



mildura south (sixteenth & deakin west) development plan

prepared by hansen partnership Pty Ltd
in association with aurecon engineering

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version	title	date	issuer	changes
A	mildura south development plan - preliminary draft	13.02.14	JK	n/a
B	mildura south development plan - draft	07.03.14	JK	updates following infrastructure review and initial council comments
C	mildura south development plan - draft	17.03.14	JK	updates following CMT review
D	mildura south development plan - draft	06.06.14	JK	revised activity centre location and other minor updates following exhibition and submissions
E	mildura south (sixteenth and deakin west) development plan FINAL	27.10.14	JK	revised activity centre location and other minor updates following second exhibition and submissions, as adopted by council

1 introduction

hansen partnership in association with Aurecon Engineering has been engaged by Mildura Rural City Council to prepare a Development Plan (DP) 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 Sixteenth Street). That document was based on extensive background investigations undertaken by hansen partnership, Aurecon Engineering, hillPDA and James Golsworthy Consulting and was informed by an earlier *Mildura South Strategic Framework Plan* prepared by David Lock and Associates in 2007.

This report is structured in the following manner:

Section 1 describes the intent of the Development Plan and the process in which the project has been undertaken. It also provides a context for the land in question and clearly identifies affected land, including a summary of the key issues and opportunities identified through the process.

Section 2 contains the main components of the Development Plan, including the overall vision and plan for the area and overarching design and planning principles.

Sections 3-5 These sections identify key elements of the Development Plan including movement and open space networks, as well as land uses and anticipated density of residential development. Each section also includes a series of guidelines to be used in the assessment of applications within the area which are intended to provide a local context for the objectives of Clause 56. This section has considered the existing requirements under Clause 56 of the Mildura Planning Scheme, and identified if there are any areas where a different approach is warranted in order to respond to the characteristics of Mildura South. These guidelines seek to ensure that any new housing development will contribute positively to the preferred character of this area. They also provide an easy reference point for Council in assessing applications affected by the Development Plan Overlay (DPO).



sixteenth street bus stop

Section 4 provides direction and information regarding the timing and implementation of the Development Plan, including consideration of the next stages in the process and the implications in relation to developer contributions.

development plan process

The area addressed by this Development Plan is already zoned Residential 1 and is affected by a Development Plan Overlay (DPO).

The stated purpose of the DPO is:

- *To implement the State Planning Policy Framework and the Local Planning Policy Framework, including the Municipal Strategic Statement and local planning policies.*
- *To identify areas which require the form and conditions of future use and development to be shown on a development plan before a permit can be granted to use or develop the land.*
- *To exempt an application from notice and review if it is generally in accordance with an outline development plan.*

The Development Plan Overlay prevents a Responsible Authority (i.e. Mildura Rural City Council) from granting planning approval for subdivision and residential development in the absence of an overall development plan for the land. The purpose of that is to co-ordinate the proper and orderly development of the land and provide clear design objectives and directions for its future development. This ensures that development achieves the first dot point outlined above. The development plan should provide a clear and comprehensive outline of how Council wishes to see development in the area occur. Any applications in the area will then be assessed against this document.

The Mildura South (Sixteenth and Deakin West) Development Plan will be the key strategic planning document that will provide the long-term vision for the future planning and development of this important growth area. The plan will provide a broad framework that will coordinate development across the entire area. It will also:

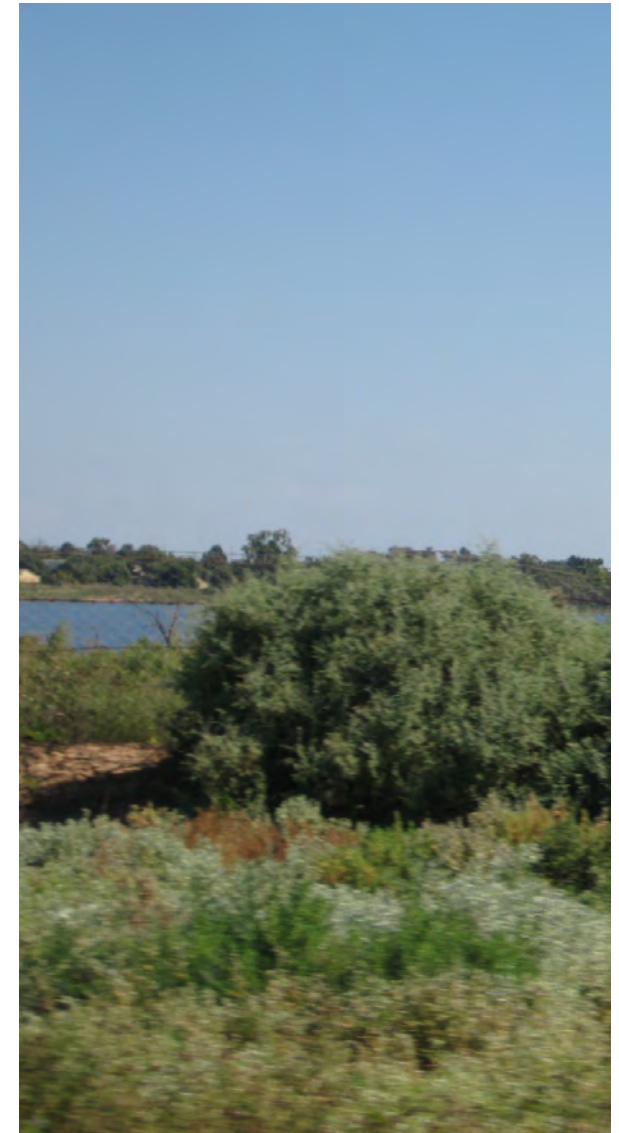
- Identify and address opportunities and constraints that will affect the development of the land;
- Provide direction about the desired development outcomes and the overall form of development;
- Provide certainty to landowners and third parties about the form of development;

The Plan will be relevant for both short term and longer term planning and development within the growth area, which is expected to begin to develop in the immediate term following endorsement of the Development Plan and to provide for a large proportion of Mildura's residential growth over the next decade.

The principles of the Development Plan do not replace, but support and are consistent with, existing planning scheme provisions and guidelines that are relevant to the planning and development of a residential growth area i.e.:

- The State Planning Policy Framework of the Mildura Planning Scheme.
- The Local Planning Policy Framework set out in the Mildura Planning Scheme.
- Clause 56 of the Planning Scheme, which relates to residential subdivision.
- *Safer Design Guidelines for Victoria.*
- *Public Transport Guidelines for Land Use and Development.*

The principles, objectives and guidelines contained in the Development Plan may emphasise the importance of some of



lake hawthorn



current rural uses in mildura south

the principles contained in those documents, or may add to them. In some cases, the Development Plan provides a locally specific alternative to the more generic State-wide guidelines, particularly in response to the particular climatic conditions of Mildura which vary significantly from the majority of areas to which these provisions and guidelines apply.

Future development is required to be undertaken 'generally in accordance' with the approved Development Plan.

the process

Below is a brief outline of the key phases undertaken in the project:

- In 2007 the *Mildura South Framework Plan* prepared by David Lock and Associates was adopted by Council. This document provided both an overall plan for the area but also an idea of key elements that were needed to support a 'vision' for the area.
- In 2010 hansen partnership, working with aurecon engineering, James Golsworthy Consulting, HillPDA and Capire Consulting undertook a review of this framework plan. In undertaking this review consideration was given to the current context of the area and changes which may have occurred both in a physical, as well as policy sense, since the preparation of that document.
- The opportunities / constraints and issues relevant to the future planning and development of the precinct were recorded and an assessment against the *Growth Area Precinct Structure Plan Guidelines*, which have been created since the framework plan, was completed. This stage included site visits and a 'testing' of the plan by specialised sub-consultants. The outcome for this stage was a *Background Report*.
- The project team then met with community and stakeholders to confirm key issues and direction for the draft precinct structure plan for the Mildura South growth area (see section below). This allowed the key issues which would guide development in the area to be identified and discussed.
- Following that, a preliminary draft of the Mildura South Precinct Structure Plan was prepared and a workshop was held with stakeholders and the community to gauge support and identify issues which required further resolution.
- Another community workshop was held to inform landowners, community and service authorities as to the form of the draft Mildura South Development Plan (which is the first stage of development in Mildura South).
- A draft Development Plan concept and its key elements, based on the overarching design principles established through consultation and background research was then drafted.
- This Development Plan was exhibited for a period of four weeks and submissions sought. A total of 19 submissions were received, with the majority of these seeking the relocation of the proposed activity centre. Council resolved to consider an alternative site for the activity centre.
- A second four week exhibition period followed to allow feedback on the alternative location for the activity centre. 29 submissions were received, the majority of which supported the activity centre in its original location.
- The Development Plan was then finalised with some minor changes in response to submissions and the activity centre in the original location. This was adopted by Council as the Development Plan for this portion of the Mildura South Growth Area.

the mildura south growth area

The development of the broader Mildura South area is currently being considered under the 'Mildura South Urban Design Plan'. This project, including the Mildura South Precinct Structure Plan (PSP), along with a Community Plan and a Regional Recreation Facility Plan, will guide future development of this important growth area.

The PSP sets out the parameters for growth in the Mildura South Growth Area below Sixteenth Street. The Mildura South Growth Area began at Fifteenth Street however, there were few facilities developed within this area and limited open space and community facilities are available. Of those within the area, the Mildura South Primary School and the open space provided in conjunction with the Sixteenth Street drainage system are notable.

The key access to retail opportunities, including food and discretionary spending is provided at the intersection of Fifteenth Street and Deakin Avenue, mostly within the Centro shopping centre, although additional supermarkets and other businesses are also located along the Fifteenth Street spine. While there is a small centre on Walnut Avenue, the majority of residents rely on Fifteenth Street to meet their needs. It is anticipated the centre will continue to play a large role, particularly in providing discretionary spending opportunities, for the new residents of Mildura South.

To the west the growth area abuts the Lake Hawthorn area, which together with Lake Ranfurly further to the north, form the western 'edge' of Mildura and separate the growth area from the rural surrounds and the Murray River. Both lakes are environmentally sensitive, and drainage from the Mildura South growth area is directed to Lake Hawthorn.

South of the growth area is the Calder Highway which will form the long term boundary of urban growth given the presence

of the Mildura Airport south of this key corridor. While heavy vehicle traffic currently accesses Mildura's CBD, 3km to the north, via Deakin Avenue (which effectively splits the Mildura South growth area in two), longer term, this traffic will utilise a bypass along Benetook Avenue which will form the eastern boundary of the growth area.

Development with the Mildura South Growth Area will need to also consider any implications arising from the recent adoption of the *Mildura Housing and Settlement Strategy* (2013). This document provides overarching direction for all of Mildura's growth, and includes new principles and objectives relating to development in greenfield areas.

land affected by the development plan

The specific land affected by this Development Plan is identified on page 8 (Figure 1). It is an area of approximately 180ha. The area is defined by Deakin Avenue, Sixteenth Street and Riverside Avenue. To the south, the Development Plan area broadly follows a topographical ridgeline, stopping short of Seventeenth Street (Calder Highway) and reflecting different catchment areas. The land within this Development Plan has been considered as part of the broader Mildura South drainage plan which uses the Sixteenth Street drain which also services the land between Fifteenth and Sixteenth Streets. It should be noted that throughout this report where reference is made to the Mildura South Development Plan this relates to the Mildura South (Sixteenth and Deakin West) Development Plan 2014, as opposed to the existing Mildura South Development Plan which affects land between Fifteenth and Sixteenth Street.



opportunities for exercise are important for community health



public realm treatments contribute to a 'sense of place'

issues and opportunities

The following section identifies some of the key issues and opportunities associated with the study area that were identified through earlier stages of this project and which have informed the preparation of this Plan.

Need for active movement networks - one of the keys to the on-going health and well-being of the future residents of Mildura South is the ability to make comfortable choices around walking or cycling (particularly to local destinations). This is especially the case for children and younger people, so ensuring the Plan incorporates pedestrian and cycle connections that recognise and respond to the local climate, as well as providing these in a safe manner should be a key driver.

Intersections and safe crossing points - concerns were raised by the community regarding the safety of a number of existing intersections, including Sixteenth Street and Deakin Avenue and the need for clear and safe connections. There was also concern regarding 'rat running'. Previous approaches to this have resulted in development that is disconnected and hard to move through, and the Plan will need to provide a more balanced approach.

Treatment of deakin avenue and sixteenth street - Deakin Avenue adjacent to the study area remains unfinished, with a service lane arrangement still in place. Over time, as the area develops, this will need to be upgraded to the treatment seen in the remainder of Mildura's urban area. The reinforcement and protection of the Benetook bypass will also be important as the Mildura South growth area continues to develop.

Sixteenth Street also plays an important role as both the key spine of activity for Mildura South, but also in linking the existing and future communities. It is critical that this corridor does not develop as a vehicle based corridor but sets the benchmark for the new growth area. The public realm treatments need to

be established early to assist in the development of a unique 'sense of place' which has been missing in some of Mildura's recent subdivisions.

Climate - Mildura's climate is among the hottest in Victoria and it is critical that the new growth areas are more responsive to this. The heat and associated costs in terms of energy and health outcomes can be most easily mitigated if addressed early through good design and the Development Plan is a tool which can assist in this.

Land owned by lower murray water - it is noted that there are two separate parcels along the key Sixteenth Street spine which are owned by Lower Murray Water (LMW) and zoned for Public Use. One of these parcels has been developed to support sewerage services and will need landscaping to integrate with the Sixteenth Street greenway and to provide an appropriate buffer to surrounding residential uses. The other remains undeveloped.

Existing irrigation infrastructure - throughout the growth area there is a quantity of existing irrigation infrastructure. As with early stages of Mildura's development, the discontinuation and removal of this infrastructure should be carefully considered and coordinated as part of the development of this area, in conjunction with the relevant authorities.

Future of land to the south and west - the Development Plan will also need to carefully consider how the land to the south and west of the study area will develop. The proposed use of this land is identified on the relevant plan (Figure 15) and the Plan should ensure that an appropriate interface is provided. This is important not only in light of the future use of the land but also to ensure no conflicts in the interim as the area develops.

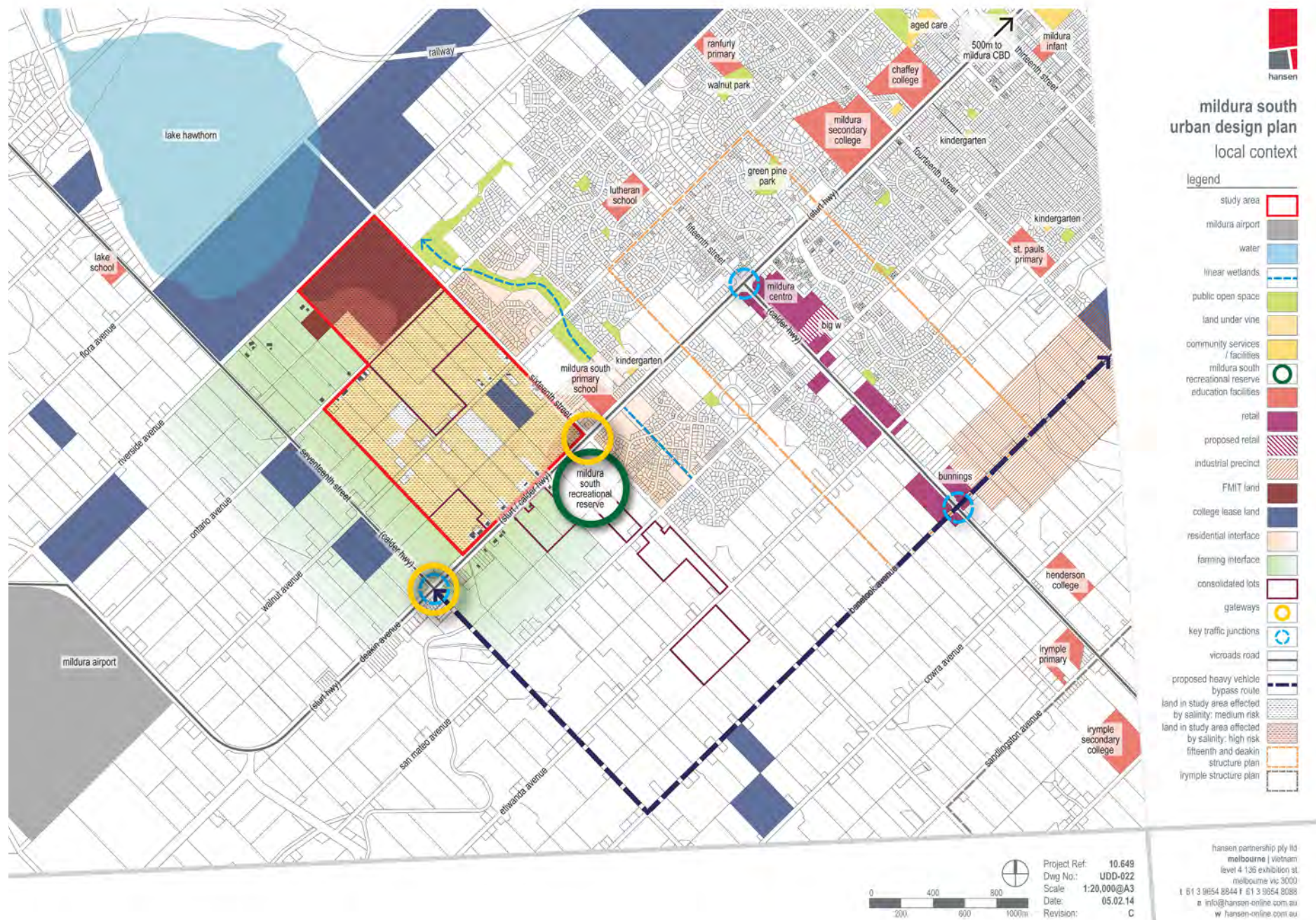


figure 1 study area context



public spaces should be for everyone

Interface with lake hawthorn - Lake Hawthorn is located to the west of the study area and there is a need to acknowledge the relationship to this environment. Not only do amenity considerations need to be acknowledged, but also the need to recognise a potentially sensitive environment. This means the areas may benefit for a reduced density and / or development which provides a transition to more urban areas, particularly in terms of landscape response.

Drainage requirements and existing connections - one of the key issues in the staging of development within Mildura is the ability to connect easily to the existing systems. This often drives staging and can hinder development. As such, it will be important to recognise where existing connections are available and therefore where development is likely to commence.

Need for services and facilities - one of the key criticisms of earlier stages of Mildura South and identified through consultation with a wide range of stakeholders was the need for the facilities and parks to be provided early. This is critical for a number of reasons. Firstly, it will ensure that people can actually access these services in the shorter term, as can existing residents. However, the early development of community hubs and parks also assists in the take up of land and the desire of residents to move to an area, and the early establishment of these (or even prior to development) can influence modes of living and patterns of movement that can be difficult to modify once entrenched.

Access to sporting facilities - in line with this provision of services is the need for active recreation areas. In the case of the study area, the PSP for the Mildura South Growth Area has identified that the primary active recreation uses will occur at Sixteenth Street and Deakin Avenue outside the development area. It will be important that this recreation reserve is developed in the short to medium term, and is not held up until the later stages of the Growth Area come online.

College lease land - there is a large 4ha parcel of College Lease land within the study area. This is problematic in relation to the development of the land for residential purposes and the Plan will therefore need to consider carefully how this land may develop in a way which is positive for the broader growth area.

Housing diversity - it will be critical that housing within the area provides not only for families, but for a range of potential residents to allow the area to be resilient and adaptable over time. A diverse range of housing stock means a diverse community which has significant social and community building implications.

road design – parking space and trees - one of the major issues with recent growth areas has been around the narrowness of the roadways, and the lack of street tree planting. These two criticisms are very much linked. Without a roadway which allows for some level of on-street car parking, it is inevitable that the verges end up being used informally as parking areas. There is therefore little support from the residents (who need somewhere to park) and trees which are planted end up being damaged by parked cars regardless. Ensuring the road widths are sufficient to accommodate a level of on-street car parking as well as through movement, is therefore critical to the meaningful establishment of street trees. Reducing the amount of cul-de-sacs and the awkward spaces these create is also important. Furthermore there have been critical issues raised by service agencies who require more generous verge spaces to ensure they can effectively service new growth areas.

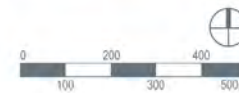


**mildura south
urban design plan**
study area aerial

legend

study area 

3km to
mildura CBD



Project Ref: 10.649
Dwg No.: UDD-023
Scale: 1:10,000@A3
Date: 05.02.14
Revision: B

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figure 2 study area aerial

2 the development plan

The vision and overarching planning and design principles identified below are to be delivered through a series of objectives and planning and design guidelines based around the following key elements:

- Access and movement
- Open space and landscape
- Land use and development
- Infrastructure

Each element includes:

objectives

Objectives describe the desired outcome to be achieved by development and underpin the vision and principles set out in the Development Plan. The objectives 'must be met' or must be reflected in a planning permit condition, where the Council considers necessary.

guidelines

Where relevant, specific guidelines have been provided (at the end of each relevant Section) which identify the preferred way in which these objectives should be met and to allow easy assessment of how well applications accord with the objectives.

vision for the area

Development in the next stages of Mildura South will set a new benchmark for development that promotes improved health and well-being outcomes for the community. Development will be based around a clear grid which allows people to easily navigate through the area, with an overall focus on design that prioritises the amenity and safety of pedestrians and cyclists. These pedestrian and cycle networks will connect a range of high quality open spaces which provide a diversity of passive and active recreation opportunities for the community. A strong landscape character and buildings which respond to Mildura's hot climate will ensure the long term resilience of this area and will assist in defining the sense of place and character for the community. Community spirit will be strengthened by a well-designed activity centre including a village green where the community can gather and a multipurpose community facility to provide relevant services. The location of this centre on a significant green spine that promotes active transport choices will assist not only in linking the area to later stages of the Mildura South growth area but also to the existing community to the north.



clear and safe pedestrian and cycle networks



integration of landscaping and water sensitive design in open spaces

design principles

access and movement principles

- Develop a clear, legible and safe network of streets with a high degree of vehicular, pedestrian and cycle permeability.
- Prioritise pedestrian and bicycle access and permeability throughout the Development Plan area to promote active transport choices.
- Recognise different roles of streets and ensure treatments and adjoining development supports these roles.
- Create clear and legible access and egress into the surrounding street network.
- Provide clear and safe crossing points in areas where higher levels of pedestrian movement are expected.
- Establish a viable grid network that allows for a sensible arrangement of urban development blocks.
- Ensure streets and services are provided in a manner which allows for incremental development of land parcels while ensuring a cohesive final urban structure.
- Allow for the use of interim treatments where appropriate to respond to the staging of development.
- Avoid the use of cul-de-sacs in favour of other treatments which also discourage high volumes of traffic on local roads.

landscape and open space principles

- Create a hierarchy of quality public open spaces providing a range of recreational opportunities co-functioning with service and drainage requirements.
- Create a coherent identity for the community through coordination of landscape planting within the public realm.
- Ensure that where drainage swales and overland flow paths are provided these are designed to be amenable spaces even when dry.

- Provide a series of subtle precinct gateways through the use of high quality landscaping with appropriate vegetation and signage.
- Develop a series of linear open spaces that provide opportunities for incidental exercise as well as more formal parks and open spaces.
- Recognise the interface with Lake Hawthorn and potential connections to tracks and trails beyond the study area.

urban form and development principles

- Provide a Neighbourhood Activity Centre on Sixteenth Street between Ontario Avenue and the proposed 'parkway' towards Walnut Avenue.
- Provide a mix of lot sizes and housing types to cater for a broad range of households and to ensure future adaptability.
- Ensure the design of dwellings is site responsive, energy efficient, and establish a distinctive local character for the Mildura South neighbourhood.
- Create a spatially memorable place through thematic landscapes and the establishment of key destinations, landmarks and nodes within the Development Plan area.
- Encourage high standards of 'environmentally sustainable design' at a precinct level as well as for each individual element of any future development.
- Minimise any impacts on natural or artificial drainage systems by ensuring development accords with service and drainage strategies devised by Lower Murray Water (LMW) and Mildura Rural City Council.
- Ensure built form responds to key interfaces such as Sixteenth Street and Deakin Avenue.



figure 3 mildura south overall development plan

3 access and movement

This section addresses matters relating to access and movement within the study area. The ability for residents to move around easily and their relationship to different transport choices has a very significant impact on both the personal health of the community, but also the overall environmental sustainability outcomes for the broader urban area. One of the key aims of this Plan is to create new neighbourhoods which make sustainable transport choices not only easy, but attractive.

The Plan however, also needs to recognise that the majority of people will continue to use private vehicles as their main mode of transport. Ensuring that the impacts of vehicular traffic, particularly through traffic on the residential neighbourhoods is also critical to a sense of safety and well-being within this area. Balancing these aspirations is important. The Plan therefore identifies a series of streets where vehicular access is prioritised, being the Access Avenues and Secondary Roads, and other areas where vehicular traffic is subservient to pedestrian and cycle movement (most notably along Sixteenth Street and the proposed Parkways).

key access and movement objectives

- To provide a high level of accessibility throughout the Development Plan area for all forms of public and private transport.
- To provide a high level of connectivity to the existing urban area of Mildura, by connecting Access Avenues through to existing road networks.
- To place emphasis on providing a high level of accessibility by walking and cycling.
- To create a hierarchy of streets that is clearly recognisable in the design and layout of new roads.
- To design roads to protect opportunities for landscaping of roads and streets to create attractive public spaces and landscape corridors.
- To recognise the role of Deakin Avenue as a key civic corridor.
- To develop Sixteenth Street as a heavily landscaped corridor which provides safe and attractive pedestrian and cycle movement.
- To use Sixteenth Street as a corridor which links existing and future communities in Mildura South.

road network

Access into and circulation within the development area should be safe, with well-defined routes for pedestrians, cyclists and vehicles. The key components of the Plan which are identified to achieve the objectives above are as follows:

- Support the redevelopment of Deakin Avenue as identified in the *Deakin Avenue Masterplan* (prepared by Context in 2006), but ensure the separation of the bike lane from traffic to encourage greater use and in particular recognise the strong landscape character of this corridor.

