecture of the 1920's which makes a significant contribution to this area's built form by retaining all scheduled and unscheduled buildings and works representative of this period.

Within the Lemon Avenue area (HO309):

Conserve and enhance all buildings and works (including fences) built up to 1920; and

Protect the precinct as a former working class residential area established during the Victorian and Edwardian periods.

Transport and infrastructure

Ensure the equitable provision of infrastructure for new residential areas by the use of the Development Contributions Plan Overlay.

Acknowledge the route of the proposed heavy vehicle bypass around the city of Mildura and discourage residential development along the proposed Benetook Avenue bypass.

Acknowledge the vital importance of Mildura airport to the municipality’s future, and ensure that urban (residential) expansion does not constrain the potential future operation or expansion of the airport.

Encourage the sequential development of Benetook Avenue, commencing at the lowest point, to assist with ease of infrastructure servicing.
Local area implementation

- Require that any proposed use or development within Mildura is generally consistent with the Main Urban Area Framework Plan (Figure 4) and the Mildura CBD Precincts Plan (Figure 5).
- Implement the Mildura Riverfront Master Plan - Central Precincts (Key responsibility – Council).
- Implement the Mildura Riverfront Master Plan - Ornamental Lakes Precinct (Key responsibility – Council).
- Implement the Mildura South Strategic Framework Plan 2007 (Key responsibility – Council).
- Implement the Ontario – Flora Precinct Land Use and Urban Design Framework Plan, 2010 (Key responsibility – Council).
- Require that any proposed use or development within Irymple is generally consistent with the Irymple Structure Plan.
- Prepare a Town Centre plan or urban design framework for Irymple to provide clear actions for public realm improvements, design guidelines and development facilitation.
- Rezone land south of Fifteenth Street between Irymple and Mildura to the Low Density Residential Zone and apply a Development Plan Overlay.
- Undertake investigations into current barriers to CBD living with the aim of producing a ‘City Living Strategy’, to actively encourage an increased residential population in Mildura’s CBD.
- Investigate future development of the Cowra Avenue area identified on Figure 4.
- Apply the Neighbourhood Residential Zone and the associated Schedule 1 to Nichols Point.
- Remove the existing Development Plan Overlay from Nichols Point and replace it with a new Development Plan Overlay which reflects the proposed rezoning of the land.

Reference documents

- Mildura South Precinct Structure Plan 2014
- Irymple Structure Plan, 2012
- Mildura Riverfront Central Precincts Master Plan, 2010
- Ontario-Flora Land Use Vision and Urban Design Framework, 2010
- Mildura Airport Master Plan, 2010
- Mildura Marina Resort Development Plan, 2009
- Mildura South Strategic Framework Plan, 2007
- Mildura CDB Plan, 2007
- Mildura South (Sixteenth and Deakin West) Development Plan, 2014
- Mildura South Recreation Assessment 2014
Nichols Point Residential Development Plan, 2007 (or as updated)
Irymple Residential Development Plan, 2007 (or as updated)
Etiwanda Residential Development Plan, 2006 (or as updated)
Riverside Residential Development Plan, 2006 (or as updated)
Deakin Avenue Master Plan, 2006
Mildura South Development Plan (or as updated)
East of the Grange Development Plan (or as updated)
Mildura Riverfront Master Plan 2005
Mildura Housing and Settlement Strategy, 2013
Mildura Housing and Settlement Strategy Background Report, 2013
Figure 1: Main Urban Area Framework Plan

MILDURA MAIN URBAN AREA FRAMEWORK PLAN

Legend:
- Urban growth boundary
- Existing development area with plan
- Existing urban areas
- Industrial/commercial uses
- Activity centers
- Nicholls Point (neighbourhood residential zone)
- Longer term neighbourhood residential area
- Low density residential areas
- Future low density residential areas
- Future investigation areas
- Investigate industrial/residential issues
- Consider potential environmental living opportunity
- Investigate development relationship to floodplain
- Investigate appropriate development given environmental constraints
- Appropriately minimum subdivision size to be determined by development plan

Note:
- The structure plan is indicative only of future growth patterns and will be subject to negotiation with Clause 21.10.
- The areas shown broadly the areas required for different uses but are not intended to be used for regulatory purposes. Planning frameworks may vary slightly in specific details at different areas.
Figure 2: Mildura CBD Precincts Plan
Figure 3: Irymple Structure Plan
Fifteenth Street and Mildura-Irymple urban transition area

The Land Use Vision and Urban Design Framework for the Mildura – Irymple Interface Area 2005 provided Council with a long term vision to guide future planning scheme policy and controls, subdivision, development and use in this important area of Mildura for the area generally bounded by Benetook, and Sandilong Avenues and Fourteenth and Sixteenth Streets.