- Recognise the need to provide safe pedestrian crossing points on Deakin Avenue.
- Work with VicRoads to investigate longer term signalisation of the intersection of Sixteenth Street and Deakin Avenue.
- Recognise the intersections of Sixteenth and Seventeenth Street with Deakin Avenue as key 'gateways' and incorporate relevant treatments.
- Create a significant landscaped verge with generous canopy plantings along Sixteenth Street and incorporate separated pedestrian and cycle routes, as well as generous understorey planting and other landscape features.
- Consider the introduction of raised road treatments on Sixteenth Street at identified safe crossing points to slow traffic and emphasise pedestrian priority.
- Require the use of service lanes or alternate rear access arrangement to blocks fronting Sixteenth Street to minimise crossovers (see discussion on page 23).
- Identify existing roads (Ontario and Walnut Avenues) as key vehicular movement corridors and prioritise vehicular movement, use these roads for bus routes where possible.
- Ensure that Walnut and Ontario Avenues also connect through to existing urban areas of Mildura and to Seventeenth Street to ensure that there is a permeable grid of roads, and to disburse traffic.
- Parkways will form a key part of the pedestrian and cycle network and play a key role in the amenity of the neighbourhood. Recognise that there will be two stages in their development on the basis of subdivision patterns.
- Parkways will be established as two way local roads which transition to form one side of a separated roadway with one lane of vehicular traffic in each direction (see page 21).

- Establish a network of 'secondary' connector roads which provide east / west connections through the study area. Ensure that these minimise crossroad intersections with Access Avenues where intersection treatments would be required. Recognise the role of the Secondary Roads in providing an appropriate interface between the growth area and other parts of Mildura South slated for future development.
- Recognise the need for potential intersection treatment or controls on Deakin Avenue in the future depending on road network design of future growth areas of Mildura South.
- Recognise the lesser role of Riverside Avenue and its interface with Lake Hawthorn and identify as a 'park edge' road, albeit with a different profile.
- Recognise Sixteenth Street as providing a transition between road profiles in the existing urban areas and the study area.

The local road network has not been prescribed by this Development Plan in order to retain the flexibility sought within development cells.

The previous framework plan sought to ensure that streets were orientated in a north south direction with the aim of ensuring solar access to dwellings. This Development Plan has sought instead to provide a more constant and legible grid, within which there will be flexibility in the alignment of local roads. Given the existing 45 degree alignment of blocks within this precinct, even without requiring a strict north south road alignment, many of the dwellings will have excellent solar access. In addition, feedback received from the community indicated many residents in Mildura prefer to not have full north facing living areas due to the local climatic conditions.

Detailed lot layouts and engineering design will influence the final alignments of the local roads. The alignment and layout of local roads is flexible provided that the general intent of the Development Plan is achieved.

To achieve the intent the following is noted -

The subdivision layout of lots **must:**

- Include at least one local road connection to lots to the north and south.
- Minimise the number of cul-de-sacs and, where these *are* provided, demonstrate how high levels of pedestrian permeability are maintained.
- Recognise the local road profile outlined later in this Section. This is intended to ensure there is sufficient room for some on-street parking to avoid informal car parking on verges which compromises the establishment of canopy vegetation.

The subdivision layout of lots **should:**

- Only provide cul-de-sacs in a mirrored arrangement where small areas of open space or 'pause places' can be provided between the court bowls to retain permeability.
- Carefully consider the integration of larger and smaller lots, as required to achieve density requirements (see pg 34), in the design of road networks.
- Minimise crossovers throughout the study area where possible and provide consolidated crossover for adjoining properties to maximise landscaping opportunities.

pedestrian and bicycle network

All local roads will provide footpaths on both sides, identified at a minimum 1.2m width on local roads and increasing to 2m along Sixteenth Street. While these paths will allow for easy movement through the local streets, the Plan also establishes a broader network of safe and amenable streets where the priority is on the movement of people and bikes rather than vehicles. These streets have a significant landscape component not only to improve the amenity of these routes but also to ensure that shade is maximised in recognition



good integration of bicycle infrastructure at key destinations



public and community transport should be facilitated

of the constraint the climate can play on active transport choices. The key elements of this network are the Sixteenth Street 'greenway' and the three 'parkways', but the Plan has also considered how linkages to existing networks can be facilitated. The pedestrian and cycle network identifies:

- Footpaths of a minimum 1.5m wide will be provided along non-local roads, with a wider path of 2m along Sixteenth Street. This corridor will link key areas of activity, including the later stages of the development of Mildura South.
- Parkways will be the key pedestrian and cycle connections up to Sixteenth Street with soft, understory native plantings in an informal design layout as well as canopy planting and will act of linear open spaces, as well as movement corridors.
- The potential for connections through to the existing Mildura South wetland trail, both close to Lake Hawthorn and near Mildura South Primary School.
- A longer term opportunity to link the Mildura South Growth Area to the existing network of tracks around Lake Hawthorn in Cabarita and on to the Murray River corridor.
- A separated bike lane along Deakin Avenue. While the existing masterplan identifies that a bike lane should be introduced, the location is not specified.
- An additional two-way on-road cycle lane along Secondary Roads to provide access to the Parkway corridors from local neighbourhoods.
- Where existing on-road cycle paths are present along Access Avenues, these should be phased out as the area develops to encourage cyclists to use new separated cycle routes, along Parkways.

public transport

The Development Plan area has the potential for relatively good public transport accessibility. Currently there are no services provided within the study area, apart from a loop bus that is associated with a stop on Sixteenth Street close to the Mildura South Primary School. It is anticipated that the existing bus networks will be extended as the area develops, with the key priority being connections to both the Mildura CBD and waterfront and to Fifteenth Street.

The Plan identifies indicative locations for bus stops, with the priority being for these to be located on the Access Avenues. Bus stops are shown adjacent to likely key destinations at around 500m intervals. Along Access Avenues indented bus bays are provided, however, bus stops will also need to be provided on some Secondary Roads but these are not identified as requiring indented bays given the lesser emphasis on vehicular movement.

Also identified is the potential for the Neighbourhood Activity Centre to accommodate a small bus 'interchange' where there may be opportunities to catch buses to a greater variety of locations.

intersection upgrades

Intersection upgrades will be required to improve safety of existing roads once vehicle movements increase as a result of development of the growth area. Some of the areas where upgrades have been identified are as follows, noting that there may be additional upgrades identified through the approval of any subdivision applications:

- Deakin Avenue and Sixteenth Street – this will need to be negotiated with VicRoads, the Plan identifies that signalisation of this intersection may be warranted given the likely location of major sporting and community uses, as well as the existing school and likely increased populations.

- Sixteenth Street and Ontario Avenue – located close to the Activity Centre. This intersection should also be considered for signalisation to ensure that safe access is provided for all road users, including those from the existing Mildura South community who may utilise facilities at the centre and to provide a safe crossing point for Greenway users.
- There may also be the need for some adjustments to the intersection of Walnut Avenue and Sixteenth Street as part of the Greenway development.
- Two intersection treatments on Ontario Avenue and one on Walnut Avenue are also likely to be necessary where intersections with Secondary Roads are proposed.

sixteenth and ontario activity centre access

One of the key areas for movement, encompassing not only pedestrian, cycle and car movement, but also bus and freight movements will be the Activity Centre. Some of the key elements relating to access and movement (which are also shown in the indicative concept on pg 33) are as follows:

- An adapted version of an 'edge road' is to be provided around the village green to facilitate carefully managed vehicular movements and access into the centre and car parking areas.
- Car parking should be primarily accessed from Ontario Avenue.
- Freight and loading for retail premises should also be facilitated from Ontario Avenue wherever possible.

road hierarchy

The hierarchy of streets is proposed as follows:

- Deakin Avenue Boulevard;
- Sixteenth Street Greenway;
- Access Avenues;
- Parkways;
- Secondary Roads;
- Edge Roads, and
- Local Roads.

The plan on page 24 identifies where the majority of these roads should be established (with the local road network to be determined though subdivision plans). Typical cross-sections have been prepared for roads shown in the Development Plan. These cross-sections reflect the access and movement objectives set out above. The colour and texture of road surfaces, street furniture and landscaping should be consistent

across the Development Plan area (see the following 'open space and landscape' section for more information.)

deakin avenue boulevard

Deakin Avenue is one of the key structural and character elements, not just in the Mildura South area, but Mildura as a whole. Through the study area it forms one of the key gateways to the city. The configuration proposed continues the dual carriageway treatment seen through the rest of the city and which could potentially continue further south towards the airport in the longer term. Key characteristics of this boulevard are as follows:

- Road reserve of 60.0m (existing).
- 60kph speed limit. This is dependant on the introduction of a bypass route to remove heavy through traffic (which is strongly supported), otherwise the speed limit should remain at 80kph.

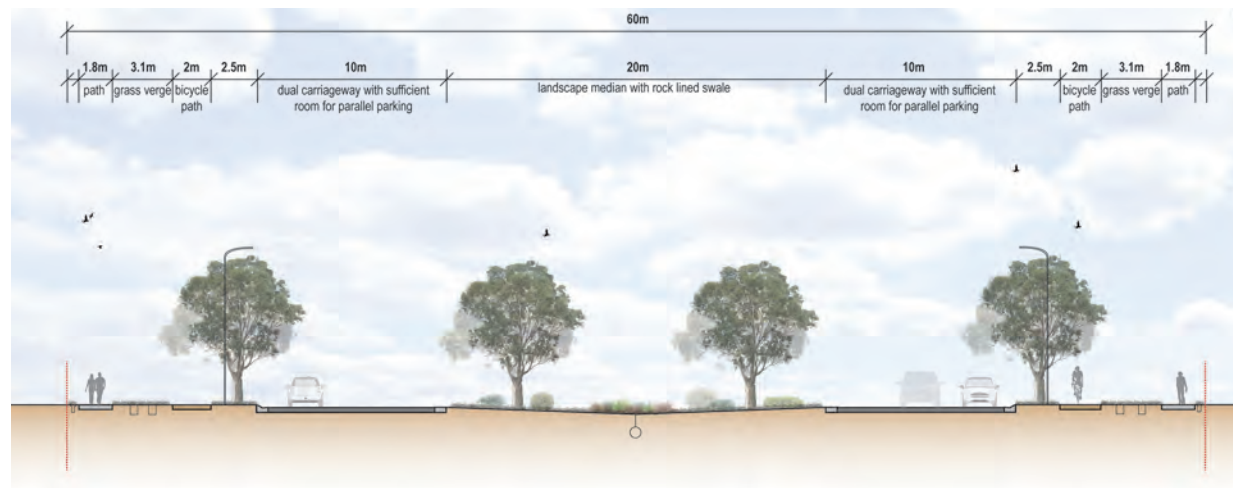


figure 4 deakin avenue boulevard cross section

- A 20m wide landscape median incorporating Salmon Gums as per the Deakin Avenue Masterplan. This should incorporate both canopy trees for shade and indigenous understory planting and water sensitive urban design elements.
- 10m wide dual land roadways on either side of the median, capable of accommodating bus movements and parallel parking.
- A 2.5m landscape strip on either side of the carriageway to accommodate additional canopy tree planting.
- A generous 2m bicycle path in each direction, separated from vehicular traffic.
- A 3.1m wide grassed verge which could incorporate low level planting if required.
- A 1.8m wide footpath adjacent to property boundaries.
- Engineering components such as road, drainage and kerbs should be to the satisfaction of MRCC and VicRoads.

sixteenth street 'greenway'

Sixteenth Street was identified within the *Mildura South Framework Plan* as forming a key 'green spine' which will facilitate safe pedestrian and cyclist movement with a high level of amenity between key places and activities within the precinct. A higher intensity of development is envisaged along the street and it will constitute a key part of the neighbourhood's character. This element of the framework plan attracted strong support across a range of stakeholders.

Key characteristics of this 'greenway' are as follows:

- Road reserve of 30.0m (existing).
- Retention / continuation of the existing 2m footpath and 5m verge on the north side of the street. Introduction of canopy tree planting within this verge where not already established should be pursued.

- A 7.5m wide carriageway carrying a single lane of traffic in each direction.
- A generous strip of structural landscaping totalling 13m should be provided incorporating significant double or triple rows of canopy trees and understory planting as well

as iconic water sensitive urban design feature such as a dry river bed. This landscape feature will be the defining streetscape of the Mildura South area and should provide cues for development of other streetscape treatments through the area.

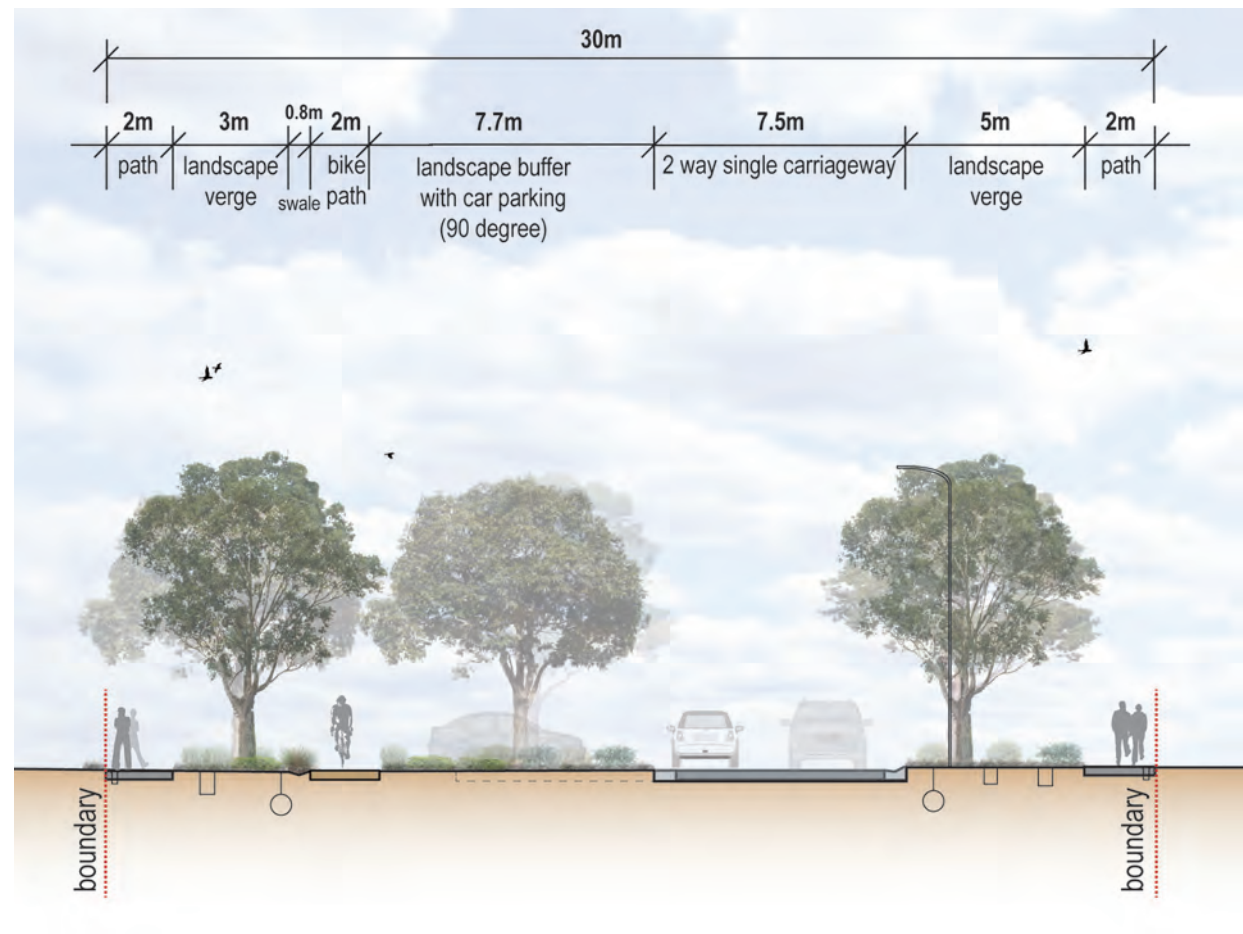


figure 5 sixteenth street greenway cross section

- Some angled car parking can be provided on the south side of the road, where appropriate, accommodated within a 7.7m reserve (car parking plus additional distance to centre line), with even allocation of landscaping outstands to provide additional canopy vegetation. A maximum of 5 car spaces should be provided in any one cell.
- If additional bus stops are required along Sixteenth Street these should be provided in place of one of the identified car parking cells.
- A 0.8m swale / dry river bed should separate a 2m dedicated two-way cycle path from car parking areas. A clear connection from each car parking cell to the pedestrian footpath should be provided along with appropriate line marking and signage.
- A dedicated landscape strip with additional canopy planting of 3m should then be provided.
- Offset from lot boundaries, a 2m wide footpath should be provided.

access avenues

Access Avenues will facilitate the primary traffic movement within the development areas. These streets will also form the key public transport corridors and will connect through to the existing road network of Mildura. The following street characteristics are recommended:

- Road reserve of 30m (existing).
- 60kph speed limit.
- 12m, 2 way single carriageway with sufficient room for parallel parking on both sides of the road.
- A 6.9m landscaped verge, incorporating significant street tree planting, including low level understorey planting.

- Accommodate indented bus stops within verges. Permeable paving is to be used for the bays with excess runoff being directed into bio-retention swales. Where bus stops are provided footpaths should be extended to the kerb edge and appropriate seating and shelters provided.
- A 1.5m footpath should be provided.

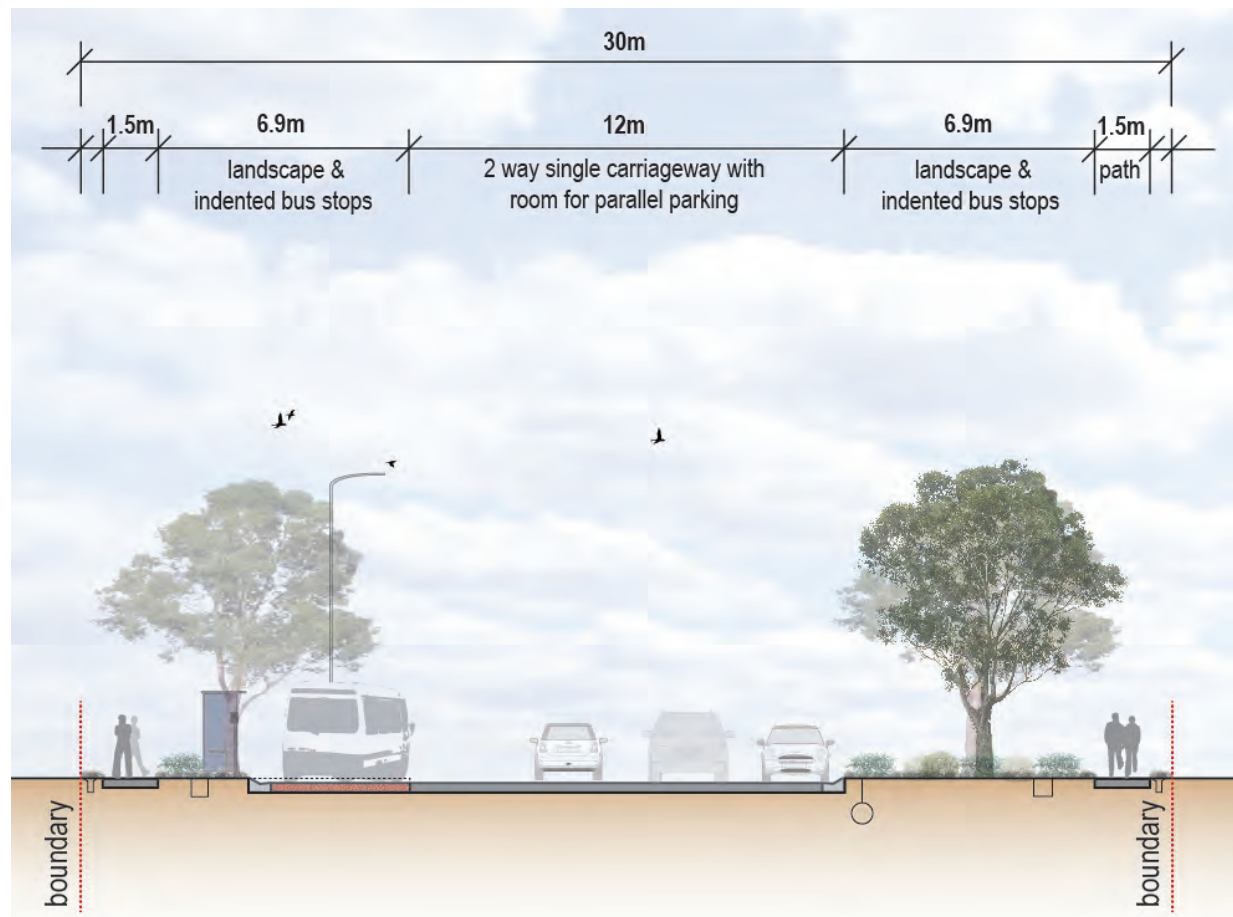


figure 6 access avenue cross section

parkways

Parkways will facilitate the primary north / south pedestrian and cycle movement within the development areas. Where the emphasis on the Access Avenues will be to allow for through movement, the Parkways (which do not connect through to existing roads north of Sixteenth Street or to Seventeenth Street) are designed to make a strong contribution to the landscape character of the precinct, though provision of wide verges and central medians with indigenous canopy and groundcover vegetation and will function as linear open spaces for passive recreation as well as movement corridors.

Parkways will develop in a staged manner given the existing subdivision and ownership patterns within the study area. This is detailed further on the following page. The following street characteristics are recommended:

- Road reserve of 35.0m.
- Provide a single carriageway of 5.5m width in each direction with room for parallel parking, consideration should be given to a permeable paving treatment in parking areas.
- Provide a significant centre landscape median with 7.2m of landscaping accommodating swale treatments and canopy vegetation.

- A separated bike lane of 2.5m, with a raised verge of a 1m separating the land from vehicular traffic.
- A 2.5m verge with canopy tree planting.
- A 1.5m pedestrian path offset from lot boundaries.
- Engineering components, roads and footpaths are to be developed to the satisfaction of the MRCC.

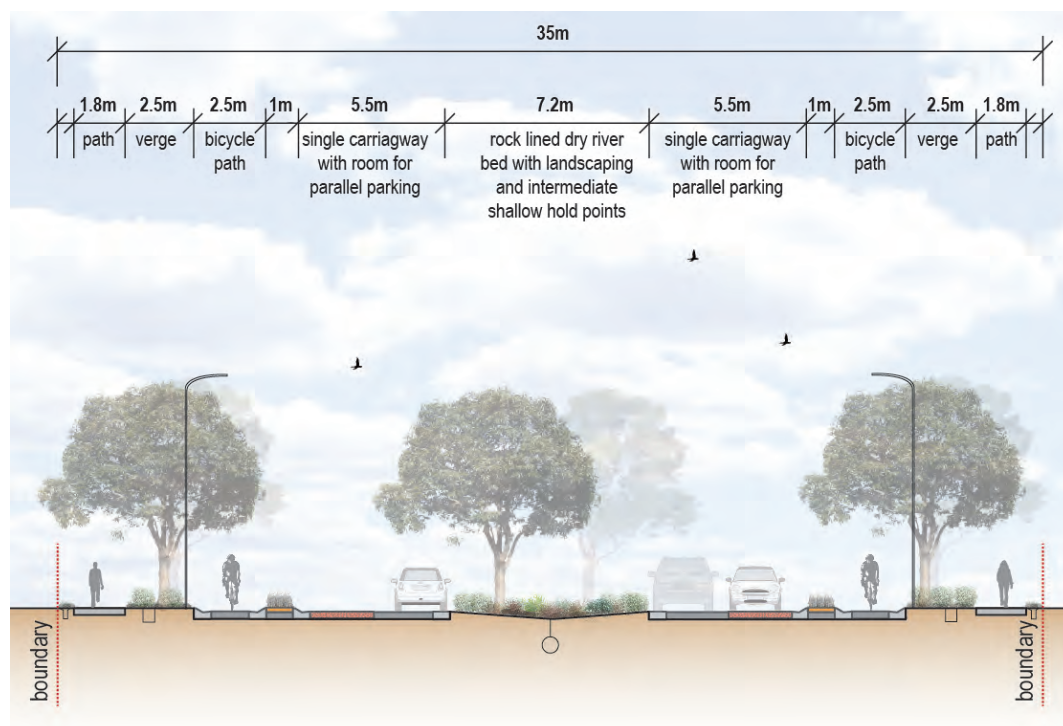


figure 7 parkway cross section - long term

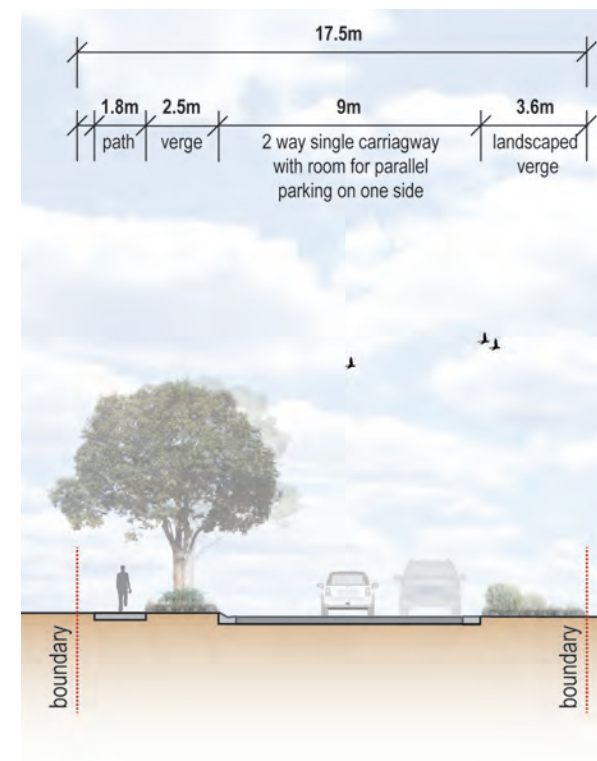


figure 8 parkway cross section - interim

how will the parkways develop?

1. All subdivision plans must include a reserve of at least 17.5m at the rear of the lot for the 'parkway'.
2. To acknowledge the incremental nature of the development of these roadways, where the Parkway has not been established, subdivision should be designed in accordance with the 'interim' road layout which includes a two way single carriageway with a landscape buffer to the edge of the lot.
3. Canopy tree planting should be established in the verge but in the landscape buffer only if a masterplan has been prepared for the Parkway.
4. Where necessary to avoid 'rat running', road closures between adjoining lots may be required in the interim.
5. When either all or a significant number of lots adjoining the Parkway are developed, Council should convert the local road network to the final profile. This will involve the following:
 - Establishment of rock lined swale, generous canopy planting and soft, informal native understory planting within the landscape buffer.
 - Reduction of trafficable lanes to one on each side of the central landscape buffer.
 - Introduction of regular turning points in the central landscape median to recognise the conversion to separated roadway.
 - Conversion of lane adjoining residential development to a separated cycle lane, with the introduction of a minimum 1m separation buffer between on-street car parking and the cycle lane, accommodating low level vegetation where possible.
6. If development along the Parkways is slower than expected, Council may pursue other mechanisms to facilitate the development of the final arrangement of the Parkways.
7. Where Council or another party is developing land adjoining a Parkway for a non-residential use (i.e for a drainage reserve), the same arrangement should be pursued.



figure 9 indicative parkway sketch

secondary roads

Secondary Roads essentially provide the connections between the different Access Avenues and allow for efficient east / west movement. To avoid rat running, with the exception of the Secondary Roads which form the southern boundaries of the Development Plan area, the Plan seeks to avoid extensive use of these Secondary Roads. However they are an important component in the overall road hierarchy as they provide east / west connections for bike paths and bus routes. The Secondary Roads also provide the opportunity to provide an appropriate interface between this Development Plan area and adjoining parcels which will develop over the longer term. In some cases Secondary Roads will also accommodate bus routes to ensure that equitable access to public transport is achieved but not all secondary Roads will accommodate bus routes. Critical Secondary Roads which need to be provided to ensure appropriate connectivity are identified on Figure 13, however provided the Secondary Road is in approximately the position shown, flexibility to move the alignment slightly north or south should be considered depending on the total parcel of land to be developed in proximity to these roads. These roads will be developed by landowners, however, Council is expected to provide associated infrastructure such as bike lanes etc given the broader role these roads play. See further discussion on pages 51 & 52.

The following street characteristics are recommended:

- Road reserve of 28.0m.
- Provide a single carriageway of 12m width with two way traffic and parallel parking on both sides.
- An on-road cycle path of 2m should also be provided, but should utilise texture surfaces to clearly delineate this area.
- A landscaped verge of 3.9m incorporating canopy planting
- A 1.5m wide pedestrian path along lot boundaries.

- The colour and texture of road surfaces should be consistent with that across the study area.
- Where bus stops are provided they should be clearly distinguished, signed and highlighted by surface treatments

to avoid conflicts with cyclists. Shelters should be incorporated in the verges and the pavement of the pedestrian path extended to the kerb in these areas.

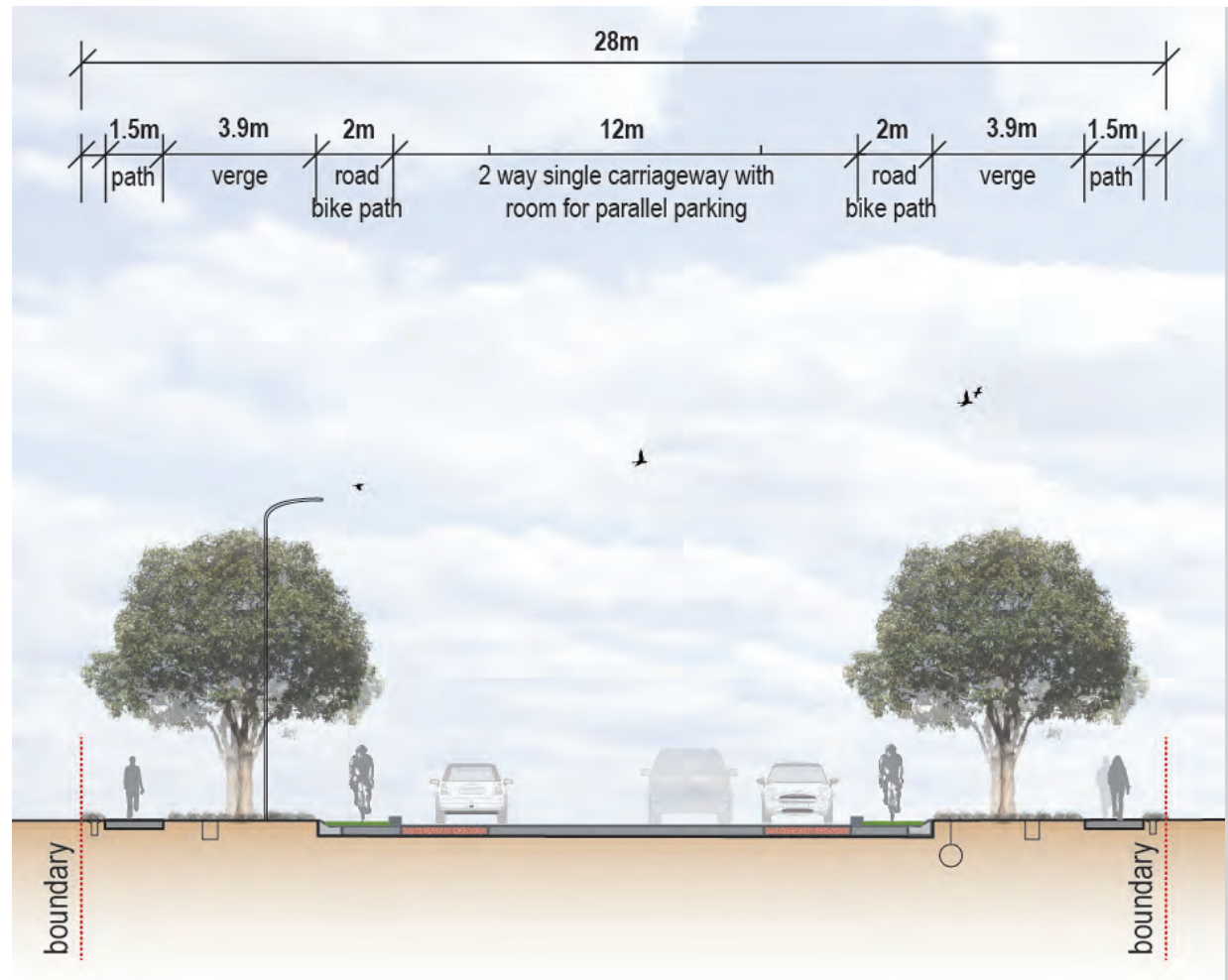


figure 10 secondary road cross section

park edge roads

Park Edge roads are special streets that respond to interfaces with areas of open space. They have an open profile to the park areas which should accommodate more informal pedestrian pathways. Riverside Avenue will follow a similar layout but reflect existing conditions. The following street characteristics are recommended for all Edge roads apart from Riverside Avenue:

- Edge Roads have a narrower profile of 18m.
- A 9.5m carriageway to accommodate a land of traffic in each direction and a row of parallel parking spaces on the park side.
- Parallel car parking alongside the park should have a different road texture which should reflect the 'park setting' and create a perception of a narrower road profile.
- A 5m verge including canopy planting and a 1.5m pedestrian path.
- The colour and texture of road surfaces should be consistent with that across the study area.

local roads

Local roads are the typical roads facilitating access within the development areas. These roads are to be secondary to the Access Avenues and Secondary Roads, but will also contribute to the landscape character of the development with significant landscaping treatments. The following street characteristics are recommended:

- Road reserve of 18.0m.
- Carriageway of 9m to accommodate two way traffic.
- Flexibility to accommodate parallel car parking along both sides of the road (leaving 1 trafficable lane) through lack of line markings.

- Provide a 1.2m footpath on the both sides of the road reserve, adjoining the lot boundaries.
- Provide a 3.3m verge on both sides including canopy tree planting on both sides.
- The colour and texture of road surfaces should be consistent with that across the study area.

access lanes

Access lanes are identified to ensure that medium density development fronting the Sixteenth Street Greenway is access form the rear. These access lanes are not intended to be major through routes and should generally follow the requirements for access lots under Standard C21 of Clause 56. However, while some activation of these lanes is preferred, some flexibility and discretion is needed in how this is achieved given the likely configuration of blocks and innovative responses are

encouraged. Development to the south of the access lanes (which may be 'standard' lot development) could also utilise these lanes to provide access, but should also seek to provide an active element to the laneway.

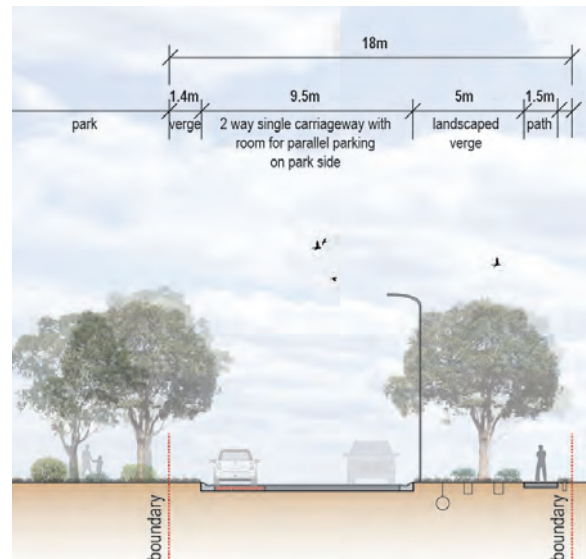


figure 11 park edge road cross section

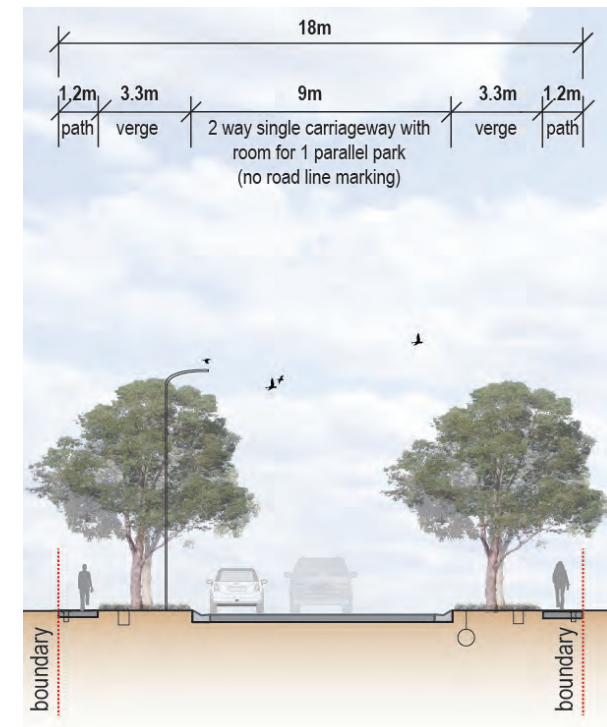


figure 12 local road cross section



figure 13 access and movement plan

The following table is intended to provide a series of guidelines to assist in the assessment of proposed applications against the Development Plan. Any proposed development should seek to achieve compliance with the following guidelines but it is noted that alternate approaches which still meet the objectives of this plan and the principles outlined earlier in the document should be considered if the majority of the guidelines are met. It is noted that if no guidelines are provided within this Development Plan regarding any matters addressed by Clause 56 of the Mildura Planning Scheme, then those provisions should also be considered as part of any assessment.

AREA	GUIDELINES	INDICATOR
Access and Parking	Driveways should be a secondary element to soft landscaping.	
	Garages and carports should be set behind the primary wall of the façade of a minimum 1m.	
	Medium density lots should locate parking areas away from main streets.	
	Driveways should not exceed 3m in width at the lot boundary.	
	Along Parkways, driveways on adjoining lots should utilise consolidated crossovers to maximise space for planting.	
	Regular pedestrian and cycle paths should be provided to link residential areas to key open spaces. Wherever practical, trails should be developed as loops to allow a diversity of user experiences.	
	Roads designated as potential bus routes are to be designed to accommodate bus routes consistent with the <i>Public Transport Guidelines for Land Use and Development</i> .	
	Encourage the placement of bus stops in locations with direct connections to pedestrian / shared paths and in proximity to key local destinations such as the NAC and open space.	
	Bike stands should be provided at the NAC.	
	Where possible the amalgamation of crossovers from the streetscape to lots (i.e. on neighbouring properties) is encouraged.	
	Pedestrian crossings should be clearly marked and at grade with footpaths.	
	Pedestrian access to the front of dwellings must be provided from the street frontage	
Public domain	Establish street trees that are robust and appropriate to the climatic conditions of the area and select fast growing species as where possible as a priority.	
	Street trees provided are to be located within the verges and be spaced approximately 10m apart.	
	Limit the use of astroturf and coloured mulches within the road reserves. Encourage the planting of low level native vegetation as an alternative.	

4 open space and landscape

The development of this growth area will need to provide quality public open spaces that provide a range of passive and active recreation opportunities for new residents of the area. Where possible, these spaces should also perform a function in management of natural systems, however, the primary consideration should be increasing both the physical and mental health and well-being of the community through a generous and well considered network of 'green spaces'. These spaces must be attractive spaces that become focal points for the community and assist in meeting their social and recreational needs. The Plan seeks to establish a range of open spaces, comprising large local parks, smaller neighbourhood parks and open space links. It is critical that these open spaces are developed early, as open space is important in developing and sustaining communities. The locations identified in the Development Plan have been carefully considered in terms of their spatial distribution (ensuring the parks are accessible to the widest range of people) and have a direct relationship to the proposed movement network. These should not be varied without robust justification. Within the Development Plan area, linear reserves and the road network also have a strong role to play in providing open space and creating a landscape character for the Mildura South area.

The open spaces included within the Development Plan include:

- Sixteenth Street North Village Green,
- Greenway water feature parks,
- Major local open space (2),
- Local open spaces (3),
- Pause places,
- Parkways.

Passive recreational needs of the community will be met through these areas, as well as through other areas of incidental open space that may be provided in addition within individual development cells.

In regard to active open space needs, these are currently met by facilities within the existing urban area of Mildura. Key areas include the Old Aerodrome Recreation Reserve which is accessed from Eleventh Street, with the closest connection available from Centro. In addition, the Mildura Recreation Reserve and the indoor swimming facility are both located within easy access of Deakin Avenue and associated bus routes (again, with the closest available stop being along Fifteenth Street). The Development Plan also identifies that 'informal' active recreation opportunities will be available at the Village Green and Major Local open spaces through the provision of hard court surfaces and flexible grassed areas. In the longer term, the Precinct Structure Plan for Mildura South has identified that a larger area of active open space be developed at the intersection of Deakin and Sixteenth Street which will provide for active sporting needs in much closer proximity.

key open space and landscape objectives

- To provide and develop a network of quality, well distributed and appropriately sized open space areas that meet the passive open space needs of the community.
- To create open spaces and linear connections which encourage people to make active transport choices and to promote incidental exercise and social activity.
- To create an attractive environment with a strong sense of place through well-designed and coordinated landscaping of open space areas and road reserves.
- To integrate natural drainage functions and water sensitive urban design treatments into open space areas where practical.
- To incorporate pedestrian and bicycle paths throughout the open space network.
- To encourage landscape treatments within the public realm which act to minimise the impact of Mildura's hot climate.
- To ensure a comprehensive program of canopy tree plantings throughout the Development Plan area.

landscape character

One of the objectives of the Plan is to create a sense of place through the landscaping treatments employed within the area. While this does not require a rigid set of rules and some flexibility should be retained to allow different developments to differentiate themselves, an overall consistency in the treatments of the public realm and in specific selection can assist markedly in the creation of this character.

It is recommended that consistent treatments in hard surfacing and in the provision of street lighting be maintained (i.e. a preferred palette of street furniture be identified by Council), and that a list of recommended species for planting

be developed. This list will also assist in ensuring that selected species are suitable to the area and are likely to survive in the longer term. It also allows for the identification of fast growing species. Given the importance of the Sixteenth Street Greenway and the proposed Parkways in the landscape setting of the area, it is suggested that the material palette and species utilised in these corridors could form the basis of any such list. The provision of a strong landscape setting also discourages the use of tanbark, astroturf or synthetic finishes in front setbacks and in road reserves. While lawn is encouraged and other native grasses are recommended, where this is not preferred by residents or developers, other local non-synthetic alternatives more suited to the climate should be pursued.

playgrounds

Much of the residential population within the study area is likely to consist of families. As such, it is important that sufficient opportunities for play are incorporated. The open space and landscape plan (Figure 14) identifies playgrounds to be located at both Gateway Water Feature Parks, the Village Green and the two Major Local Open Spaces. These playgrounds should provide a range of different type of play opportunities, and respond to the particular context of each area of open space. Additional opportunities for the integration of play equipment at local open spaces should also be investigated.

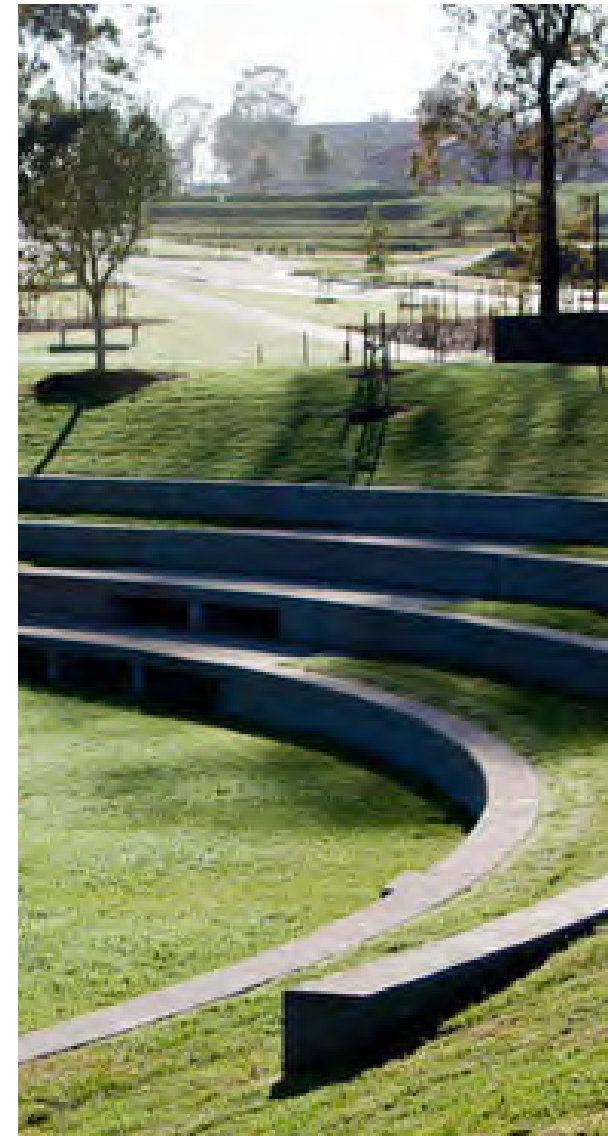
hierarchy of open space

The hierarchy of open spaces is identified on the 'open space and landscape' plan. Key characteristics of these areas are further outlined below. It is also noted that in addition to these larger areas of open space, in some situations, individual developments may complement the broader network by providing additional areas of public open space and are encouraged to do so. Where these areas are pursued the objectives outlined above should also be considered.

sixteenth street north village green

The Sixteenth Street North Village Green will be the central gathering space for the Mildura South community. Its location on the Sixteenth Street Greenway, adjoining the existing Mildura South area will be important in the integration of the existing and future communities. As such, it is critical that this space is of a very high quality and provides a suitable range of activities and spaces to meet the needs of the broadest range of community members. The location of the village green adjoining the main (retail) activity centre and community hub of the Mildura South growth area is important. Medium density housing and community infrastructure should also be provided in this area. The village green should:

- Include an Edge Road separating the park from adjoining retail, cafes, higher density housing or community uses. This road should not be dominated by car parking and should include a dedicated bus stop area.
- Be an area of around 2ha in size of dedicated parkland.
- Provide a gathering space for the community; this should be a combination of grassed and hard paving area capable of accommodating markets, outdoor cinema evenings or other community events. A community notice board should also be included. This should be orientated towards the Sixteenth Street frontage.
- Provide generous amount of informal grassed areas for relaxation, in conjunction with well-considered landscape treatments to create a sense of intimacy and provide appropriate shade.
- Provide picnic facilities, including barbeques and shelters. Additionally, include a playground with equipment to appeal to a range of childrens age groups. Such facilities should be located centrally to the park, have a northerly orientation and be easily accessed from both the Sixteenth Street Greenway and main car parking area.



open space can incorporate a range of places for people to meet



where water is integrated, boardwalks improve amenity and access

- Provide some hard surface courts to accommodate informal basketball or other ball games.
- Incorporate an internal and circuitry path network for walking and cycling with clear connections and crossing points to the surrounding pedestrian / cycle network. Adequate lighting, signage and fencing should be provided where necessary.
- Consideration should be given to the provision of free wi-fi within this village green area.
- An indicative concept for the adjoining Sixteenth & Ontario Activity Centre is provided on pg 37 which outlines some key matters in relation to this village green, however, a more detailed masterplan should be prepared for this area prior to any development of the land.

gateway water feature parks

The Development Plan area contains two areas of open space which incorporate water features. At the corner of Sixteenth Street and Deakin Avenue (within the Development Plan area) a 4ha parcel of land is required as part of the Sixteenth Street drainage system. The Plan seeks to provide guidelines to ensure the development of this area appropriately reflects the position of this parcel of land at the 'gateway' to the community and to maximise its benefit to the community. However, it should be noted that the main function of this area remains drainage. In addition, a second gateway water feature park is proposed at the intersection of Sixteenth and Riverside.

The second park is to act as a 'bookend' to the other park (albeit of a smaller size) and to provide a transition to the Lake Hawthorn environment. It also provides an opportunity to reflect the environmental features of that area and potentially act as a staging point for any walks within that area, or information about the lake environment. Due to the proximity to the lake environs and the different vegetative character of the site, this second park will have character which is distinct for the

more 'formal' gateway park anticipated at the corner of Deakin Avenue. The following characteristics are recommended for these 'gateway' parks:

- Basin size at Sixteenth Street / Deakin Avenue should reflect drainage requirements with an overall area of 4ha of parkland, while basin size within the other park should be a maximum of 3500sqm, with a park area of around 1.5ha.
- The wetlands should comprise 'irregular' shaped open water 'ponds', 'marsh' areas utilizing suitable semi-aquatic species, wetland edge planting, gentle batters and locally sourced rock around drainage infrastructure, to create a natural setting.
- Where possible, surrounding residential development should seek to supplement these basins by directing stormwater flows to the areas.
- The basins should be graded so that they do not create a falling hazard. Main basins should seek to have a battered slope of around 1:6 and should be adequately signed so the community and residents understands their function and the risk of filling.
- Provide some picnic facilities, including barbeques and shelter. Additionally, they should include a playground with equipment to appeal to a range of childrens age groups.
- Include some canopy tree planting for shade and shelter, in addition to well-considered understorey planting for interest and amenity.

major local open space

There are two areas of 'major' local open space proposed as part of the Development Plan. These are both located towards the Seventeenth Street edge of the Development Plan area in recognition of the facilities provided to along the Sixteenth Street Greenway. The following characteristics are recommended:

- Major areas of open space should be 2ha in size to accommodate a range of uses.
- Be located on Parkways to facilitate pedestrian and cycle access by the surrounding community and ensure they are not located on higher traffic Access Avenues.
- Include (at a minimum) informal grassed areas for incidental activities and relaxation and some hard courts for informal basketball and other ball games.
- Provide picnic facilities, including barbeques and shelters. The parks should also contain a range of different seating opportunities and community notice boards, to supplement those provided at the main village green.
- Include a playground with equipment to appeal to a range of childrens age groups. Consideration should be given to 'natural play' or other alternative means of providing play opportunities.
- Consideration should also be given to providing a skate park at one of the major open spaces.
- Incorporate exercise circuits or equipment areas and / or an internal and circuitry path network for walking and cycling with clear connections and crossing points to the surrounding shared path network.
- Incorporate adequate lighting, signage and fencing where appropriate.