The study supported urban uses within the study area in the future subject to demand and evolution of the land as an ‘urban transition’ area between Mildura and Irymple. The overall vision for the urban transition area sought ‘to support an appropriate mix of uses throughout the urban transition area … while articulating a clear identity for the two towns through a transition in building form, scale, use, landscape and urban design treatments throughout the precinct, particularly along Fifteenth Street.’

The key objectives that underpin the vision are:

- To maintain a difference in identity between Mildura and Irymple through a transition in urban form and activity across the precinct that reflects a shift in character from the open rural areas to Irymple towards a more intense urban focus to Mildura.
- To reinforce Fifteenth Street as the key public expression of the ‘urban transition’ between Mildura and Irymple.
- To support an appropriate and compatible mix of uses within the urban transition that responds to, and does not undermine, the existing and future supply scenario of Mildura and Irymple.
- To provide for the sequencing and consolidation of development fronts throughout the urban transition, particularly along Fifteenth Street, in order to avoid a situation of ad hoc, fragmented development which will have a detrimental impact on the amenity and presentation of this area.
- To reinforce the role of Fifteenth Street as the core peripheral sales precinct of Mildura and consolidate this through the gradual expansion of this area over time as demand arises.

Built environment

- Reinforce Fifteenth Street as the ‘public face’ of the ‘urban transition’ between Mildura and Irymple.
- Develop Fifteenth Street (between Benetook Avenue and Sandilong Avenue) as an urban strip incorporating a diversity of uses and forms that are underpinned by a strong landscape presence that maintains a notion of transition in identity between the two adjoining towns.
- Establish Fifteenth Street between Benetook and Cowra Avenue as an area of smaller scale restricted retailing within a landscaped setting.
- Establish Fifteenth Street between Cowra and Sandilong Avenue as an area displaying an identity that can be associated with Irymple through a transition in the scale of activity in this area that builds on the existing sense of openness and low profile development.
- Encourage the development of community based uses along the road frontage to Fifteenth Street between Cowra and Sandilong Avenues accommodating uses that can support the existing and new community in this area in the future.
Encourage the development of a range of education, health, tourism and community uses within the “Urban Transition Area” on Fifteenth Street (between Sandilong Avenue and Cowra Avenue) that achieves the following design outcomes:

- Buildings of a low scale appropriately setback from the road;
- Significantly landscaped frontages;
- Car parking at the rear of the specified building setback; and
- Breaks between buildings.

Encourage the development of a range of smaller scale restricted retail premises and commercial activities within the “Urban Transition Area” on Fifteenth Street (between Benetook Avenue and Cowra Avenue) that achieves the following design outcomes:

- Buildings of a low scale appropriately setback from the road;
- Significantly landscaped frontages;
- Car parking within the landscaped front building setback; and
- Breaks between buildings.

Recognise the western end of the “Urban Transition Area” as the urban edge of Mildura.

Recognise the eastern end of the “Urban Transition Area” as the urban edge of Irymple.

Ensure that there is a gradual shift in use, form and image in the private realm through the transition area.

Ensure that there is a sense of exit and entry to and from Mildura and Irymple in the public realm through the transition area.

Ensure Irymple maintains its own identity by facilitating development in the Mildura – Irymple urban transition area that is consistent with the Land Use Vision and Urban Design Framework for the Mildura – Irymple Interface Area 2005.

Implementation

- Apply the Public Park and Recreation Zone to land on the north side of Fifteenth Street between Benetook Avenue and Cowra Avenue.
- Require that any proposed use and development within Fifteenth Street, including the Mildura-Irymple transition area, is consistent with the Fifteenth & Deakin Structure Plan (City Gate Precinct Structure Plan and Fifteenth Street Precinct Structure Plan) and the Urban Transition Area Structure Plan.

Reference documents

- Vision for the Mildura-Irymple Interface, Mildura-Irymple Interface Study 2006
- Fifteenth & Deakin Structure Plan 2012
Figure 4: Fifteenth & Deakin Structure Plan – City Gate Precinct Structure Plan

CITY GATE PRECINCT STRUCTURE PLAN

LEGEND

City Gate Precinct study area
Existing public open space
Indicative road layout in new residential areas
Future open space / plaza

Non Residential Land Use:
City Gate retail core
Peripheral retail, accommodation & professional services
Deakin Avenue accommodation
Key opportunity sites / vacant land

Residential Land Use:
Existing established residential land uses
Future residential development
(as per RDP, and approved subdivision plans)

NOTE: This is a version of the Attachment Map
from the Fifteenth & Deakin Structure Plan. It is
indicative only of desired growth patterns
and is to be read in conjunction with Clause 21
and Clause 22.
The lines show broadly the areas required for
different uses but are not meant to be used
for statutory purposes.
Planning Scheme maps precisely define the
boundaries of different areas.
Figure 5: Fifteenth & Deakin Structure Plan – Fifteenth Street Precinct Structure Plan

**FIFTEENTH STREET PRECINCT STRUCTURE PLAN**

**LEGEND**

- Fifteenth Street Precinct study area
- Existing public open space
- Indicative road layout in new residential areas
- Future stormwater management / open space development
- Future neighbourhood focal point

Non Residential Land Use:

- Fifteenth St. Homemaker / Bulky Goods
- Benetook Avenue Industrial (INZ2)
- Key opportunity sites / vacant land
- Potential extension of B4Z subject to review

Residential Land Use:

- Existing established residential land uses
- Future residential development (as per RDP, Mildura South Framework Plan and approved subdivision plans)

NOTE: This is a version of the Activities Map from the Fifteenth & Deakin Structure Plan. It is indicative only of planned development patterns and is to be used in conjunction with Clause 21 and Clause 22. The lines show broadly the areas required for different uses but are not meant to be used for statutory purposes. Planning Scheme maps precisely define the boundaries of different zones.
Figure 6: Urban Transition Area Structure Plan

LEGEND
- Urban Transition Area Boundary
- Fifteenth & Denison and Tynte Street Structure Plan Boundaries
- Special Use (Community)
- Special Use (Restricted Retail)
- Residential
- Benetook Avenue Industrial Estate
- Cowra Avenue Investigation Area
- Low Density Residential

NOTE:
This Structure Plan is indicative only of desired growth patterns and is to be read in conjunction with Clause 21 and Clause 22. The lines show broadly the areas required for different uses but are not meant to be used for statutory purposes. Planning Scheme maps precisely define the boundaries of different zones.
Cabarita

Cabarita is a small settlement at the western edge of Mildura, between Mildura and Merbein, wrapping around Lake Hawthorn. It is a low density residential settlement which relies on Mildura and Merbein for many of its services and facilities. Walking tracks connect the settlement with Mildura and the Murray River to the north.

Settlement, housing and economic development

- Rezone existing areas of rural residential development in Cabarita to reflect existing land uses, where these areas represent contained precincts which do not compromise long term agricultural production.
- Support additional low density residential development in Cabarita between McEdward Street and Lake Hawthorn.
- Ensure that development of any new area of low density residential land in Cabarita is integrated with existing development and responds to the interface with Lake Hawthorn.
- Prior to the development of any new residential development adjoining Lake Hawthorn, require investigations to determine appropriate lot size and infrastructure treatments given potential environmental impacts.

Environment

- Ensure new development adjoining Lake Hawthorn is designed to avoid negative impacts on the environment.
- Require indigenous flora to be utilised in estates adjoining Lake Hawthorn.

Transport and infrastructure

- Ensure that new development adjoining Lake Hawthorn provides clear and amenable connections to existing walking tracks.
- Consider the use of the existing Robertson Street road reserve along Lake Hawthorn to provide a connection to Regina Avenue as part of any future development.