- Include generous amounts of both canopy and understorey planting.
- Consider the use of mounding and other landscaping treatments to add interest and character to the parks.
- Where achievable, townhouse or other medium density development, particularly housing with rear access is encouraged adjoining major local open spaces. This will reduce the dominance of garages adjoining the parks and increase the passive surveillance of these areas.

local open space

In addition to the major local open space there are three other local parks identified. The identification of these parks does not mean that additional local parks cannot be developed within individual developments, however, the development of additional areas of open space should not compromise the development of these local parks which are important to the overall networks of parks within the Mildura South area. The local parks are located off the main Access Avenues and Parkways, but on Secondary Roads to facilitate access. They are intended to act as focal points for the local community, being embedded within a neighbourhood, rather than having a presence on major through roads. The following characteristics are recommended:

- Be 1ha in size to accommodate a range of uses.
- Be located off major roads and be embedded within the neighbourhoods.
- Include (at a minimum) informal grassed areas for incidental activities and relaxation, generous seating and some additional play equipment (which may be informal in nature).
- Incorporate adequate lighting, signage and fencing where appropriate.
- Include generous amounts of both canopy and understorey planting.



seating and lighting, as well as shade are important components.



figure 14 indicative concept design for major open space (note: street names are indicative only)



pause places, shaded places to sit

pause places

While the proposed 'pause places' are small scale green spaces, they are a very important component in the development of Mildura South. They promote active transport for a broad range of community members by providing areas to stop and rest when required, but also provide a well distributed network of areas for informal socialisation and incidental community building. The 'pause places' should be provided in a range of different formats and can be incorporated into the Parkways, within the Secondary Road network, and particularly, within individual development areas as part of the local street network, pedestrian connections or street closures. The following characteristics are recommended:

- Include at least one large canopy tree and some understorey planting as the focal point for the pause point.
- Include appropriate seating, in a variety of formats to allow both small group and individual use, including seats with and without a back.
- Incorporate adequate lighting, signage where appropriate, particularly distances and directional signage.
- Consider incorporation of a water fountain to allow people to refill water bottles and to encourage informal exercise within the local community.

parkways

The Parkways which are proposed to establish at the rear of the existing 4ha lots will play a key role in the character and amenity of the Mildura South area. While the access function of these areas has been discussed in the preceding section, they also play a key role as key landscape elements within the Development Plan area and will contribute to the higher amenity enjoyed within this area. These 'green belts' have the potential to be improved by:

- Where appropriate, provide dedicated crossing points for pedestrian and cyclists.
- Apply extensive and 'layered' planting regime along the central corridor including canopy trees, shrubs and planting, and native grasses.
- Utilise informal planting of canopy trees within the central median in a naturalistic approach. Provide additional canopy tree planting in verges on each side of the roadway.
- Incorporate a dry riverbed swale treatment to act as a 'feature' within the central median, and ensure central median slopes inward to accommodate this. At relevant intervals consider allowing shallow hold points to serve as 'punctuation points' along the parkway.
- Use these corridors to provide directional signage that provide approximate walking and cycle time to key destinations.



figure 15 open space and landscape plan

AREA	GUIDELINES	INDICATOR
Landscape	Each residential lot is limited to one crossover, and consolidation of crossovers on adjoining lots is the preferred approach to improve streetscape outcomes.	
	Lighting within the public realm should be restrained and where possible of a pedestrian scale. Tall pole flood lighting is discouraged, except on main roads.	
	All existing and future infrastructure, including services, should be contained underground within service trenches and pits and not visible within the public realm.	
	Bus stops and street furniture such as bins, seating and shelters should be consistent in design which fits in with the character established through proposed landscape treatments within the study area.	
	Public art is encouraged at strategic locations and should embrace the environmental, historic and aesthetic qualities of the Development Plan area.	
	Consistent avenue planting (staggered or informal) should be reinforced with a common selection of exotic and native species suitable for the area.	
	Passive and active sustainability measures should be adopted in the public realm including the collection and storage of stormwater and the incorporation of solar panels in street lighting (for example).	
	Establish vegetation screening around the existing LMW facility on Sixteenth Street.	
	Signage should be recessive, functional and of consistent design throughout the Development Plan area and should communicate basic information without dominating the character of the area. Signage on cycle / pedestrian trails should indicate destinations, distances and loop opportunities.	
Public open space	Provide for canopy tree planting and eliminate weed species from the understorey to allow for reseedling of existing indigenous vegetation.	
	Provide useable open spaces that are generous in dimension to allow for recreational and sport activities.	
	Include planting of grasses, shrubs and trees that are of indigenous origin, drought tolerant, low maintenance and suitable to the climatic conditions of the area.	
	Implement water conservation measures in all open space areas.	
	Offer a positive interface with dwellings. Future lot design should front onto open spaces to increase passive surveillance.	
	Provide a suitable range of park infrastructure including seating, shelters, signage, lighting and amenity blocks (if required) which is of high quality design.	

AREA	GUIDELINES	INDICATOR
	Design open spaces having regard to the <i>Safer Design Guidelines of Victoria</i> (DSE) to ensure the provision of safe environments for all users.	
	Ensure open space has a road frontage to all edges.	
	Accommodate the needs of people with limited mobility in public spaces, especially the linear open spaces (parkways and greenway). This can be achieved through the occasional siting of benches or other stopping points.	

5 land use and development

non-residential land uses

The key 'non-residential' land uses identified in the Development Plan will be the Neighbourhood Activity Centre to be located at the intersection of Walnut Avenue and Sixteenth Street and some community uses.

neighbourhood activity centre objectives

- To include a supermarket, shops, offices and other associated uses sufficient to meet the needs of the existing and future Mildura South local community.
- To address the Greenway and park frontages by presenting a vibrant and diverse pedestrian friendly retail and community hub that is both visible and attractive to passers-by on Sixteenth Street.
- To ensure buildings incorporate interesting spaces and projections rather than present as a solid bulky forms.
- To ensure that development is designed and sited to maintain the preferred 'village' character of the centre and does not exceed three storeys.
- To ensure a range of public and private spaces within the centre to facilitate social activity and allow for community events.
- To ensure that the design of parking and access areas are safe, practical and attractive and does not compromise the safety or amenity of key pedestrian corridors.
- To ensure signage is integrated into the landscape setting.
- To ensure the public environment of the NAC reflects the vegetation character of the Sixteenth Street greenway.
- To ensure safe and convenient movement through the NAC.
- To allow for the inclusion higher density housing within the activity centre where suitable.

sixteenth and ontario activity centre

The *Mildura South Framework Plan* and the *Mildura South Precinct Structure Plan* both confirmed the principle of establishing key areas of activity along a 'greenway' spine to both ensure key activity area are easily accessible by non-vehicular means, but also to serve as a linkage between the existing and future Mildura South communities. From a retail economics perspective this has additional benefits in increasing the catchment of consumers. Background research confirmed the importance of the larger of the two proposed Activity Centres for Mildura South to be established within the Development Plan area. This reflects the need for a greater separation from the supermarkets present on Fifteenth Street within and adjoining the Centro shopping centre. In addition, background research highlighted the importance of retail facilities being located with two main road frontages and good access and visibility. The location of the Activity Centre also needs to consider the co-location of community parkland and community uses which should be established adjoining any retail / commercial area and must be centrally located to provide the highest level of accessibility to the community.

Areas which fulfil all these requirements are limited to land between Ontario and Walnut Avenues. For a range of reasons outlined in response to submissions, the Development Plan identifies the Activity Centre at the intersection of Sixteenth Street and Ontario Avenue. Appropriate amounts of land should be reserved in this area for the development of not only retail uses, but ancillary commercial uses, car parking, higher density housing, as well as the aforementioned community uses in the identified area. The centre should seek to include the following:

- A full line supermarket (in the longer term expected to be in the order of 3500sqm / 4000sqm).
- Associated speciality retail.



interesting and engaging building forms should be sought



community activities are important in an activity centre

- Associated commercial and personal services sufficient to meet the needs of residents.
- Cafes / restaurant / takeaway food outlets.
- Appropriate levels of well-designed car parking.
- A multi-purpose community hub with meeting rooms, child care and / or kindergarten as required.
- The Sixteenth Street North Village Green.
- Medium / higher density housing.
- A central bus stop / interchange.

Key principles for the development of the activity centre are as follows:

- Design the centre as an integrated whole with community facilities and parkland.
- Ensure that fine grain speciality shops/ hospitality uses are provided adjacent to both the village green and the Greenway.
- Provide direct pedestrian access to the supermarket from both Sixteenth Street and car parking areas.
- Locate car parking off Walnut Avenue and provide a skin of residential or commercial uses at the interfaces.
- Where a skin of uses is not provided, require generous landscape screening to be provided, where access is not required.
- Introduce an 'edge' road around the village green with a very low speed limit and some on-street car parking, but which provides access to the car parking area and includes a generous bus stop and landscaping to ensure the pedestrian realm, edge road and parking are integrated.
- Discourage establishment of any drive-thru takeaway outlets within the centre.

- Include higher density housing within the centre where achievable.
- Locate the village green at the intersection of Sixteenth Street and the new Parkway.
- Locate the community facilities to the south of the parkland
- Ensure clear and amenable pedestrian access is provided to and between different land uses within the centres.
- Incorporate generous pedestrian pavement areas between parkland and the retail development sufficient to accommodate generous landscaping and outdoor dining opportunities.
- Require access to loading to be provided from Ontario Avenue rather than Sixteenth Street.

The following diagram is an indicative sketch concept of how the centre may establish, but is intended to reiterate the above principles and alternate approaches which achieve the above should be considered. One of the priority projects for this area should be the development of a masterplan for this area to confirm land use areas and ensure appropriate co-ordination between different land uses.

A series of guidelines for the development of this centre are included at the relevant section of the document. The intention of the guidelines is to assist in the design of buildings, as well as the public domain. It is intended to create a safe, visually interesting, defined and activated public space through the design of the activity centre. The Neighbourhood Activity Centre guidelines also seek to encourage a development configuration that will allow ease of future maintenance and management.



community facilities

The provision of a multi-purpose community hub within the activity centre is also an important component of the development of Mildura South. Land has been identified for this facility. The exact community uses to be established within this area will need to be determined by the relevant Council departments closer to time of construction or as part of any masterplanning process, however, the facility is likely to include community meetings rooms as well as other services such as maternal and child health / child care or kindergarten facilities. In addition, this area provides for the establishment of a medical centre to service the needs of the community as well.

In the longer term there is likely to be a need for a new school/s within the Mildura South area. The Department of Education has identified that the preferred location for any new government school is within the second stage of development. As such, no land has been identified for a government school within the Development Plan area. However, a 4ha parcel of 'College Lease' land has been identified to accommodate some form of community use. This parcel of land is unlikely to develop for residential uses, as evidenced by existing residentially zoned College Lease parcels. However, the land offers important opportunities to establish other community related facilities which may require larger parcels of land and which may be more suitable to the leasehold arrangement associated with College Lease land. 'Community' uses such as an aged care facility, retirement village or school would be supported on this parcel.

figure 16 indicative activity centre diagram

residential density and development

The Mildura South Development Plan covers an area of approximately 180ha. Of this it is anticipated that the vast majority (in the order of 160ha or 90%) will be used for residential purposes. This section of the Plan provides further guidance on how these residential areas should develop.

residential development objectives

The objectives for residential development are:

- To provide an urban structure which increases the resilience, health and well-being of the community.
- To promote residential development that creates neighbourhoods that foster a sense of safety, inclusion and amenity.
- To support diverse neighbourhoods which includes a range of residential living opportunities across a range of age brackets.
- To establish neighbourhoods which are adaptable to change and regeneration in the longer term.
- To create neighbourhood which provide areas of interest and high levels of amenity for their residents.
- To provide for orderly and efficient delivery of infrastructure.
- To ensure staging does not create circumstances in which residents will be unreasonably isolated from commercial and community facilities or public transport.
- To ensure that building form is response to key interfaces and high use public spaces.
- To promote building design which is responsive to Mildura's climate, particular to high temperatures.

dwelling density and population

While dwelling density of often a controversial issue, the intent behind dwelling density requirements is to ensure that medium and higher density opportunities are provided. These are important to ensure that any new neighbourhood provides housing opportunities not just for families but for the diverse range of households that need to be accommodated, including older people, either couples or living alone, one parent families or young single people. Ensuring these opportunities are available is also important in the longer term to ensure that people have the opportunity to stay within their neighbourhood if they wish as their housing needs change over time. Conversely, consultation has indicated there is significant demand for more generous lots which are not being met by the market but which are also an important part of Mildura's housing diversity.

As proposed by the recently adopted *Mildura Housing and Settlement Strategy* (2013), an alternative approach to the management of dwelling density within the Development Plan area is proposed. This does not seek a specific 'flat' density requirement. Instead it identifies mandatory targets for specific percentage of the land to be developed and leaves the remainder of the discretion of the developer (provided the parameters for the establishment of good urban design principles are maintained). This mean that of any parcels of land over 3ha within the Mildura South growth area must include:

- A minimum area of 5% of net residential development area demonstrating a density of 40 dwellings per hectare. These medium density areas must be provided in suitable locations such as along main roads and adjoining areas of non-residential land uses, such as parks or retail / community uses. Additional parameters around the provision of medium density lots are outlined below.



generous eaves provide a good response to mildura's climate



well designed medium density housing in appropriate locations

- A minimum area of 20% of net residential development area demonstrating a density of 8 dwellings per hectare. There are no specific locational requirements for these larger lots.
- The remaining 75% of net residential development area has no specific density requirement.

On the basis of these density requirements and presuming that the remainder land does provide an overall dwelling density of in the order of 15 dwellings per hectare, the anticipated population to be accommodated within this stage of Mildura South growth area will be in the order of 4400 residents.

medium density development

As identified above, a certain percentage of each large parcels of land will need to provide dwellings at 40 dwellings per ha. This provision is intended to specifically seek to change the way 'medium density' development has been provided in recent subdivisions. As such, additional direction regarding the development of these lots is provided as follows:

- Medium density development is to be located either along main roads and adjoining areas of non-residential land uses, such as parks or retail / community uses.
- Areas identified for the provision of 'medium density' housing can be utilised to provide other 'accommodation' related uses which provide for permanent accommodation (such as aged care facilities or retirement village) which provide for residential accommodation for specific groups of residents at a higher density that occurs more broadly throughout the growth area.
- Medium density housing should not exceed three storeys in order to ensure it is not out of character with the generally low building profile of Mildura's residential areas.

- Preferred forms of higher density housing include townhouse or terrace housing development, cluster housing and home office accommodation. However, other forms of higher density housing should also be supported in appropriate locations including **modest** apartment buildings provided they are not overly bulky, well designed villa unit development or co-housing models.

- Medium density lots must not to be utilised to provide standard detached dwellings.

- Where medium density lots are provided along Sixteenth Street, typology should include rear access and respond to the highly exposed location by providing a quality design response.

- Given the location of medium density lots in high pedestrian activity areas, it is important for frontages to be well presented and open in profile, with low or no front fences preferred, along with landscaped front setbacks, noting that these could be significantly smaller than the remainder of the housing areas.

standard lots

The majority of lots within the area will be considered 'standard lots' which will come in a range of sizes, but are anticipated to be in the range of 450sqm - 850sqm. While the design and form of these dwellings will vary from development to development there are some key considerations which should be taken into account in the approval process.

Subdivision plans should provide indicative building envelopes that demonstrate the following site design and layout objectives:

- Building siting should be carefully considered with respect to street address and solar orientation.
- Lots should be of adequate size and dimensions to allow for a freestanding setback dwelling with vehicle access.

- Building envelopes should also identify an 'eave' allowance beyond the building footprint to ensure that the incorporation of eaves remains viable at the building stage.
- On local roads, garages should be set back a minimum of 5m to allow for a second vehicle to be parked on-site. This should be reflected in the location of the building envelope.

The following additional directions should be noted in relation to the design of residential buildings within the Development Plan area:

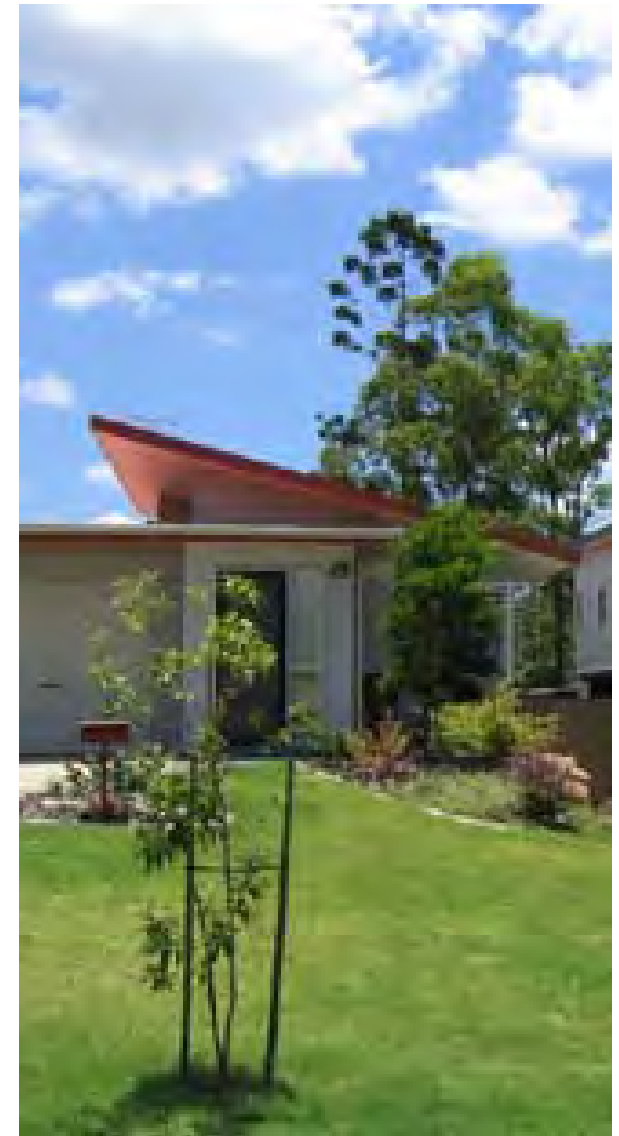
- Buildings should in all instances front public open space to improve surveillance and activation of the public realm.
- All new dwellings should be provided with eaves or other shading devices.
- All new buildings abutting open spaces, Parkways or the Greenway should adopt a colour and materials palette that blends with the natural features of these open spaces.
- Any upper level or double storey form should be designed to reflect the existing or perceived character, and should be set back from the lower levels. Exceptions can be made where there is a demonstrable improvement in energy efficiency.
- Building entries within the frontage should be highly visible from pedestrian pathways and the streetscape.
- Garages must be set back behind the main building line.
- Facades should incorporate features such as porticos and/or verandahs to visually break up long walls
- Ensure that services infrastructure, such as air conditioning units, is not visually prominent and located to minimise the acoustic impact on adjacent properties.
- Houses on corner sites may require special treatment and should address both street frontages and should not present a continuous blank wall to either frontage.

- Rationalise the number of vehicle entry points. On corner sites, locate the vehicle entry along the side street.
- Contemporary buildings that complement the scale and character of Mildura through interpretive expression and material use are encouraged.
- A low domestic profile of buildings within local streetscapes is preferred.
- Development in residential areas should address local streetscapes and support the traditional format with detached dwellings on lots with front setbacks.
- Building siting, including side and front setbacks, should allow for garden frontages and vegetated side setbacks.

lower density lots

It is important to note that these larger lots provide a dual purpose. As larger lots they add to the diversity and distributing them throughout the residential area also improves the character through allowing additional landscaping opportunities. In the much longer term, however, they also increase the resilience of Mildura South by 'building in' flexibility for future uses that would otherwise require amalgamation of multiple lots. Additional direction regarding the development of these lots is provided as follows:

- Generous setback of at least 5m should be provided from all frontages to allow for establishment of vegetation.
- Front setbacks should incorporate canopy vegetation.
- Buildings should in all instances front public open space to improve surveillance and activation of the public realm.
- Areas interfacing with Riverside Avenue are identified as a preferred location for lower density housing, not only due to the 'open space' outlook, but also in response to the existing development around this lake and the potential (albeit occasional) amenity impacts associated with the lake when water levels are low.



climate responsive building design is important



larger block with landscaping provide diversity

interfaces

The Development Plan area has five different 'interface' areas which will require different built form responses. These are also elaborated further in the following section. These main interfaces areas and the overall design response are:

1. Sixteenth Street – development and lots fronting Sixteenth Street will need to respond as a first priority to the identification of this as a 'greenway' intended to accommodate high levels of activity as well as landscaping. The prioritisation of pedestrian and cycle movement along this edge should also inform responses in both subdivision and building design.

2. Deakin Avenue – Deakin Avenue is the key gateway to Mildura and the key civic streetscape. As such, development along Deakin should provide a high quality design response. In addition, Deakin Avenue is a major roadway under the authority of VicRoads and access arrangements for lots fronting Deakin Avenue will also need to respond to this.

3. Proposed Low Density land to the south – land between Deakin and Ontario Avenue south of the study area has been identified as accommodating Low Density residential development in the longer term. As such it is important that this transition in intensity is recognised. The Plan includes a Secondary Road along this interface to clearly demarcate these two areas and provide access into these areas without the need for access from Seventeenth Street. The separation of these two areas by a Secondary Road will ensure that this interface and transition is clear and responds to the different timeframes associated with development in this area. While there is potential for the Access Avenues to extend through these areas in the longer term it is not anticipated the Parkways will do so.

4. Remaining 'growth area' land to the south – to the west of Ontario Avenue adjoining the Study Area is a future stage of the Mildura South growth area. A separate Development Plan

will need to be prepared for this area. The area is separated by an access road and a Secondary Road which provide clear delineation and a buffer between urban and rural uses.

5. Riverside Avenue and Lake Hawthorn – While the land around Lake Hawthorn is currently zoned Low Density Residential it is understood that there are significant constraints to the development of the land for this purpose and that Council is currently undertaking additional work to determine suitable response. The Development Plan considers this area to be a key area of open space and development should respond accordingly. In particular larger format lots which accommodate landscape treatment which reflect the natural environment of the lake should be pursued.

Within the residential areas there are also some areas which require a specific design response due to their interfaces. As such, it is important to recognise that different outcomes may be suitable in parts of the Growth Area and that these differing responses will be important to the diversity and interest of the new Mildura South area. The objectives for these different areas have been outlined below:

Lots fronting the 16th street greenway

- To promote attractive, informal village streetscapes that emphasise dominance of native and exotic canopy vegetation and understorey planting.
- To reinforce and create vegetation dominated views of private allotments when viewed from the street.
- To encourage landscaped front setbacks that offer a sense of openness from the street rather than solid fencing.
- To ensure that signage, lighting and street infrastructure do not dominate the streetscape and visual clutter is minimised.
- To ensure that access is provided to the rear to minimise intrusions on the pedestrian and cycle experience along this important corridor.

- To increase passive surveillance of the Greenway, i.e. through the incorporation of upper level balconies or habitable rooms.

Lots fronting deakin avenue

- To promote development that responds to the gateway civic boulevard.
- To minimise crossover access to this key through road.
- To ensure that signage, lighting and street infrastructure do not dominate the streetscape and visual clutter is minimised.
- To recognise an increase in height that may be accommodated given the width of the road reserve.

lots with open space or parkway interfaces

- To actively encourage sensitive development which increases both the public amenity and environmental qualities of the setting.
- To ensure lighting of development creates a safe environment along open space interfaces.
- To support highly contemporary integrated design that improves the accessibility and amenity of both the private and public realm.
- To promote material palettes that respond to the landscape character of the area.
- To promote passive surveillance opportunities.
- To seek the incorporation of generous landscapes within the front setbacks areas and reduce the dominance of vehicular infrastructure.

other medium density residential areas

- To ensure the medium density residential areas incorporate innovative landscaping to provide vegetation where large areas of open space are not provided.



figure 17 land use and development plan

The following table is intended to provide a series of guidelines to assist in the assessment of proposed applications against the Development Plan. Any proposed development should seek to achieve compliance with the following guidelines but it is noted that alternate approaches which still meet the key outcomes of this plan and the principles outlined earlier in the document should be considered if the majority of the guidelines are met. It is noted that if no guidelines are provided within this Development Plan regarding any matters addressed by Clause 56 of the Mildura Planning Scheme, then those provisions should also be considered as part of any assessment.

AREA	GUIDELINES	INDICATOR
Neighbourhood Activity Centre	The centre should be designed as an integrated whole with proposed community facilities and parkland.	
	Provide an 'edge' road around the village green with a very low speed limit and some on-street car parking, including a generous bus stop.	
	Fine grain speciality shops / hospitality uses should be provided adjacent to both the village green and the greenway to promote activation of these frontages.	
	Car parking should be accessed from Walnut Avenue and the internal park edge road.	
	Car parking should have a skin of residential or commercial uses and landscape buffers to screen views of car parking from the public realm.	
	Shared parking resources between uses should be considered to reduce overall car parking demand to the rear.	
	Use well-considered landscaping to ensure the pedestrian realm, edge road and parking are integrated.	
	Discourage establishment of any drive-thru takeaway outlets within the centre.	
	Include medium and higher density housing within the centre where achievable.	
	Ensure clear and amenable pedestrian access is provided to and between different land uses within the centres.	
	Incorporate generous pedestrian pavement areas between parkland and the retail development sufficient to accommodate generous landscaping and outdoor dining.	
	Require access to loading to be provided from Walnut Avenue rather than Sixteenth Street.	
	Buildings should be oriented to create optimal solar penetration but with some protection from the sun in public areas.	
	Where buildings have a public face on two sides ensure that the building configuration has dual entryways and that servicing facilities do not impact on public space. Retail buildings should present an attractive active frontage to the public realm.	
	Buildings should not present blank frontages to public spaces, including car parking areas and long facades should provide for interactivity with public spaces.	