Local area implementation

- Rezone land to the north of the existing low density residential estate to the Low Density Residential Zone.
- Rezone land to the south of Seventeenth Street (currently in the Farming Zone) to the Low Density Residential Zone, as identified in the Mildura Housing and Settlement Strategy 2013.
- Apply a Schedule specifying a minimum lot size of 0.4ha in these low density residential areas.
- Apply a Development Plan Overlay to new areas of low density residential development north of Seventeenth Street.
- Rezone existing rural residential development adjoining areas of public space along McEdward Street, Dow Avenue and Mathewson Road to the Rural Living Zone, to reflect existing use of the land, and apply a Schedule specifying a minimum lot size of 1ha.
Reference documents

- Mildura Housing and Settlement Strategy 2013.

Merbein

Merbein is located 7 km west of Mildura. It had a population of 1,960 in 2011 and has had low but steady population growth since 1981. It is a service centre for the local community, with a town centre on Commercial Street and an industrial estate focused around the existing rail line. Merbein has both a primary and secondary school and a number of recreation and community assets. An open channel runs from the town’s eastern entrance and marks the current southern boundary of the settlement. Low density residential estates are currently located to the south-east of the town and in an isolated pocket to the north-west.

Settlement, housing and economic development

- Strengthen the identity of Merbein as a separate, well serviced township, close to and accessible to Mildura, for those seeking an alternative to living in the larger settlement of Mildura.
- Reinforce Merbein as a service centre for the local community.
- Encourage infill residential development that responds to context.
- Promote orderly and sequential residential development on residential zoned land north of Chaffey Street and in the south-east of the township (west of River Avenue).
- Support the continued development of existing low density residential areas to the south-east of the town.
- Diversify the housing market in Merbein through the introduction of the Rural Living Zone.
- In the longer term, support the growth of Merbein’s urban area to the south of Channel Road, when existing zoned land has been developed.
- Promote and consolidate retail development on either side of Commercial Street west of O’Bryan Street and around the Calder Highway intersection.
- Strengthen Merbein’s town centre through streetscape improvements.
- Improve the presentation of Merbein at the eastern gateway from Mildura.
- Consider opportunities to strengthen visual connections and linkages to the Murray River.
- Support the growth and consolidation of existing industries in Merbein subject to the available land supply opportunities, including what is now government-controlled land (VicTrack).
- Promote fully serviced industrial activities within the urban growth boundary in the north-east of the township, off Wentworth Road.
- Discourage development of sensitive uses that may compromise industrial development north of Channel Road.

Environment

- Encourage the retention of palm trees adjacent to the Lower Murray Water open channel.
- Seek to develop public land around the channel adjoining Reilly Street at the town’s eastern extent as an ‘entrance’ park, to mark this important town entrance.

**Transport and infrastructure**

- Examine the opportunity for the development of an indoor recreational facility.
- Promote water recycling for sports grounds.
- Facilitate the extension of natural gas to Merbein from Mildura.

**Local area implementation**

- Ensure that any proposed use or development within Merbein is generally consistent with the Merbein Town Structure Plan (Figure 10).
- Rezone land to the north of Merbein to the Rural Living Zone.
- Rezone land south-east of the town to the Rural Living Zone, and apply a Schedule that specifies a minimum subdivision size of 1ha.
- Prepare a Town Centre plan or urban design framework to facilitate the revitalisation of Commercial Street.
- Prepare a masterplan for Merbein’s ‘entrance’ park, where the channel runs alongside Reilly Street to the east.

**Reference documents**

- Mildura Housing and Settlement Strategy 2013.
Figure 7: Merbein Town Structure Plan

Red Cliffs

Red Cliffs is located 13 km south of Mildura. It had a population of 2,550 in 2011 and is anticipated to require an additional 30 new dwellings per year to 2032 to accommodate population growth under high growth scenarios. The Red Cliffs town centre is located to the east of the Calder Highway, with some industrial estates to the west of the highway. The town’s secondary school and main recreation reserve (Quandong Park) are located to the north, with the current residential growth area extending to the east and south. Land to the south of the town is also zoned for low density residential purposes.
Settlement, housing and economic development

- Support the continued development of Red Cliffs as an important satellite township with a distinct local character.
- Reinforce Red Cliffs as a service centre for the surrounding horticultural industry.
- Encourage sensitive infill residential development in established residential areas.
- Encourage the continued development of Red Cliffs growth areas in line with approved development plans.
- Encourage sequential residential development in the southern part of Red Cliffs and surrounding the Tambo Road estate.
- Encourage development that meets local service needs in Red Cliffs (such as wine industry specialist requirements) at a small to medium scale.
- Consider expanding the transport role of the township.
- Locate industrial uses with no off-site impacts or need for buffers in the industrial estate west of the Calder Highway, to protect the surrounding residential amenity.
- Consider the future use of redundant industrial areas close to the town centre for longer term residential development.
- Revitalise the Red Cliffs Town Centre to refresh and strengthen the identity of the township.

Transport and infrastructure

- Improve access between Red Cliffs and Mildura to support on-going development of the town, including advocating for the duplication of the Calder Highway between Red Cliffs and Irymple.
- Develop a ‘greenway’ between Red Cliffs and Irymple to promote safe, active transport connections.

Local area implementation

- Ensure that any proposed use or development within Red Cliffs is generally consistent with the Red Cliffs Town Structure Plan (Figure 11).
- Prepare a town centre plan or urban design framework for Red Cliffs, to identify urban design and public realm improvements.

Reference documents

- Mildura Housing and Settlement Strategy 2013
- Red Cliffs Development Plan 2009
Figure 8: Red Cliffs Town Structure Plan

NOTE:
THIS STRUCTURE PLAN IS INDICATIVE ONLY OF DESIRED GROWTH PATTERNS AND IS TO BE READ IN CONJUNCTION WITH CLAUSE 21 AND CLAUSE 22. THE LINES SHOW BROADLY THE AREAS REQUIRED FOR DIFFERENT USES BUT ARE NOT MEANT TO BE USED FOR STATUTORY PURPOSES. PLANNING SCHEME MAPS PRECISELY DEFINE THE BOUNDARIES OF DIFFERENT ZONES.
Ouyen is located 98 km south of Mildura at the junction of the Calder and Mallee Highways. It is the dominant service centre for the southern half of the municipality. In 2011 it had a population of 1,090 and experiences relatively low demand for growth.

Ouyen developed around a railway station, which was established in 1906 after the Melbourne to Mildura line was built. Blocks in the area were sold in 1910 and cleared for sheep, wheat and oats.

Ouyen is now a transport and service centre for a vast area occupied by agricultural and pastoral properties and regional extractive industry operations. Large convoys of trucks line up at harvest time to transport grain to sea port terminals, grain stock suppliers and mills (wheat, oats and barley); oil seed and legume crops are sown when early autumn breaks occur. Sheep sales occur over a nine month period with average head of stock numbers (Prime Mallee Lamb) 250,000. Stock are transported from Ouyen to various buyers in Victoria and interstate.

## Settlement, housing and economic development

- Recognise Ouyen as an important rural service centre and the largest settlement in the southern part of the municipality.
- Encourage infill residential development particularly on Crown land abutting the hospital.
- Facilitate future residential growth east of Ritchie Street once reticulated sewerage has been provided.
- Consolidate retail and commercial activity in Oke Street between Gregory Street and Cooper Street.
- Support the development of medium density housing in Ouyen, to increase the diversity of housing available in the southern parts of the municipality.
- Support further development of aged care and / or retirement living opportunities in Ouyen and Murrayville, to facilitate ‘ageing in place’.
- Support further development of health services in Ouyen, to reduce the need for older residents to move to Mildura.
- Ensure development does not threaten the operation of the Ouyen saleyards.

## Transport and infrastructure

- Promote investment in improved transport connections to Mildura, and to smaller settlements, to improve access to services and facilities.

## Local area implementation

- Require that any proposed use or development within Ouyen is generally consistent with the Ouyen Town Structure Plan (Figure 12).
- Update the Ouyen Structure Plan 2006 to provide clear direction regarding appropriate land uses and zoning.

## Reference documents

- Ouyen Structure Plan 2006
Figure 9: Ouyen Town Structure Plan

**OUYEN TOWN STRUCTURE PLAN**

NOTE:
THIS STRUCTURE PLAN IS INDICATIVE ONLY OF DESIRED GROWTH PATTERNS AND IS TO BE READ IN CONJUNCTION WITH CLAUSE 21 AND CLAUSE 22. THE LINES SHOW BROADLY THE AREAS REQUIRED FOR DIFFERENT USES BUT ARE NOT MEANT TO BE USED FOR STATUTORY PURPOSES. PLANNING SCHEME MAPS PRECISELY DEFINE THE BOUNDARIES OF DIFFERENT ZONES.