AREA	GUIDELINES	INDICATOR
	Building design should exploit views towards the park, as the development site offers extensive potential for an outlook towards the village green and Greenway.	
	Signage should generally be limited and be incorporated into the building structure wherever possible to limit visual clutter on the street and provide a sense of address.	
	Entryways should be clearly identified in the façades of buildings by designed elements or differentiated materials, vertical features or signage incorporated into the building, creating a clear sense of address.	
	New retail development set to the street frontage should include large areas of glazing to activate the street.	
	Ensure that façade treatments wrap around corners and address both frontages where applicable.	
	Landscaping should be used to soften built edges, service entries and open areas especially in car parks, along exposed building facades and at residential interfaces. Trees should be planted in between car parking spaces to allow for future canopy spread and shading of parking spaces by suitable species.	
	The NAC should be well lit with light poles at human scale, especially in areas where surveillance after hours may be minimal e.g. sides and rear of buildings and car parking areas.	
	All lighting should be designed, located and suitably baffled to prevent light spill onto adjoining residential properties.	
	Pedestrian areas should provide access for less able users and should be the same grade at vehicular crossing areas wherever possible.	
	The creation of stopping and gathering places through seating, landscape and artwork should be optimised.	
	The entries to publicly accessible buildings should be clearly marked and include DDA compliant access.	
Site design and layout – medium density	These areas must be adjoining parkland, mains roads, parkways or appropriate non-residential uses.	
	Preferred medium density forms provided (terrace / townhouse, cottage lots, shared driveway housing, cluster housing, retirement or aged care).	
	Single detached dwelling forms should be avoided.	
	Where medium density lots are provided along Sixteenth Street, typology should include rear access and respond to the highly exposed location by providing a quality design response.	
	Side setbacks between properties should be minimal, to allow for maximum use of the land.	

AREA	GUIDELINES	INDICATOR
	Ensure that service infrastructure, such as air conditioning units, is not visually prominent and located to minimise the acoustic impact on adjacent properties.	
	All new buildings abutting the open space network should adopt a colours and materials palette that blends with the natural features of the corridor.	
	Houses on corner sites require special treatment and should address both street frontages and should not present a continuous blank wall to either frontage.	
	Given the location of medium density lots in high pedestrian activity areas, it is important for frontages to be well presented and open in profile.	
	Buildings should in all instances front public open space to improve surveillance and activation of the public realm.	
Site design and layout – low density	Front setbacks should incorporate canopy vegetation.	
	Generous setbacks of at least 5m should be provided from all frontages to allow for establishment of vegetation.	
	Buildings should in all instances front public open space to improve surveillance and activation of the public realm.	
Site design and layout – standard lots	Building siting should be carefully considered with respect to street address and solar orientation.	
	Building siting should be cognizant of existing established vegetation, including canopy trees, within the lot and the opportunity for new plantings within setback areas.	
	Driveways, garages and carports should not dominate the streetscape.	
	Water reuse opportunities such as stormwater tanks should be considered to reduce peak runoff.	
	Lots should be of adequate size and dimensions to allow for a freestanding set back dwelling with vehicle access.	
	Building entries within the frontage should be highly visible from pedestrian pathways and the streetscape.	
	Facades should incorporate features such as porticos and/or verandahs to visually break up long walls.	
	Ensure habitable rooms face the street to provide passive surveillance.	
	Garages should be set back a minimum of 5m to allow for a second vehicle to be parked on-site.	

AREA	GUIDELINES	INDICATOR
	Garages should be positioned a minimum of 1m behind the primary facade of a dwelling.	
	Ensure that services infrastructure, such as air conditioning units, is not visually prominent and located to minimise the acoustic impact on adjacent properties.	
	All new buildings abutting open spaces, parkways or greenways should adopt a colours and materials palette that blends with the natural features of these open spaces	
	Houses on corner sites may require special treatment and should address both street frontages and should not present a continuous blank wall to either frontage.	
	Rationalise the number of vehicle entry points. On corner sites, locate the vehicle entry along the side street.	
Sustainability measures	Ensure a minimum of 30% of the lots will be permeable and available for integration of landscaping, on lots over 300sqm.	
	Ensure key living spaces are provided to the north and adjoin open space.	
	Ensure opportunities for cross ventilation are protected and openable windows are incorporated wherever possible to facilitate this.	
	Dwellings must provide appropriately sized eaves to allow winter sun and restrict summer sun.	
	Allow for zoning of internal spaces to increase efficiency of heating and cooling systems.	
	Provide external shading devices to control heat gain (such as canopy trees, pergolas or other shading devices).	
	Incorporate a water storage tank. Locate behind the dwelling and away from public view.	
Landscape and Fencing	Standard lots should include at least 1 canopy tree on site.	
	Low Density lots should provide at least 2 canopy trees on site.	
	Front fencing is generally discouraged. If required, they should be low (1.2m max.) and visually transparent.	
	Garden frontages are a key feature of residential streetscapes and the use of such front setbacks for layered landscape is preferred.	
	Fencing along the parkland and sensitive interfaces should be avoided where possible in favour of informal landscaping treatments to achieve boundary separation.	

5 infrastructure

infrastructure objectives

- To provide all necessary physical infrastructure required to enable the area to develop for urban purposes.
- To incorporate high levels of sustainability in the design and provision of all types of physical infrastructure throughout the Development Plan area.
- To ensure that physical infrastructure is designed and located in such a way that it complements the high quality visual appearance and high level of amenity envisaged for the Development Plan area.
- To manage stormwater quantity and improve stormwater quality in accordance with best practice environmental guidelines.
- To support the ecosystem around Lake Hawthorn where possible through improved quality flows.

stormwater management and drainage

A Drainage Plan was prepared for the broader Mildura South growth area (incorporating the study area). The key feature of this plan was the Sixteenth Street drainage system. Relevant elements of that plan are identified on the following plan (figure 18).

The drainage plan outlines the introduction of a retarding basin at the intersection of Sixteenth Street and Deakin Avenue within the study area. Major lateral drains are also identified along Deakin Avenue, along the alignment of the Parkway between Deakin and Ontario, along parts of the Parkway between Ontario and Walnut and along the Parkway between Walnut and Riverside. These lateral drains lead to the wetland system within the existing Mildura South residential area. Opportunities to integrate these major lateral drains with landscape elements to provide interest and amenity within the new growth area should be considered

as any masterplan is prepared. Consideration should also be given to opportunities to incorporate the proposed second Gateway Water Feature Park into this system. The size and shape of the retarding basin and wetland shown on the Development Plan is indicative of the expected outcome. Further detailed engineering design may result in some modifications to the size, shape and alignment of these features. The final designs must meet the requirements of Lower Murray Water.

Meaningful integration of water sensitive urban design to incorporate management of overland flows has been identified in both the parkways and along the Sixteenth Street greenway. The emphasis of these is on the creation of landscape elements to create interest (such as dry river bed) and should incorporate landscaping elements to support this however, where they can be incorporated into the management of stormwater and assist in improving water quality prior to discharge in Lake Hawthorn this should be robustly pursued.

physical services

Physical services infrastructure required to cater for growth in Mildura South can be readily provided based on the servicing strategies prepared for the area by the relevant authorities. Augmentation of the local reticulation infrastructure is viable and facilitating this will extend service capacity for the full development. Existing sewer catchments have underpinned the identifications of the growth area and are identified on the following 'infrastructure plan'. These are based on information provided by Lower Murray Water and contained within the Mildura South Framework Plan. The servicing assessment provided at Appendix 1 (TO FOLLOW) includes detailed cross sections identifying service pits within each of the different road formats.

It is also noted that there are two parcels of land along Sixteenth Street which have been rezoned to public use zone. One of these parcels currently accommodates an existing sewer pump station and should be retained as required, but with a landscape buffer established around the facility in conjunction with any development of the Sixteenth Street Greenway. It is also acknowledged that the study area contains irrigation infrastructure which will need to be addressed as part of any development of the land.



figure 18 infrastructure plan

6 implementation

Following final endorsement of this Development Plan by Council, there is no statutory requirement that the plan be incorporated into the Mildura Planning Scheme and approval of applications within the study area will be possible, provided they are generally in accordance with this document. With respect to the implementation, it is important to understand the role and function of the DPO, which has triggered the requirement for a Development Plan to be prepared. This is briefly outlined below:

- In accordance with Clause 43.04-1 of the DPO, it nominates that any permit granted for the land “must be generally in accordance with the development plan”.
- It is noted the use of the word ‘must’ indicates it as a mandatory control, as opposed to where the word ‘should’ is used to indicate a discretionary control.
- The Development Plan provides inbuilt flexibility, where it can be amended to the satisfaction of the Responsible Authority, without a formal Planning Scheme Amendment being required.

staging

The staging of development within the study area will be largely dependent on decision making by land owners and developers. However, given the existing subdivision pattern of the study area, there are some matters which require consideration. It is anticipated that initial development is likely to commence from the Sixteenth Street corridor where existing connections to physical infrastructure are available between Ontario and Walnut Avenues. No specific staging is mandated by this Development Plan, however, it is noted that development costs will be significantly higher if development is undertaken out of sequence. The drainage works identified on Figure 18 (infrastructure) show the proposed drainage and physical infrastructure.

Generally, staging will be determined by the development program of developers within the Growth Area and the availability of infrastructure services. However, the following is noted and some guidelines are provided in the following section:

- Staging must, to the extent practicable, be integrated with adjoining development, including the timely provision of connecting roads and walking / cycling paths.
- Development of lots must not compromise the introduction of the ‘parkway’ system.
- A minimum of one local road connections to adjoining lots the to the north and south must be included as part of any subdivision plan.

The other element of staging relates to the opportunities for connectivity between individual development parcels. This matter is addressed within both sections 3 and 5 which deal with access and with residential development within the study area. The Development Plan seeks to provide flexibility for development to provide diverse responses to development density and to the street networks. However, this flexibility is only appropriate if particular parameters are met by the proposed responses (in order to be consistent with the planning and design principles of this Plan). These are reiterated below:

- The main grid network of streets identified in the plan must be achieved.
- Within the local street network, approaches which provide maximum permeability, particularly for pedestrians, should be pursued.
- As an alternative to cul-de-sacs (which are discouraged) other mechanisms for slowing traffic and discouraging through traffic should be pursued.

- If a cul-de-sac is provided there must be a generous pedestrian connection provided at the end of the cul-de-sac to any nearby street or adjoining parcel (even if this parcels has been yet been developed).
- Any provided subdivision must consider connections on adjoining lots and respond to these in increasing pedestrian permeability.

connections to existing road networks

The road configurations provide for in this Development Plan may in some cases differ from the road configurations provided in existing areas of Mildura. Where there is a difference in the road configurations proposed north and south of Sixteenth Street, this Greenway should mark the transition point, but should not compromise the road configurations outlined in this Development Plan. This will apply particularly to Ontario, Walnut and Deakin Avenues.

development of the activity centre

As one of the key focal points for the new and existing Mildura South communities under this Development Plan, the activity centre will need to be carefully planned to ensure it provide maximum benefit to residents. The first step in the development of the activity centre will be the rezoning of land to accommodate the identified land uses, which will occur though the implementation of the wider Mildura South Precinct Structure Plan and associated amendment to the Mildura Planning Scheme.

In conjunction with this rezoning, it will be important that a more detailed masterplan be developed for this area which considers the variety of land uses which comprise this centre. These include

- A quarter of the land, identified for 'medium density housing', is still fully available for the landowner to develop as they choose – it has been included in the activity centre to ensure that it is planned in a way which integrates with the remainder of the centre and should be guided by the masterplan.
- Land identified for community facilities is likely to be partially acquired by Council for the purposes of community uses but other facilities such as the medical centre are likely to be acquired by private developers, not Council. The masterplan process will need to include input from community planners identify specific facilities and floor areas necessary to support the anticipated population. Following this process, some of the land currently identified for 'community' uses may be available for additional private residential development.
- Land identified for the Village Green will be acquired by Council as public open space and needs to be carefully planned.
- 2ha of the identified area will be allocated to retail / commercial space (including car parking) to be developed by private investors / developers. While it is impossible to predict the timing of such a development, there is nothing preventing this centre or even the identified supermarket from developing in stages as the residential population grows, however a long term aspiration should be for a full-line supermarket. The masterplan will need to provide key parameters for the development of this centre in both an interim and a final preferred format.

The masterplan will also assist in identifying the particular areas of land that will need to be acquired by Council to

develop community facilities and open space to allow this process to proceed in the short term.

further work and projects

While the focus for Mildura South should now rest with the preparation of subdivision plans by landowners and developers and their subsequent assessment by Council, there are also a number of other actions which need to be considered in the short to medium term to achieve the vision outlined within this document. As a priority Council should pursue the construction of the Sixteenth Street greenway and the Village Green and associated community hub to ensure that services are available to local residents in the shorter term and to provide an additional catalyst for development. These include:

- A masterplan for the Sixteenth Street greenway to ensure that development of this critical street occurs as envisaged by this development plan. This will be important to undertake as soon as practical to ensure that development along Sixteenth Street (which is anticipated to be the first stage of development) does not compromise the vision for this corridor.
- A masterplan for the identified Activity Centre,
- In conjunction with the masterplan for 16th Street, the identified planting and street furniture guide for the Development Plan area should be prepared. This should be a reference point for landscape and public realm treatments proposed by individual developers or landowners.
- An internal assessment will also need to be undertaken by Council in relation to the Development Contribution matters outlined in the following section.
- A more detailed masterplan and implementation program for the lower reaches of Deakin Avenue (Fifteenth

to Seventeenth Streets) to consider the staging and development of the transition to the identified road treatment. This will need to be undertaken in conjunction with VicRoads (the responsible authority for this roadway) and consider matters such as the crossing options and intersection treatments, noting the potential for a major recreation facility adjoining this roadway, as well as landscape planting and suitable gateways treatments and signage as appropriate for this major entry point to the City of Mildura.

- Masterplans should also be prepared for the remaining open spaces within the study area to ensure that they are programmed to meet the needs of the community and provide a coherent identity for the development area. This includes for the parkways. In addition, appropriate names for the parkways will need to be developed (this could be undertaken with the community through local area community planning).
- Land required for drainage and community uses within the study area should be acquired through the relevant processes.

open space contributions

While key areas of open space have been identified within the Development Plan, the following is noted in relation to these spaces:

- While these are the key areas of open space, developers are encouraged to provide additional smaller areas of open space within their development areas.
- However, these additional areas of open space should not compromise the development of those identified in the Development Plan.
- Land for these larger areas of open space should

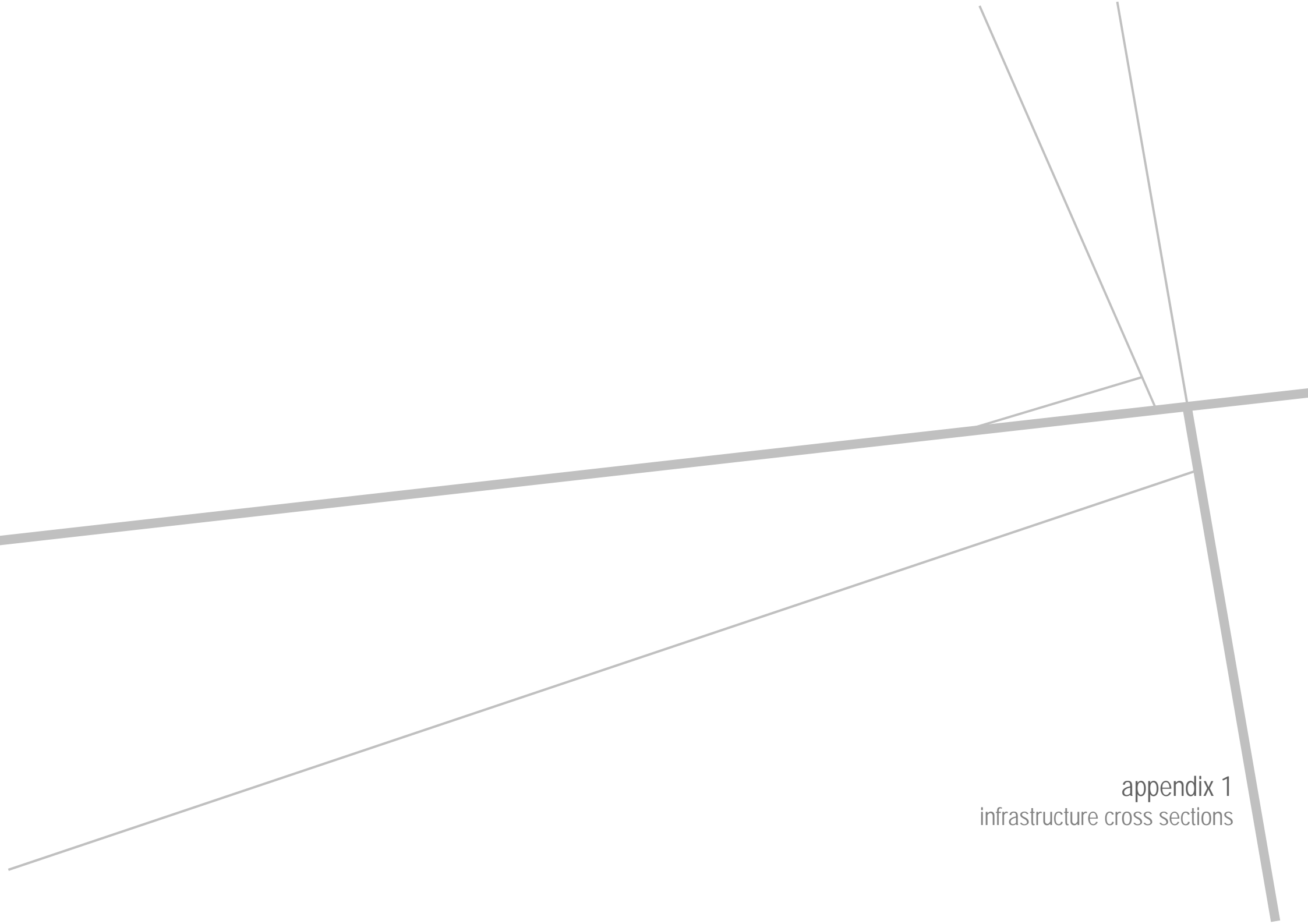
be acquired through a combination of development contributions funding and also public open space contributions are required under the Subdivision Act.

- Public Open Space contribution obligations under the Subdivision Act remain in place for the development area, in addition to the existing Development Contributions.
- Where a larger amount of land is identified for a landowner than would be required under the Subdivision Act, appropriate compensation for the acquisition of the additional land should be provided.

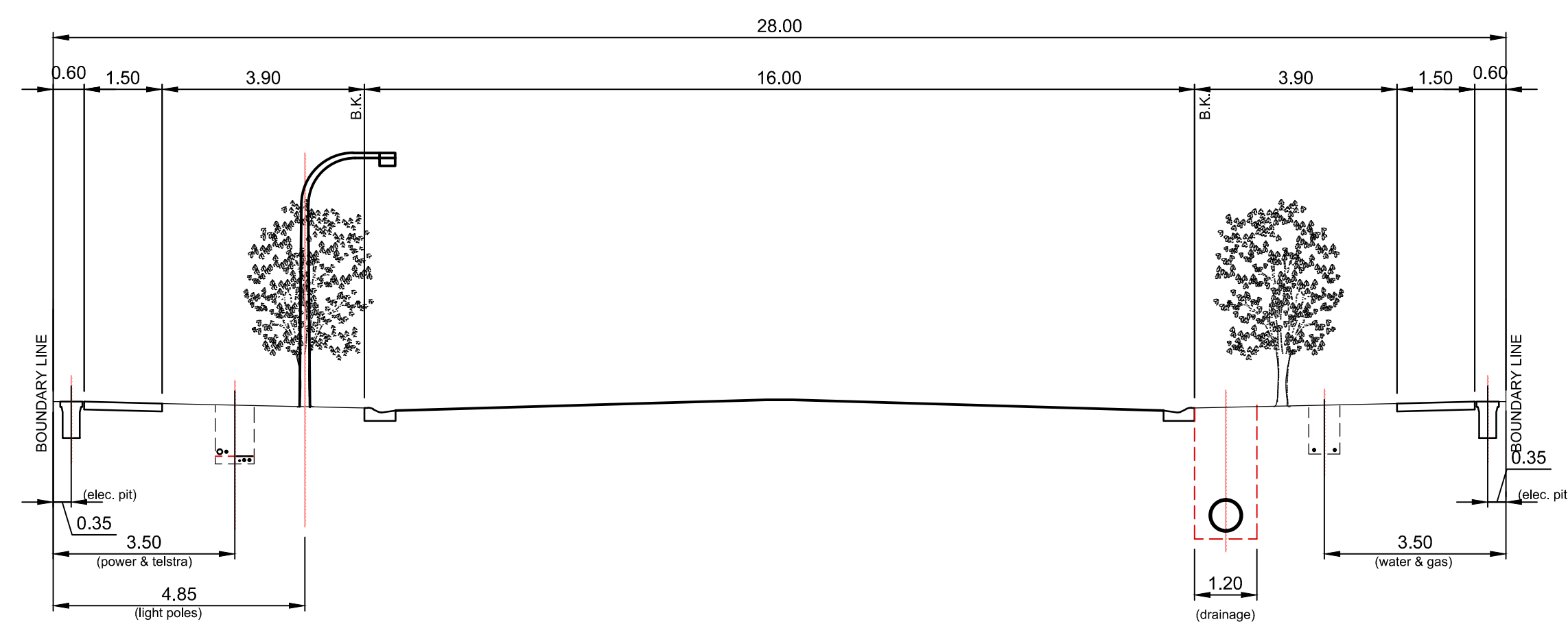
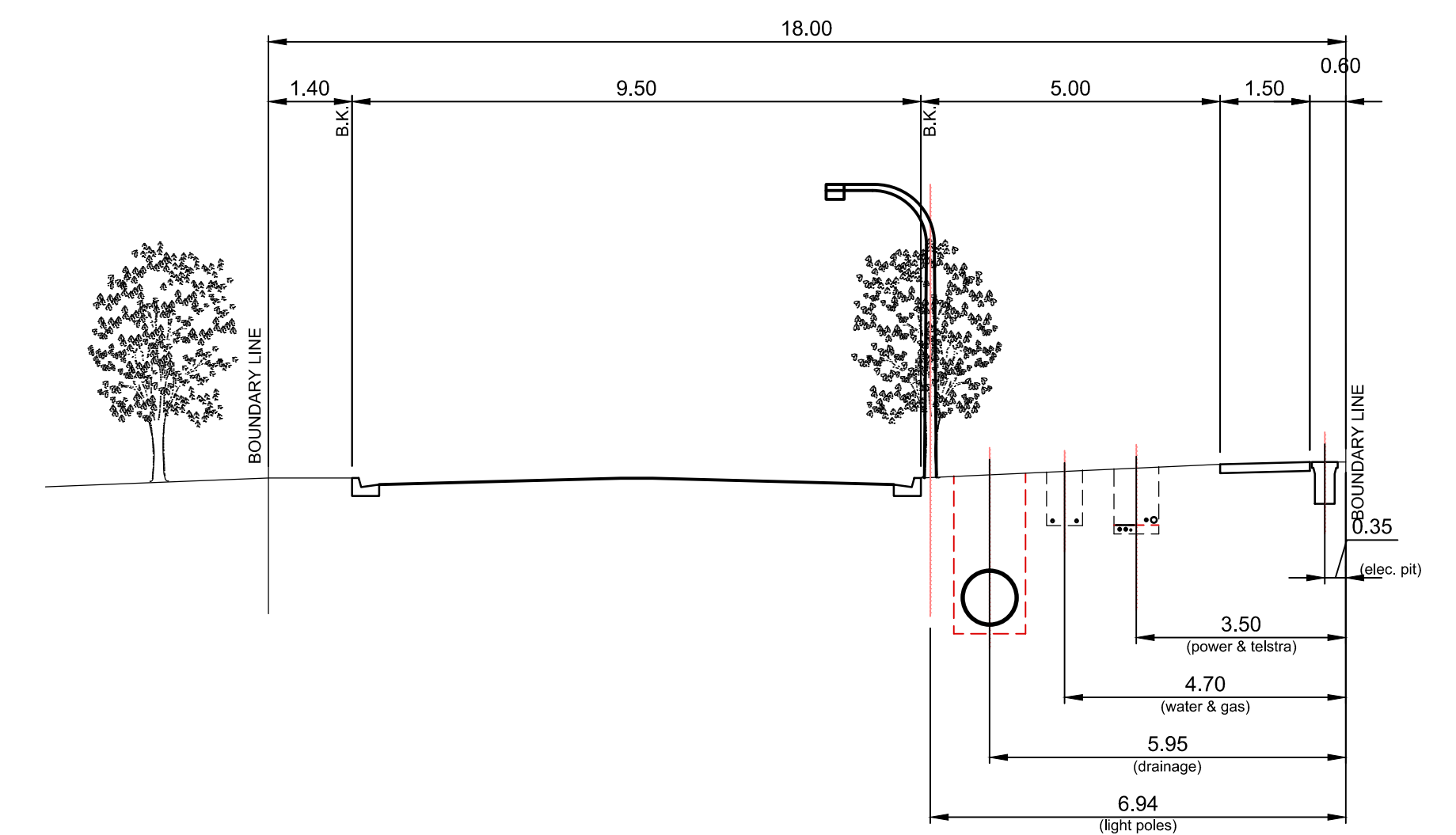
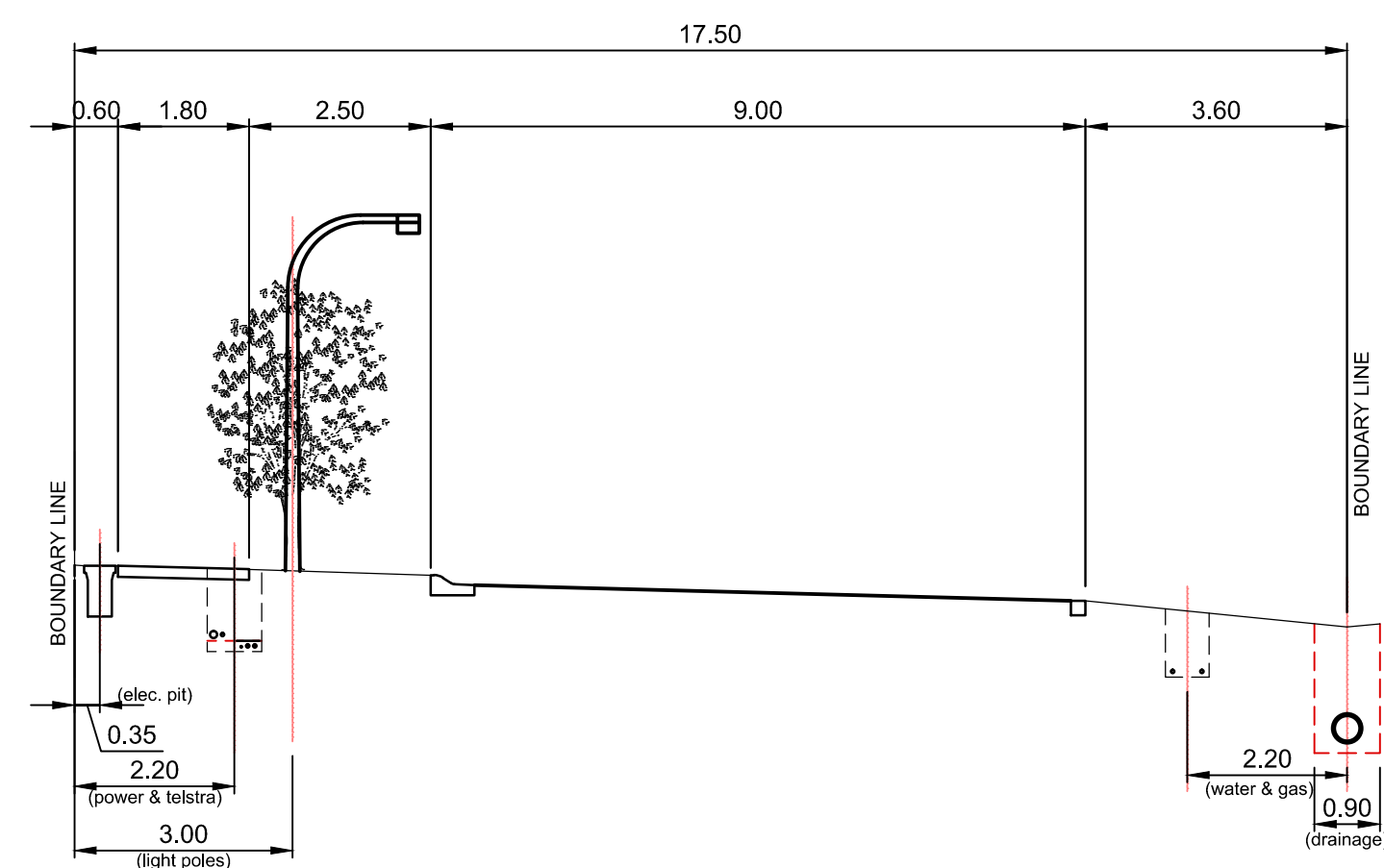
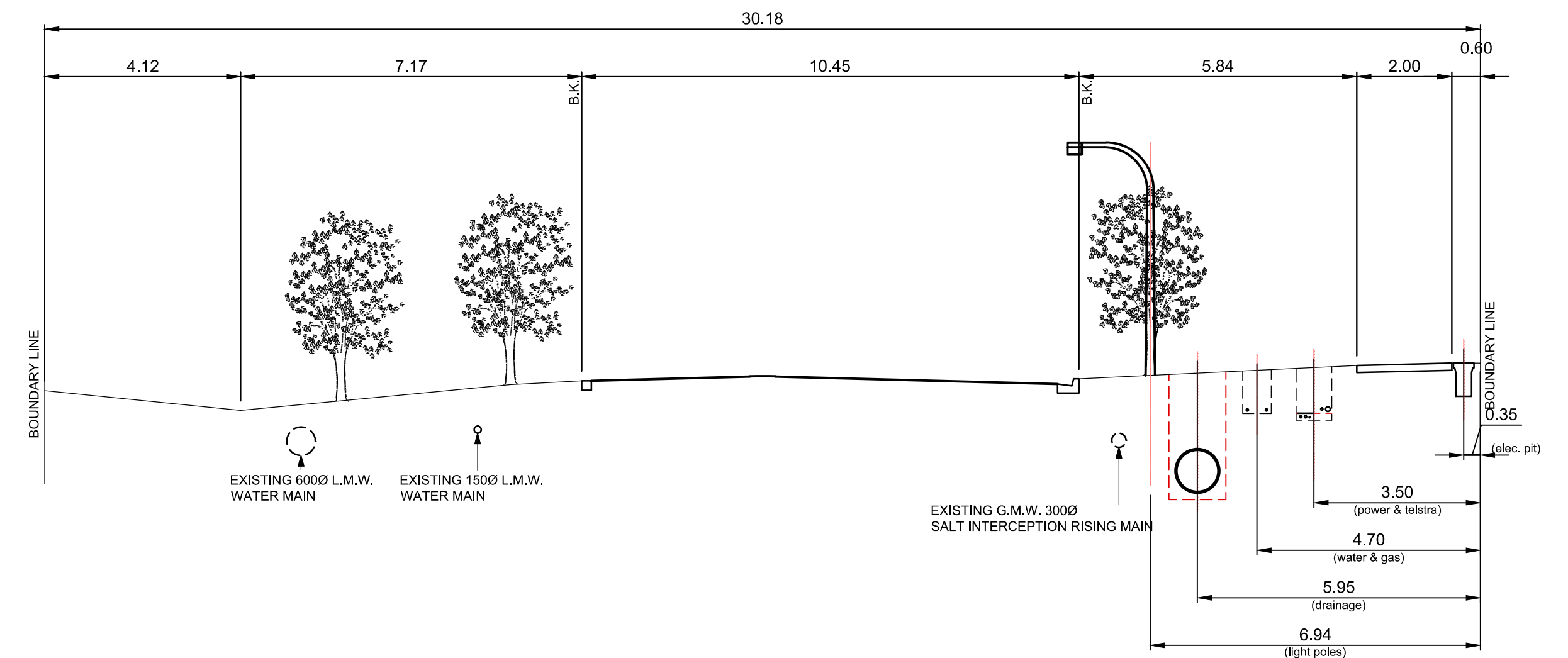
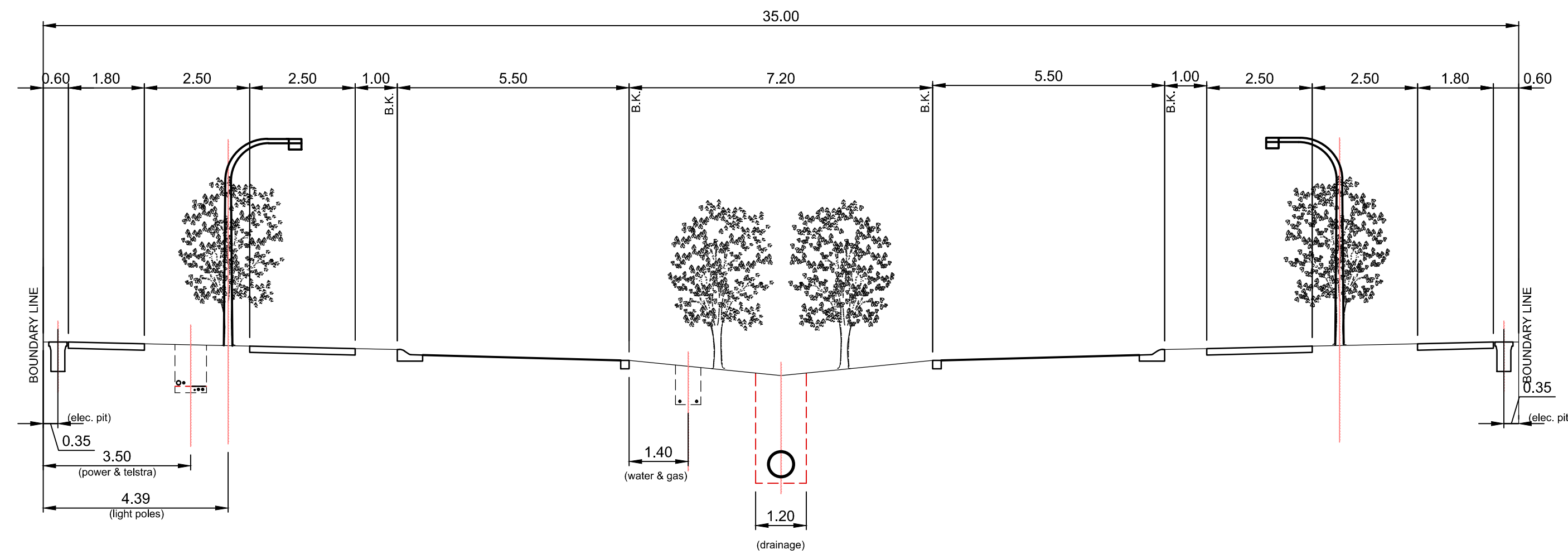
development contributions

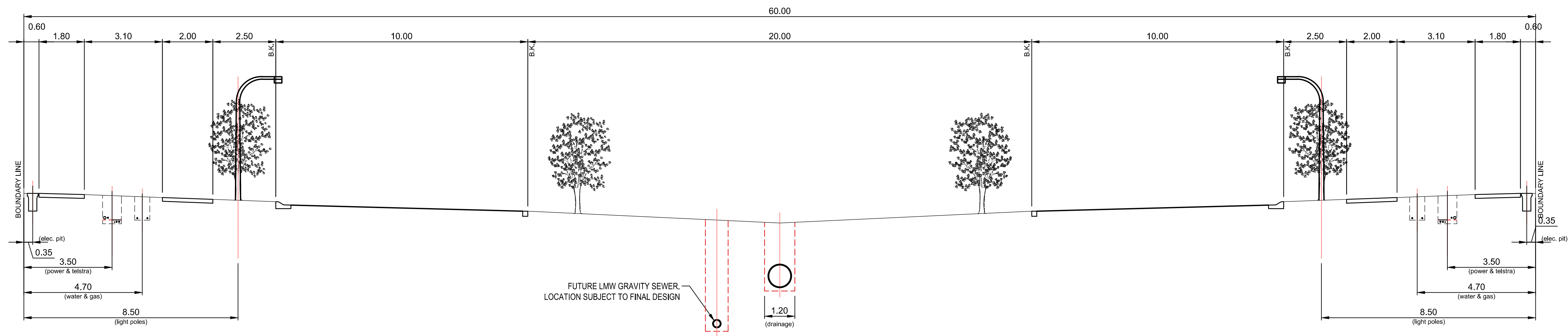
An existing Development Contributions Plan (DCP) has been prepared for the broader Mildura South area, and forms part of the Mildura Planning Scheme. This includes a number of projects in the Development Plan area. The table below identifies firstly the items which form part of this Development Plan, and secondly the items which have been costed under the existing development plan. Given the high level nature of the DCP it was considered appropriate to provide additional commentary on changes and the implementation so these. It is important to acknowledge that there has been clear community feedback through this process that the level of provision of open spaces and the design of roadways within the northern areas affected the DCP have not met community expectations. As such, the Mildura South DCP has sought to provide a higher quality design outcomes. While these may be associated with slightly higher costs in the short term, the longer term costs to Council in the health and well-being of the Mildura South community should also be considered.

IDENTIFIED PROJECT	EXISTING DCP CONTENTS	COMMENT / CHANGE / COST IMPLICATIONS
Construction of Riverside Avenue as an 'edge' road' or similar.	The part construction of Riverside Avenue	No change, but noting that additional landscaping may need to be considered at this important edge and should be integrated into the road construction where possible.
Intersection treatment on Riverside Avenue and sixteenth street	Intersection treatment at 16th and Riverside	No change.
Construction of Walnut Avenue as an 'access avenue'	The construction of Walnut Avenue (to a local level)	While the construction of Walnut has been costed, it is understood that this was at a 'local level' only without anticipated through access or consideration of use by public transport etc. As such, there may be a need for some additional funds to construct this Avenue to the required standard.
Intersection treatments on Walnut Avenue		The existing DCP does not identify any intersection treatments on Walnut Avenue. These will need to be provided at the intersection with Sixteenth Street (with a priority of safe pedestrian crossing). And potentially also at the identified intersection with the secondary road.
Construction of Ontario Avenue as an 'access avenue'		While the construction of Ontario has been costed, it is understood that this was at a 'local level' only without anticipated through access or consideration of use by public transport etc. As such, there may be a need for some additional funds to construct this Avenue to the required standard.
Intersection treatments on Ontario Avenue	Intersection treatment at 16th and Ontario	No change, although it is noted, this intersection should prioritise the safe crossing of pedestrians.
Construction of secondary roads		While the cost of constructing this road will primarily be the responsibility of the landowner, Council will need to make an additional contribution to the cost of these roads, particularly in relation to higher order infrastructure such as bike lanes and bus shelters to reflect the additional costs above the provision of a local road in these locations. This is a result of the DCP not providing for any east / west connections.
Construction of Sixteenth Street as a 'greenway'	The construction of Sixteenth Street (to a standard road) Linear reserves and parks	Again, while the construction of Sixteenth Street has been costed, it is understood this is just to a standard road construction. Given the significant landscaping components and important role of this corridor, there are likely to be additional costs involved. While some funds may be available through the monies collected for linear parks and reserves, the extent of available funds to that end are not known. The importance of the high quality outcome required for this key corridor may also have cost implications.
Stormwater retention projects – basin at intersection of Sixteenth and Deakin, and associated landscaping	Stormwater retention projects	No change.
Conversion of parkways to identified final configuration at full development	Linear reserves and parks	The parkways were not included as part of the existing DCP, but could be considered as part of any linear reserves costed under the DCP.
Establishment of open spaces (1 x village green, 2 x gateway water feature parks, 2 x major local open spaces, 2 x local open spaces)	Playgrounds Linear reserves and parks Acquisition of land for recreation and a community centre	While the exact quantity of the open spaces was not identified through the DCP, it is considered that the DCP monies, in addition to the required public open space contributions under the Subdivision Act, as well as the stormwater retention projects outlined above which address one of the gateway water feature parks will address any identified requirement for open space.
Establishment of community hub.	Acquisition of land for recreation and a community centre A Mildura South multipurpose community centre.	No change.
Additional landscaping / canopy tree planning where required for existing roadways.		There may need to be some upgrades to existing streetscape, even where actual construction is not required, to provide for the appropriate integration of canopy vegetation.
Construction of Deakin Avenue, intersection treatment at 16th St and Deakin, an additional pedestrian crossing points / intersection treatments (two identified)		Given Deakin Avenue is a Category 1 road, any change to the roadway would be driven by VicRoads rather than Council, it is presumed that this is why no monies were identified for the updates of Deakin or any required intersections treatments through the DCP. Given the importance, in particular, of the intersection treatment at Sixteenth Street and Deakin, the funding for these items should be discussed in the immediate term.
Bus stops	Bus Stop shelters	No change
	A bike path from Riverside to Deakin Avenue linking Cabarita (off road path)	No specific off road bike path is identified through the DP. It is recommended that the funds identified here be re-directed to the parkways and their associated bike paths, secondary road bike paths or to the no longer term connection to the Lake Hawthorn trails as outlined on Figure 14.

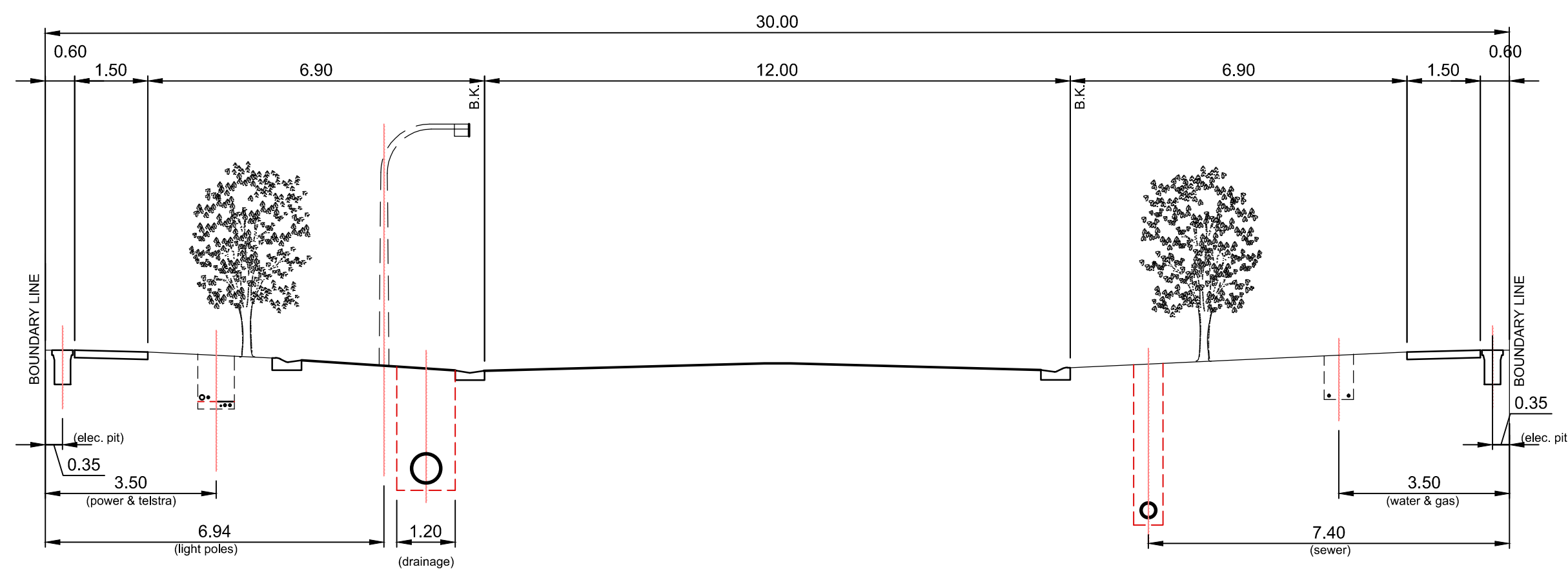


appendix 1
infrastructure cross sections

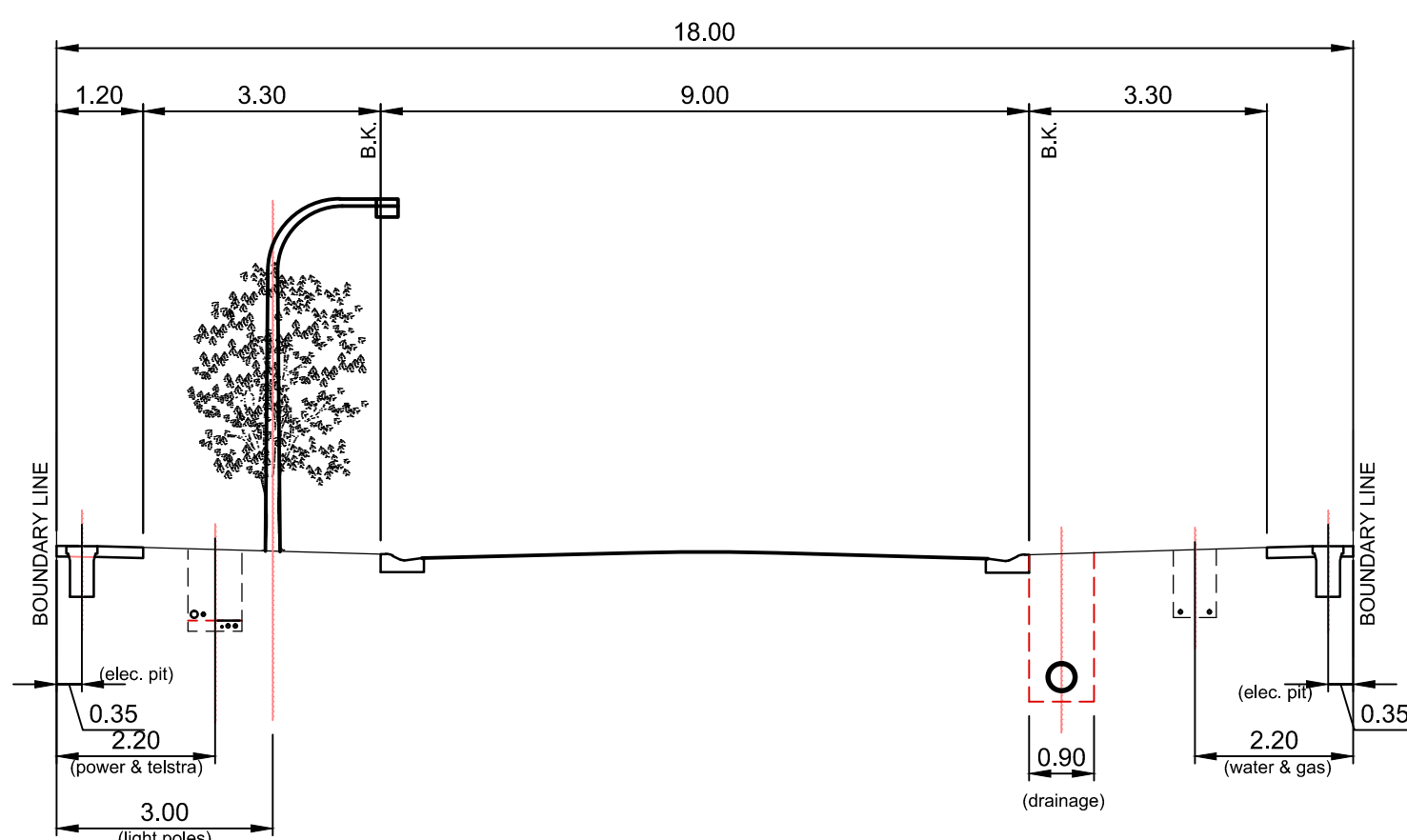
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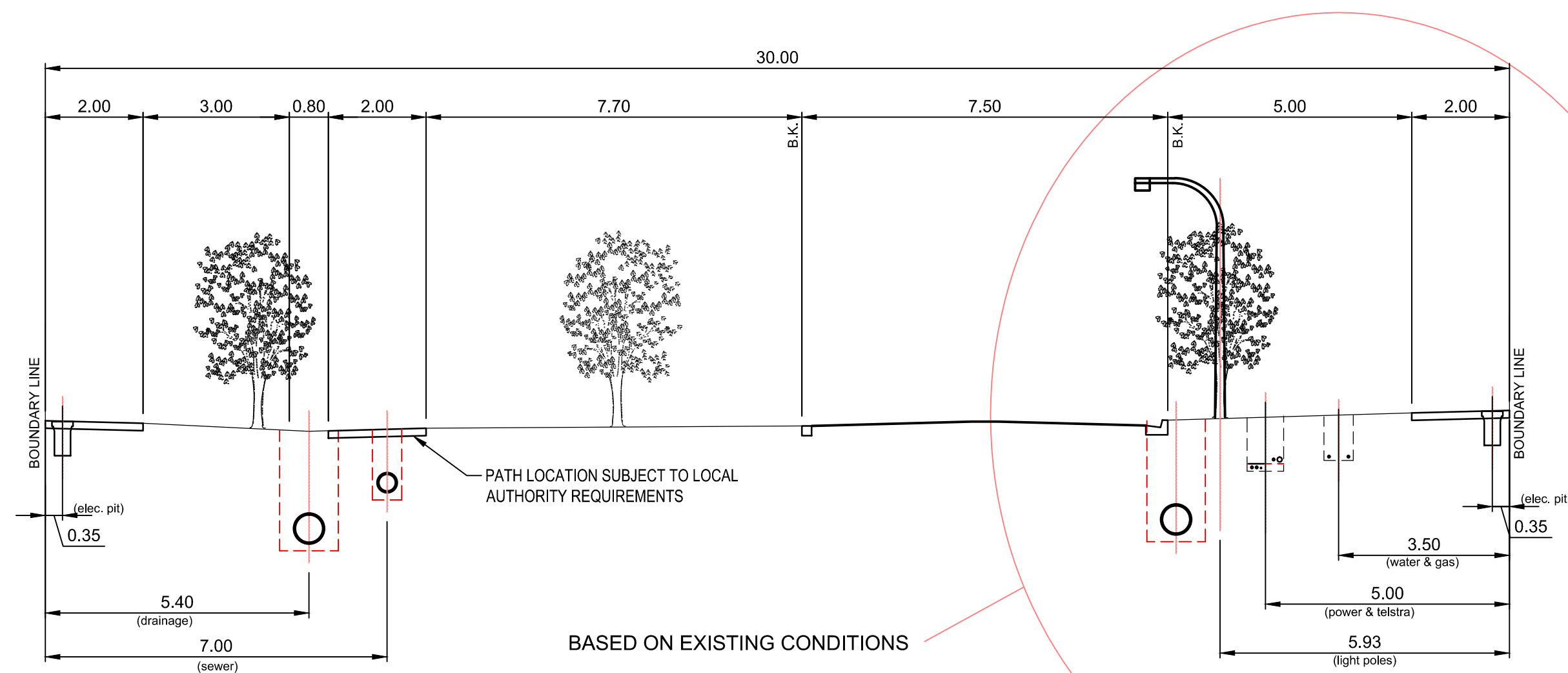
TYPICAL SECTION DEAKIN AVENUE 1:100



TYPICAL SECTION AVENUE LAYOUT 1:100



TYPICAL LOCAL ROAD CROSS SECTION 1:100



TYPICAL SECTION GREENWAY
(SIXTEENTH ST. BETWEEN WALNUT AVE AND ONTARIO AVE)
LAYOUT 1:100

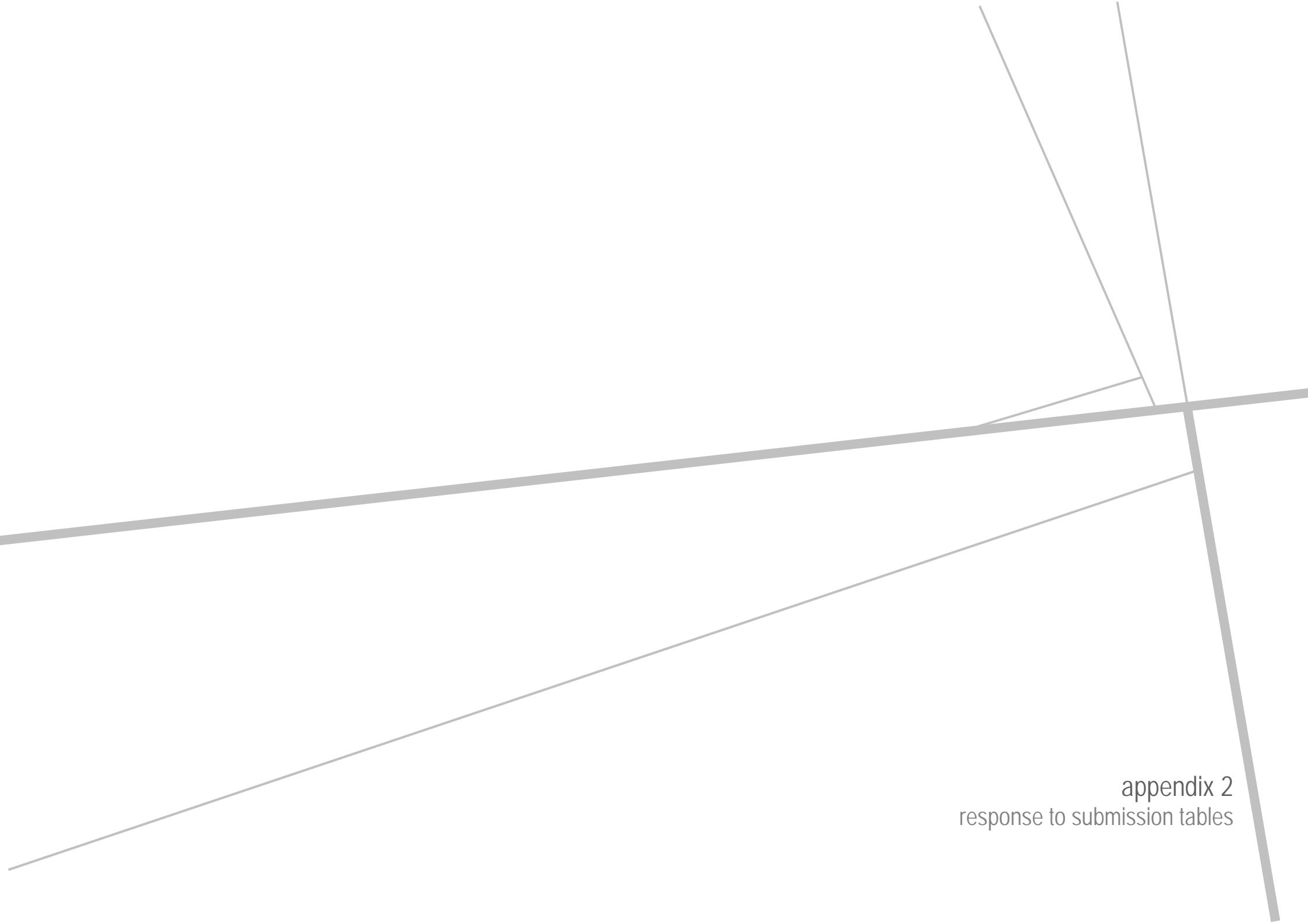
REV	DATE	REVISION DETAILS
A	13.10.14	PRELIMINARY ISSUE
B	23.10.14	PRELIMINARY ISSUE
C	27.10.14	PRELIMINARY ISSUE

APPROVED
B.RIELLEY
B.RIELLEY

SCALE	SIZE
AS SHOWN	A1
DRAWN	
M.PENDLEBURY	
DESIGNED	
B.RIELLEY	
CHECKED	

PRELIMINARY NOT FOR CONSTRUCTION
APPROVED
DATE

PROJECT	MILDURA SOUTH DEVELOPMENT PLAN
TITLE	TYPICAL SERVICE CROSS SECTIONS
DRAWING No.	240877
PROJECT No.	240877
WBS	01
TYPE	DRG
DISC	CC
NUMBER	01
REV	C



appendix 2
response to submission tables

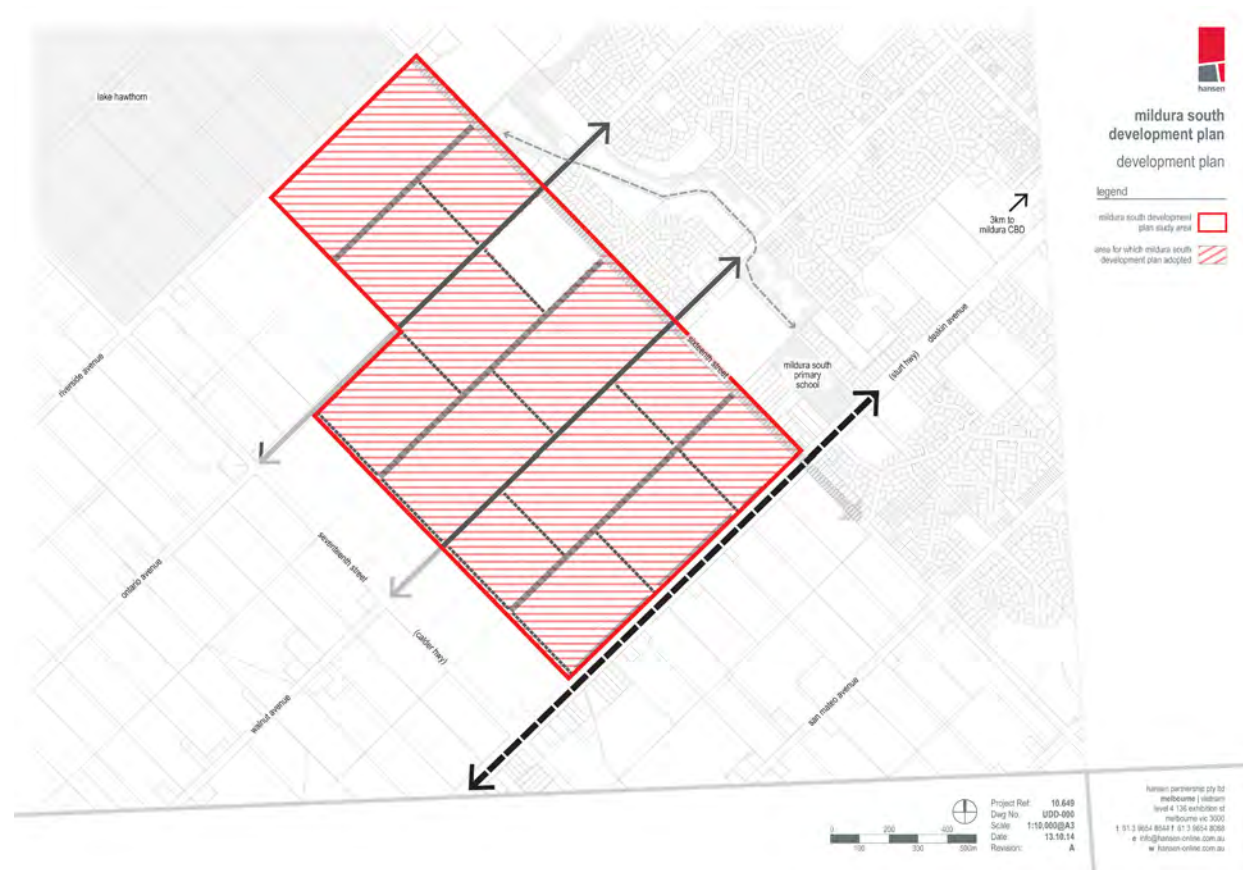
council adoption and response to submission

The *Mildura South Development Plan* (also known as the *Mildura South (Sixteenth and Deakin West) Development Plan*) was adopted by Council on Thursday 28 August, as per the following resolution:

- (i) adopt the Response to Submissions table July 2014 following exhibition of the revised Draft *Mildura South Development Plan*; and
- (ii) adopt the *Mildura South Development Plan* June 2014 subject to the changes identified in both the above table and the Response to Submissions table May 2014.

The Response to Submissions tables June 2014 and May 2014 are included in this appendix (in that order). The identified changes are incorporated into this document but it is important to note that as per those recommendations, the Development Plan was not adopted for the area identified by the hatch on the following diagram as per recommendations contained within the Response to Submissions table June 2014, as follows:

"...it is anticipated that areas such as the activity centre would be excluded from any adoption of the Development Plan, until such time as the rezoning of the land is undertaken through the implementation of the PSP."



Summary of key issues and response

Some of the issues raised in submissions have been raised previously in relation to the first exhibition of this Development Plan and the response to those issues have been endorsed by Council. The key issue Council has been seeking feedback on was the location of the activity centre, which has been the subject of the majority of submissions (27 out of 29). Of these, 19 supported the original location, 1 supported the alternate location and 5 identified a third location. This Response to Submission does, however, address some of the other issues raised, noting that Council has previously indicated support for some of those aspects of the Plan.

The key issue of the activity centre is addressed below but the following issues were also raised:

- The need for any facilities to be provided in the Development Plan area;
- Adequacy of consultation;
- The required size for a wetland at the corner of Sixteenth Street and Deakin Avenue; and
- Queries over the proposed implementation of the Development Plan.

Need for any facilities and / or retail provision within the Development Plan area (or ‘Why can’t the whole area be residential?’)

Council has a responsibility to implement the objectives of planning in Victoria. Under the *Planning and Environment Act 1987*, this includes balancing the present and future interests of all Victorians and providing for fair, orderly, economic and sustainable use and development of the land. The State Government has developed numerous guidelines and procedures that have been designed to assist in implementing plans for growth areas which achieve these objectives. These include ensuring that areas proposed to accommodate substantial new populations are developed in a way which ensure that residents have access to the services and facilities they will require, and specifically in a way where they have the opportunities to access these by non-vehicular means. This is becoming increasingly important as the critical links between land use planning and community health outcomes are investigated further. These goals are also reflected in the current Council Plan 2013 – 2017, two of the key goals of which are to “*create a safe and supportive place to live, where diversity and lifestyle opportunities are encouraged; and participating in arts, culture, sport and recreation enhances wellbeing*” as well as to “*initiate, develop and manage healthy, sustainable natural and built environments.*”

In preparing this Development Plan (and associated PSP) Council is implementing one of the tools available to them to achieve these aims. Council has adopted numerous documents and policies which identify their support for improving community health outcomes and recognising the link between planning and health (most recently through the *Mildura Housing and Settlement Strategy*). The Development Plan, the facilities and services provided, and the way in which they have been provided are designed to facilitate these outcomes. While it may be argued it is in the short term interests of landowners and developers to not provide any community facilities and services or to acknowledge the need to be able to walk to shops, it is not in the interests of the broader community or the thousands of future residents of the growth area, which will accommodate much of Mildura’s growth for the next 10 or more years. It is also critical to acknowledge that that area being planned for by this Development Plan and the associated Precinct Structure Plan is beyond the scale of other recent Development Plans, which may be contributing to uncertainty as to the need for such services and facilities.

Location of activity centre

Firstly, it must be reiterated that the ‘activity centre’ is more than the proposed retail component. The development of a supermarket is in some ways a secondary issue, although it is good planning practice to consider siting conditions which improve the viability of any retail component. However, one of the key elements of the activity centre is the Village Green which has been identified and endorsed by Council as being the key community space and meeting place for the Mildura South community. Alongside this are cafes / take-away, a medical centre, kindergarten and community meeting spaces. These elements are absolutely critical to creating and fostering a sense of community. The location of the activity centre along the Sixteenth Street spine is also critical in providing access to these to the existing Mildura South community, who have limited services available locally. It is a fundamental principal of the Development Plan (and of activity centre and growth areas planning under the State Government, implemented through the Mildura Planning Scheme) that these facilities and services be as accessible as possible by non-vehicular means to the broadest possible range of residents of a growth area. The suggestions to locate the centre between Ontario and Riverside is contradictory to this requirement of planning. It is by no means a central location, particularly when the location of the centre as a whole and the Village Green in particular are considered. It would also require a reconsideration of the configuration of the activity centre on the basis of existing infrastructure which may also compromise the principles of co-location which underpin the Development Plan. This outcome is unlikely to be supported on a strategic basis if considered by an independent planning panel. The fact that the representatives of one landowner has indicated they are comfortable with the centre being designated on their land and others have objected is not sufficient justification for such a critical planning decision. This decision must be made on a strategically justified basis.

Given the above, the question is then whether any information has been provided through this exhibition process which changes the most appropriate area for this centre to be located. Submissions have raised a number of issues which need to be considered (and are addressed in response to individual submissions) but the key points are as follows:

- The location of the centre should remain between Ontario and Walnut Avenues.
- Walnut Avenue has a benefit from a retail perspective in terms of existing traffic however, this traffic is also the subject of considerable community concern and there is reluctance to see this exacerbated.
- The presence of dwellings on the alternate site (which do not exist on the preferred site) needs to be considered.

- Perhaps most importantly, the key argument put forward by many of those objecting to the original and preferred location in relation to the impact on the growth and development of the broader Mildura South area have been resolved to a degree. Many of the submissions to the first exhibition period identified that the proposed site of the activity centre as the only land which was likely to develop in the short term. However, it is clear from submissions that there is serious intent to develop both the alternate site, and also the LMW / FMIT land, in the shorter term. As such, the identification of the activity centre in its original location cannot be considered to jeopardise the long term growth of the Mildura South area.

As such, the recommendation in response to these submission is that Council proceed with adopting the original most strategic position which identified the activity centre to the south-west of Ontario Avenue, which is owned by LMW and leased by Michael David.

Adequacy of consultation

A number of the submissions raised concerns (7) about the notification to the affected landowners regarding the amended activity centre location. While it is understood that there may be some concern about whether there should be direct contact made with the landowner, it is considered Council has undertaken appropriate consultation. In testing the location of the activity centre on an alternate site, given the potential impact on the landowners, Council identified it was appropriate for the Development Plan to progress through another four week exhibition period. During this period, bulletins were widely distributed and a session was held where landowners could attend to ask questions. Following this session, the period in which submissions could be received was extended by a week to allow additional time for feedback.

Required size of a wetland

One of the submissions repeated concerns about the size of the wetland proposed at the corner of Sixteenth Street and Deakin Avenue. The original Mildura South drainage plan identifies an area of approximately 2ha (or half the block) being required for drainage purposes. This is to provide an 'overflow' facility for the main drainage basin on the other side of Deakin Avenue in times of flood. The submission queried why the whole block was now required. The drainage plan identifies the specific drainage requirement, it does not consider other issues which may affect the size of land required. To provide something other than 'a big hole in the ground' with associated public safety issues, this drainage basin needs to have a more gentle slope on its sides. The engineering diagrams prepared for this area identify that to achieve that almost the entire 4ha block is required. Given the land is unlikely to be inundated for the majority of the time, the Development Plan has sought to use this space in a way which provides some overall benefit to the community, however, it is important to acknowledge that any 'park' is secondary to the function as an overflow drainage basin. As such, no change to the Development Plan is recommended.

Implementation issues

Some submissions (3) queried the ability of the Development Plan to identify the location of an activity centre (and potentially prohibited uses) and another queried the proposed approach to the development of this centre. Part of the confusion and issue in this case arises as a result of the Development Plan process being moved ahead of the finalisation of the Precinct Structure Plan (PSP) for the broader area, which would address the need for any rezoning of land to achieve the outcomes of the PSP. This would either rezone the entire area to the Urban Growth Zone (and address relevant non-residential uses within a schedule to that zone) or rezone land to the relevant zones to implement the PSP. All or part of the area under the Development Plan would therefore be rezoned. As such, it is anticipated that areas such as the activity centre would be excluded from any adoption of the Development Plan, until such time as the rezoning of the land is undertaken through the implementation of the PSP.

There were also a number of misunderstandings about what the activity centre is and what Council's role will be in developing the area. In terms of the land uses proposed as part of the 'activity centre' it is important to note the following:

- A quarter of the land, identified for 'medium density housing', is still fully available for the landowner to develop as they choose – it has been included in the activity centre to ensure that it is planned in a way which integrates with the remainder of the centre.
- Land identified for community facilities is likely to be partially acquired by Council for the purposes of community uses but other facilities such as the medical centre are likely to be acquired by private developers, not Council. It is also noted that following the development of a more detailed plan for the activity centre area, including what facilities the community planners identify as necessary to support the anticipated population, some of the land identified for community facilities may not be necessary to acquire and would be available for the landowner to develop.
- Land identified for the Village Green will be acquired by Council as public open space.
- Only 2ha of the identified area will be allocated to retail / commercial space (including car parking) to be developed by private investors / developers. While it is impossible to predict the timing of such a development, there is nothing preventing this centre or even the identified supermarket from developing in stages as the residential population grows, however a long term aspiration should be for a full-line supermarket. This is supported by the predicted population for the area (noting this excludes existing residents of Mildura South and Cabarita who may also use the centre).

One submission raised queries in relation to how the 'parkways' and 'secondary roads' would be implemented which are identified in the relevant response. A similar query was raised regarding open space contributions. Queries were also raised about the designation of the 'rear access lane' associated with higher density dwellings along Sixteenth Street and how this would operate with conventional dwellings to the rear, as well as relationship to Clause 56 standards. Additional detail is proposed to be added to the Development Plan to clarify the role and presentation of the 'rear access lane'. This will include additional guidelines about the rear presentation of these medium density lots to ensure appropriate presentation to the lane is achieved.

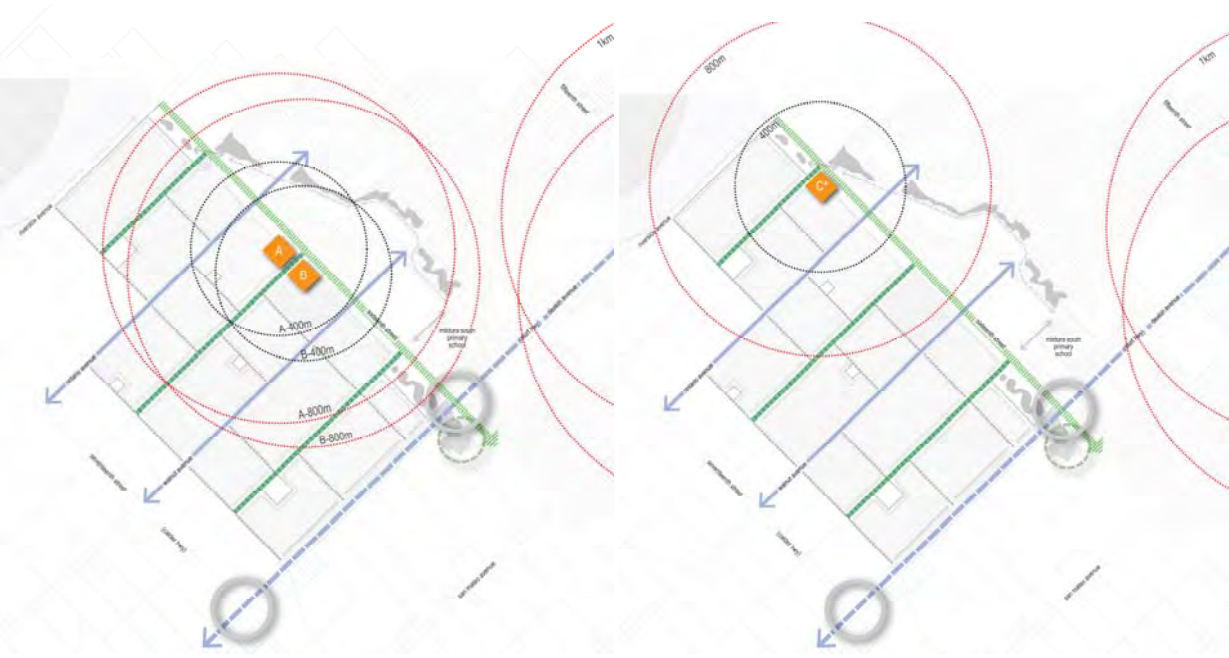
It is recommended that the relevant sections of the Development Plan be updated to ensure additional clarity is provided around the implementation issues.

#	feedback	response
1	<p>1. Prefer previous activity centre location, on the basis that increasing traffic on Walnut Avenue through the placement of a large traffic generating use will exacerbate this situation.</p> <p>2. Seeks feedback on previous comments re Sixteenth Street / Benetook Avenue intersection.</p>	<p>1. Support for previous location noted.</p> <p>The issue of traffic along Walnut Avenue is not considered to be a significant constraint to the location of the activity centre at the alternate location. Any new traffic-generating uses would be required to undertake an assessment of the likely impacts and works to mitigate such impacts. Furthermore, the location of the activity centre on a busy road has advantages from a retail perspective which may offset the closer proximity to Centro.</p> <p>2. Comments were not provided previously regarding the Benetook Avenue / Sixteenth Street intersection as this is beyond the study area for this project and concerns should be directed to the relevant Council department. However, it is noted that in the longer term the speed of traffic along Sixteenth Street is likely to decrease, and Benetook Avenue is likely to experience an increase in traffic given its designation as a bypass route.</p>
2	<p>1. Prefers previous activity centre location and believes it should be moved back there, does not believe a change from the most strategically justified site is warranted on the basis of a single landowner (who does not actually own the land).</p> <p>2. Would like matter resolved as soon as possible.</p>	<p>1. Support for previous location noted.</p>
3	<p>1. Believes the activity centre should be located at the site identified as the most strategically justified and should be moved back to where it was originally proposed.</p> <p>Does not believe the resistance of one landowner should influence decision making.</p> <p>Believes given existing traffic on Walnut Avenue, a location on Ontario Avenue is preferable.</p> <p>Believes location away from Walnut Avenue will facilitate faster development.</p> <p>2. Believes the LMW or college lease parcels offer an alternative as they are not privately owned. Identifies that the LMW land would be consistent with the strategic directions.</p> <p>3. Identifies that the landowners in question are intending to develop in the short term, and are able to do so given existing infrastructure connections.</p> <p>4. Identifies that previous consultation was not undertaken with the landowners in question.</p>	<p>1. Support for previous location noted.</p> <p>Council makes decisions after balancing a range of factors. It is agreed that these decisions should not be made on the basis of a single landowner, but rather for broader concerns such as the potential impact on growth etc.</p> <p>The issue of traffic along Walnut Avenue is not considered to be a significant constraint to the location of the activity centre at the alternate location. Any new traffic-generating uses would be required to undertake an assessment of the likely impacts and works to mitigate such impacts. Furthermore, the location of the activity centre on a busy road has advantages from a retail perspective which may offset the closer proximity to Centro.</p> <p>The desire of the landowners on Walnut to develop in the shorter term is noted and will be considered seriously given previous suggestions were that this land was unlikely to develop in the short to medium term.</p> <p>2. The land tenure is not a significant consideration in assessing appropriate location for the activity centre. Rather, a decision must be made as to the best location. The activity centre will form the 'heart' of the new Mildura South community and, as such, it is inappropriate to just place it on 'leftover' or 'unwanted' land. The land owned by LMW on the north side of Ontario is inconsistent with the fundamental principle of locating the activity centre within walking distance of the largest proportion of the future population. As such, it is not consistent with the strategic directions of the Development Plan. It would also require a reconsideration of the configuration of the activity centre on the basis of existing infrastructure which may also compromise the principles of co-location which underpin the Plan.</p> <p>3. Noted as above.</p> <p>4. Council undertook a four week consultation period and sent bulletins to all registered landowners at the beginning of this exhibition period. This is standard notification, and was the same notification as undertaken for the first iteration of the Development Plan. It is considered that this notification was acceptable, although there may be a need to assess the addresses provided on Council's on-line data base if bulletins were not received by particular landowners.</p>
4	<p>1. Supports the proposed activity centre location on the basis that Walnut Avenue is a busier traffic route which will benefit commercial operations.</p> <p>2. Fully supports the plan in its current form.</p>	<p>1. Support noted, and the benefit of increased traffic on commercial operations is acknowledged.</p> <p>2. Support noted.</p>
5	<p>1. Identifies that SJM is interested in developing the land usually identified as FMIT land / LMW land</p>	<p>1. Support noted.</p>

#	feedback	response
	<p>between Ontario and Riverside Avenues. Commends Council on Plan and agrees with the broad directions and the residential designation of the land.</p> <p>2. Suggests that an activity centre on their land (i.e. the northern corner of Ontario Avenue and Sixteenth Street) would be supported. Notes the following:</p> <p>Client would welcome the development of an activity centre on their land in contrast to other landowners.</p> <p>The land is ‘across the road’ from the strategically preferred location.</p> <p>Identifies that an indicative layout plan has been prepared which demonstrates the inclusion of all required elements and appropriate integration (not included with submission). Proposes a different configuration than shown in the Development Plan.</p> <p>States the area remains central for all residents of the growth area which will encourage access by non-vehicular means.</p> <p>Identifies the low density land around Lake Hawthorn as an important consideration.</p> <p>Identifies the land will be on two major roads, will provide appropriate access and will be on the left hand side (this is unclear given land identified is on the right hand side of Ontario Avenue).</p> <p>Identifies clients intend to develop the land for residential uses in the short term and could also develop commercial facilities alongside this residential development.</p> <p>Suggests locating the activity centre north of Ontario will draw people though the precinct and provide good access to Lake Hawthorn and associated water sports and caravan park.</p> <p>3. Identifies that a parcel of Public Use zoned land to the south of the existing development Plan area is also part of the identified title and requests that this land be rezoned to allow it to be developed in line with the remainder of the site. Identifies it would be appropriate for this area to also be covered by the Development Plan to ensure future of the area is planned alongside the Development Plan area.</p> <p>4. Query around the provision of infrastructure and whether the existing Development Contributions Plan will continue to apply and how this will work with the equalisation of public open space.</p> <p>5. Requests that the open space shown on the Development Plan for this area be relocated further north as shown on indicative masterplan (not enclosed).</p>	<p>2. Firstly, it must be reiterated that the ‘activity centre’ is more than the proposed retail component. The development of a supermarket is in some ways a secondary issue, although it is good planning practice to consider siting conditions which improve the viability of any retail component. However, one of the key elements of the activity centre is the Village Green which has been identified and endorsed by Council as being the key community space and meeting place for the Mildura South community. Alongside this are cafes / take-away, a medical centre, kindergarten and community meeting spaces. These elements are absolutely critical to creating and fostering a sense of community. The location of the activity centre along the Sixteenth Street spine is also critical in providing access to the existing Mildura South community, who have limited services available locally. It is a fundamental principal of the Development Plan (and of activity centre and growth area planning through the State Planning Policy Framework) that these facilities and services be as accessible as possible by non-vehicular means to the broadest possible range of residents of a growth area. The land tenure is not a significant consideration in assessing appropriate locations for the activity centre. Rather, a decision must be made as to the best location. The activity centre will form the ‘heart’ of the new Mildura South community and, as such, it is inappropriate to just place it on ‘leftover’ or ‘unwanted’ land.</p> <p>The land owned by LMW on the north side of Ontario is inconsistent with the fundamental principle of locating the activity centre within walking distance of the largest proportion of the future population. As such, it is not consistent with the strategic directions of the Development Plan. Despite the assertions within the submission it is by no means a central location, particularly when the location of the centre as a whole and the Village Green in particular are considered. Low density land adjacent to Lake Hawthorn is not suitable for residential development, and is ‘college lease’ land. As such, the ‘urban edge’ of Mildura for the long term will be at Seventeenth Street and Riverside Avenue, with future growth occurring to the east. Locating the activity centre to this edge of the Mildura South growth area therefore significantly reduces the catchment for this centre, both in the short and long term. Lake Hawthorn is not used for active recreational pursuits and there are very different opinions as to the likely future of the lake, given available flows.</p> <p>The common misconception that there is no difference between the LMW site and the preferred site is ‘just across the road’ is only focused on the retail element of the activity centre. Diagrams below indicate the significant difference in walkability that would ensure if this third location was identified. The first diagram indicates the preferred and alternate location and the second diagram indicates the LMW site.</p> <p>It is also noted that the indicative masterplan referenced in the submission has not been provided and so no comment can be made on the suitability or otherwise of any proposed alternative configuration.</p>

feedback

response



This location would also require a reconsideration of the configuration of the activity centre on the basis of existing infrastructure (such as LMW assets) which may also compromise the principles of co-location which underpin the Development Plan.

This outcome is unlikely to be supported on a strategic basis if considered by an independent planning panel. The fact that the representatives of one landowner has indicated they are comfortable with the centre being designated on their land and others have objected is not sufficient justification for such a critical planning decision. This decision must be made on a strategically justified basis.

Given the above, a relocation of the activity centre cannot be supported on strategic planning grounds.

3. The ten or so parcels which are located between Riverside and Ontario Avenue which are identified as Stage 2 fall outside the area addressed by the Mildura South drainage plan. This is due to their location on the other side of a ridgeline. If it can be demonstrated that the drainage for this area can be integrated into the existing system then there is no underlying objection to this parcel being rezoned. This area is addressed by the Precinct Structure Plan currently being prepared for Mildura South which will ensure that the area is considered and planned in relation to the broader Mildura South area without the need for the area in question to be included within the current Development Plan area. That land will require consideration of infrastructure matters which have been resolved for the Development Plan area. The rezoning of additional land further to the south-west to allow for development of this land could be contemplated in the shorter, however, it would require resolution of drainage issues relating to the area. It would also be preferable for the whole area identified as future residential growth in this part of Mildura South to be rezoned at one time, rather than have a single parcel rezoned separately.
4. The Development Contributions Plan is understood to include contributions to higher level open spaces, with local open space to be provided in line with the usual requirements of the Subdivision Act, however, this will be confirmed and additional detail should be provided in the relevant chapter of the Development Plan to ensure clarity for developers going forward.
5. It is difficult to comment on an alternative location given this is not clearly identified. The open space shown on the Development Plan has been carefully considered in relation to equitable access to open space. The open space identified for this land is one of the three main areas of open space for the Development Plan area and therefore the location of this area has been very carefully considered. Any changes to the Development Plan would require an associated change to the distribution of open space, however, given the relocation of the activity centre to this site is not supported, it is not considered that any northern change in the location of the open space should be

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		supported.
6	<p>1. Objects to the change in location of the activity centre. Does not believe the circumstances of one landowner should have led to a change in location.</p> <p>Believes the proportion of land and the circumstances of the landowners should have been taken into consideration.</p> <p>Identifies that the revised location has dwellings, which should be taken into consideration.</p> <p>2. Does not believe notification and consultation with the affected landowner was appropriate.</p> <p>3. Believes location on LMW land where no private landowner is affected would be a better outcome.</p> <p>4. Does not believe there will be a need for commercial or community facilities in the future.</p> <p>5. Queries why the LMW land opposite the previous location was not identified as a potential school site (and therefore a positive for that location).</p> <p>6. Believes Walnut Avenue traffic is an issue and a centre in that location would increase congestion.</p> <p>7. Suggests another alternative location could be with the proposed active recreation uses in the next stage of Mildura South's development.</p> <p>8. Queries why Mildura South will have many more facilities provided than other areas of Mildura.</p>	<p>1. Support for previous location noted.</p> <p>The non-residential uses, including the commercial areas, parks, drainage basins etc have been identified on the basis of best location, given land ownership can change over time.</p> <p>The presence of dwellings on the alternate site is acknowledged and is one of the reasons the original site was preferred.</p> <p>2. Council undertook a four week consultation period and sent bulletins to all registered landowners at the beginning of this exhibition period. This is standard notification, and was the same notification as undertaken for the first iteration of the Development Plan. It is considered that this notification was acceptable, although there may be a need to assess the addresses provided on council on-line data base if bulletins were not received by particular landowners.</p> <p>3. It is a fundamental principal of the Development Plan (and of activity centre and growth areas planning under the State Government, implemented through the Mildura Planning Scheme) that these facilities and services be as accessible as possible by non-vehicular means to the broadest possible range of residents of a growth area. The suggestions to locate the centre on land between Ontario and Riverside Avenue is directly contradictory to this requirement of planning. It is by no means a central location, particularly when the location of the centre as a whole and the Village Green in particular are considered. It would also require a reconsideration of the configuration of the activity centre on the basis of existing infrastructure which may also compromise the principals of co-location which underpin the Development Plan. The fact that there is not landowner objection to one particular location is not sufficient justification for locating an activity centre. This outcome could not be supported on a strategic basis if considered by an independent planning panel.</p> <p>4. Council has a responsibility to implement the objectives of planning in Victoria. Under the <i>Planning and Environment Act 1987</i>, this includes balancing the present and future interests of all Victorians and providing for fair, orderly, economic and sustainable use and development of the land. The State Government has developed numerous guidelines and procedures that have been designed to assist in implementing plans for growth areas which achieve these objectives. These include ensuring that areas proposed to accommodate substantial new populations are developed in a way which ensure that residents have access to services and facilities they will require, and specifically in a way where they have the best opportunities to access these by non-vehicular means. This is becoming increasingly important as the critical links between land use planning and community health outcomes are investigated further. These goals are also reflected in the current Council Plan 2013 – 2017, two of the key goals of which are to <i>“create a safe and supportive place to live, where diversity and lifestyle opportunities are encouraged; and participating in arts, culture, sport and recreation enhances wellbeing”</i> as well as to <i>“initiate, develop and manage healthy, sustainable natural and built environments.”</i></p> <p>In preparing this Development Plan (and associated PSP) Council is implementing one of the tools available to them to achieve these aims. Council has adopted numerous documents and policies which identify their support for improving community health outcomes and recognising the link between planning and health (most recently through the <i>Mildura Housing and Settlement Strategy</i>). The Development Plan, the facilities and services provided, and the way in which they have been provided are designed to facilitate these outcomes. While it may be argued it is in the short term interests of landowners and developers to not provide any community facilities and services or to acknowledge the need to be able to walk to shops, it is not in the interests of the broader community or the thousands of future residents of the growth area, which will accommodate much of Mildura's growth for the next 10 or more years. It is also critical to acknowledge that the area being planned for by this Development Plan and the associated Precinct Structure Plan is beyond the scale of other recent Development Plans, which may be contributing to uncertainty as to the need for such services and facilities.</p> <p>5. The LMW land identified in the submission is not proposed for a community use (and therefore was not identified as such).</p> <p>6. The issue of traffic along Walnut Avenue is not considered to be a significant constraint to the location of the activity centre at the alternate location. Any new traffic-generating uses would be required to undertake an assessment of the likely impacts and works to mitigate such impacts. Furthermore, the location of the activity centre on a busy road has advantages from a retail perspective which may offset the closer proximity to Centro.</p> <p>7. A second activity centre is likely to be located in proximity to the new active recreation uses, however, this centre will be of a smaller</p>

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		<p>scale than proposed in the first stage of residential development, and will not include any significant retail floorspace, given the proximity to Centro and access along San Mateo to existing retail and commercial uses. The specifics of this smaller activity centre will be resolved through the PSP finalisation.</p> <p>8. The argument that Council should not provide any facilities for new growth areas because facilities have not been provided in other areas previously is not considered to be in keeping with Council's aspirations for future planning.</p>
7	<p>1. Opposes the relocation of the activity centre from the previous location on the basis that:</p> <p>It remains the most strategically justified location.</p> <p>The previous location did not impact on dwellings while the new location will.</p> <p>The location of Walnut Avenue would increase traffic congestion.</p> <p>The location of the retail component would be closer to the Centro complex.</p> <p>The new location would mean open spaces are located too close together.</p> <p>The percentage of the landowner land affected by the new location exceeds the previous location.</p> <p>Identifies that the landowner in question is intending to develop in the short term.</p> <p>Identifies that the land is currently being farmed (unlike the previous site) and a delay in development of this land would lead to this use being continued, which may cause land use conflicts.</p> <p>2. Does not believe notification and consultation with the affected landowner was appropriate.</p> <p>3. Queries the grounds on which the decision to move the centre was made, given it appears to have been made in response to the interests of a single landowner.</p>	<p>1. Support for previous location noted.</p> <p>The presence of dwellings on the alternate site is acknowledged and is one of the reasons the original site was preferred.</p> <p>The issue of traffic along Walnut Avenue is not considered to be a significant constraint to the location of the activity centre at the alternate location. Any new traffic-generating uses would be required to undertake an assessment of the likely impacts and works to mitigate such impacts. Furthermore, the location of the activity centre on a busy road has advantages from a retail perspective which may offset the closer proximity to Centro.</p> <p>The centrality of both the previous and the alternate sites are reasonably comparable with both being appropriately located in an accessible location within the growth area (see diagram A in response to submission #5).</p> <p>The location is acknowledged to be closer to Centro but would still be more convenient for local residents to access, and this proximity may be offset by the additional traffic on Walnut Avenue, however, it is acknowledged that the proximity is closer than the previously identified site.</p> <p>Impact on the distribution of open spaces is acknowledged and these were adjusted in the second iteration of the Development Plan to ensure that distribution was still appropriate. It is important to note that some open spaces perform different roles (for example, the Village Green will be a key gathering space with facilities and services, while the 'gateway water feature park' at the corner of Deakin and Sixteenth Street will primarily service a drainage function (but might, for example, also be used for dog walking).</p> <p>The non-residential uses, including the commercial areas, parks, drainage basins etc have been identified on the basis of best location, given land ownership can change over time.</p> <p>The desire of the landowners on Walnut to develop in the shorter term is noted and will be considered seriously given previous suggestions were that this land was unlikely to develop in the short to medium term.</p> <p>The issue of potential land use conflicts is acknowledged and noted, however, this is an issue which may be widespread throughout the area and will need to be managed by Council as the area develops (noting the land is zoned for residential uses). It is not an issue which is specifically relevant to the location of the activity centre.</p> <p>2. Council undertook a four week consultation period and sent bulletins to all registered landowners at the beginning of this exhibition period. This is standard notification, and was the same notification as undertaken for the first iteration of the Development Plan. It is considered that this notification was acceptable, although there may be a need to assess the addresses provided on council on-line data base if bulletins were not received by particular landowners.</p> <p>3. Council makes decisions after balancing a range of factors. It is agreed that these decisions should not be made on the basis of a single landowner, but rather for broader concerns such as the potential impact on growth etc.</p>
8	<p>1. Opposes the relocation of the activity centre from the previous location on the basis that:</p> <p>It remains the most strategically justified location.</p> <p>Was suitably separated from the Centro complex.</p> <p>Was the most central and accessible location, particularly given other identified future development.</p> <p>The new location is not as accessible, closer to other facilities and will hinder development.</p>	<p>1. Support for previous location noted.</p> <p>The location is acknowledged to be closer to Centro but would still be more convenient for local residents of access, and this proximity may be offset by the additional traffic on Walnut Avenue, however, it is acknowledged that the proximity is less ideal than the previously identified site.</p> <p>The centrality of both the previous and the alternate sites are reasonably comparable with both being appropriately located in an accessible location within the growth area (see diagram A in response to submission #5).</p>

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	<p>There were no dwellings on the previous site.</p> <p>2. Queries the grounds on which the decision to move the centre was made, given it appears to have been made in response to the interests of a single landowner rather than on the basis of recommendations.</p>	<p>Impact on the distribution of open spaces is acknowledged and these were adjusted to ensure that distribution was still appropriate. It is important to note that some open spaces perform different roles (for example, the Village Green will be a key gathering space with facilities and services, while the 'gateway water feature park' at the corner of Deakin and Sixteenth Street will primarily service a drainage function (but might, for example, also be used for do walking).</p> <p>The desire of the landowners on Walnut to develop in the shorter term is noted and will be considered seriously given previous suggestions were that this land was unlikely to develop in the short to medium term.</p> <p>The presence of dwellings on the alternate site is acknowledged and is one of the reasons the original site was preferred.</p> <p>2. Council makes decisions after balancing a range of factors. It is agreed that these decisions should not be made on the basis of a single landowner, but rather for broader concerns such as the potential impact on growth etc.</p>
9	<p>1. Opposes the relocation of the activity centre from the previous location on the basis that:</p> <p>It remains the most strategically justified location.</p> <p>Was suitably separated from the Centro complex.</p> <p>Was the most central and accessible location, particularly given other identified future development.</p> <p>The new location is not as accessible, closer to other facilities and will hinder development.</p> <p>There were no dwellings on the previous site.</p> <p>2. Queries the grounds on which the decision to move the centre was made, given it appears to have been made in response to the interests of a single landowner rather than on the basis of recommendations.</p>	<p>1. Support for previous location noted.</p> <p>The location is acknowledged to be closer to Centro but would still be more convenient for local residents to access, and this proximity may be offset by the additional traffic on Walnut Avenue, however, it is acknowledged that the proximity is closer than the previously identified site.</p> <p>The centrality of both the previous and the alternate sites are reasonably comparable with both being appropriately located in an accessible location within the growth area (see diagram A in response to submission #5).</p> <p>Impact on the distribution of open spaces is acknowledged and these were adjusted to ensure that distribution was still appropriate. It is important to note that some open spaces perform different roles (for example, the Village Green will be a key gathering space with facilities and services, while the 'gateway water feature park' at the corner of Deakin and Sixteenth Street will primarily service a drainage function (but might, for example, also be used for do walking).</p> <p>The desire of the landowners on Walnut to develop in the shorter term is noted and will be considered seriously given previous suggestions were that this land was unlikely to develop in the short to medium term.</p> <p>The presence of dwellings on the alternate site is acknowledged and is one of the reasons the original site was preferred.</p> <p>2. Council makes decisions after balancing a range of factors. It is agreed that these decisions should not be made on the basis of a single landowner, but rather for broader concerns such as the potential impact on growth etc.</p>
10	<p>1. Opposes location of activity centre at the new location (no reason provided).</p>	<p>1. Noted.</p>
11	<p>1. Does not support the development of an activity centre, on the basis that no more shops are needed.</p>	<p>1. Council has a responsibility to implement the objectives of planning in Victoria. This includes balancing the present and future interests of all Victorians and providing for fair, orderly, economic and sustainable use and development of the land. The State Government has developed numerous guidelines and procedures that have been designed to assist in implementing plans for growth areas which achieve these objectives. These include ensuring that areas proposed to accommodate substantial new populations are developed in a way which ensure that residents have access to services and facilities they will require, including appropriate access to local retail opportunities. While it may be in the short term interests of existing landowners to not provide any retail or community facilities, it is not in the interests of the broader community or the thousands of future residents of the growth area, which will be the focus of Mildura's growth for the next 10 or more years.</p>
12	<p>1. Reiterates support for activity centre at the previous location and expresses disappointment Council responded to pressure from a single landowner.</p> <p>2. Believes the previous location was a better outcome on the basis of ability to co-locate facilities in an area which provided easy access by both vehicular and non-vehicular means and lack of dwellings on previous site</p>	<p>1. Support for previous location noted.</p> <p>2..Rationale noted and acknowledged.</p> <p>3. Noted.</p>

#	feedback	response
	3. Urges Council to put community good first and support the balanced outcome proposed initially.	
13	<p>1. Opposes location of activity centre at the new location on the basis that:</p> <p>The previous location affected a lesser proportion of the landowners land and, in fact, is owned by LMW, and does not have any dwellings present.</p> <p>Traffic congestion of Walnut Avenue would be exacerbated.</p> <p>The original site would provide a better traffic outcome and has more space for car parking.</p> <p>Greater separation from 15th street is required.</p> <p>2. Queries notification regarding amended activity centre location.</p> <p>3. Identifies that the earlier site was owned by LMW and the leaseholder may not be able to develop in the short term as identified through previous submissions.</p>	<p>1. Support for previous location noted.</p> <p>The presence of dwellings on the alternate site is acknowledged and is one of the reasons the original site was preferred.</p> <p>The issue of traffic along Walnut Avenue is not considered to be a significant constraint to the location of the activity centre at the alternate location. Any new traffic-generating uses would be required to undertake an assessment of the likely impacts and works to mitigate such impacts. Furthermore, the location of the activity centre on a busy road has advantages from a retail perspective which may offset the closer proximity to Centro.</p> <p>The location is acknowledged to be closer to Centro but would still be more convenient for local residents to access, and this proximity may be offset by the additional traffic on Walnut Avenue, however, it is acknowledged that the proximity is closer than the previously identified site.</p> <p>2. Council undertook a four week consultation period and sent bulletins to all registered landowners at the beginning of this exhibition period. This is standard notification, and was the same notification as undertaken for the first iteration of the Development Plan. It is considered that this notification was acceptable, although there may be a need to assess the addresses provided on council on-line data base if bulletins were not received by particular landowners.</p> <p>3. It is noted and acknowledged that the site in question is technically not owned by the purported landowner, but is in fact owned by LMW. However, the landownership of the parcels have not been the basis of the recommendations put to Council in relation to the optimal site.</p>
14	<p>1. Does not believe Mildura South need more facilities and shops.</p> <p>2. If an activity centre is required, believes the Ontario Avenue site previously proposed is a better options as it does not have dwellings, is owned by LMW and is currently for sale.</p> <p>.</p>	<p>1. Council has a responsibility to implement the objectives of planning in Victoria. This includes balancing the present and future interests of all Victorians and providing for fair, orderly, economic and sustainable use and development of the land. The State Government has developed numerous guidelines and procedures that have been designed to assist in implementing plans for growth areas which achieve these objectives. These include ensuring that areas proposed to accommodate substantial new populations are developed in a way which ensure that residents have access to services and facilities they will require, including appropriate access to local retail opportunities. While it may be in the short term interests of existing landowners to not provide any retail or community facilities, it is not in the interests of the broader community or the thousands of future residents of the growth area, which will be the focus of Mildura's growth for the next 10 or more years.</p> <p>2. Support for previous location noted.</p>
15	<p>1. Queries the requirement for a 4ha area for a wetland at the corner of Deakin Avenue and Sixteenth Street.</p> <p>2. Asks if the existing area on the other side of Deakin could be expanded to allow a reduction in this area and if the contours make this area the ideal location.</p> <p>3. Requests that if the size identified remains at 4ha then Council proceed with immediate acquisition.</p>	<p>1. The original Mildura South drainage plan identifies an area of approximately 2ha (or half the block) being required for drainage purposes. This is to provide an 'overflow' facility for the main drainage basin on the other side of Deakin Avenue in times of flood. The drainage plan identifies on the specific drainage requirement, it does not consider other issues which may affect the size of land required, and to provide something other than 'a big hole in the ground' with associated public safety issues, this drainage basin needs to have a more gentle slope on its sides. The engineering diagrams prepared for this area identify that to achieve that almost the entire 4ha block is required. Given the land is unlikely to be inundated for the majority of the time, the Development Plan has sought to use this space in a way which provides some overall benefit to the community, however, it is important to acknowledge a 'park' is secondary to the function as an overflow drainage basin.</p> <p>2. Council has identified a significant amount of drainage will be located on the other side of Deakin Avenue, along with active recreation uses for the entire future Mildura South community. As such, no reduction in this area would be possible. Contours of the land means that these two sites are the lowest point within the area, and this is the basis on which they were originally identified as the key retention area for Mildura South.</p> <p>3. Support for prompt acquisition of this land has been identified in previous responses on this matter, however, the timing of acquisition of this land will depend on a number of factors and is an internal Council matter for resolution.</p>

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16	<ol style="list-style-type: none">1. Queries the ability of Council to propose an activity centre given the current zoning of the land.2. Identifies lot descriptions need to be added to the Development Plan.3. Believes the Development Plan as proposed will add to the costs of housing and disagrees that recent development in Mildura does not accord with best planning practices, nor that there is dissatisfaction with recently developed areas.4. Does not believe cul-de-sacs should be minimised, given that these are what people want and believes the fact that Clause 56 discourages them is not sufficient justification, given the plan is proposing modifications to other requirements of Clause 56 such as road widths.5. Believes road widths proposed by the plan are too wide.6. Queries how parkways will be implemented.7. Queries how Secondary Roads will be implemented.8. Does not believe the Plan should be seeking to provide 'sustainable' places, promote 'connectivity' or include places for people to rest while walking. On this basis, suggests the current Development Plan should not be adopted by Council.	<ol style="list-style-type: none">1. Part of the confusion and issue in this case arises as a result of the Development Plan process being moved ahead of the finalisation of the Precinct Structure Plan (PSP) for the broader area, which would address the need for any rezoning of land to achieve the outcomes of the PSP. This would either rezone the entire area to the Urban Growth Zone (and address relevant non-residential uses within a schedule to that zone) or rezone land to the relevant zone to implement the PSP. All or part of the area under the Development Plan would therefore be rezoned. As such, it is anticipated that areas such as the activity centre would be excluded from any adoption of the Development Plan, until such time as the rezoning of the land is undertaken through the implementation of the PSP.2. No Development Plans prepared by Council have previously included written descriptions of every lot.3. The comments in the Development Plan reflect those provided by a range of stakeholders. It is accepted that certain stakeholders will hold differing opinions on the matter depending on their perspective. It is acknowledged that road widths are wider and there are greater number of parks provided under the Development Plan, as well as newer requirements intended to provide for more diverse housing stock within this important growth area. These are likely to have some impact on developer costs however, the Development Plan has sought to offset these by providing greater flexibility for developers within a set of parameters. An example of this is the removal of the requirement proposed under the existing Mildura South Strategic Framework Plan to provide streets on an angle to achieve specified north / south lot alignments, in favour of allowing developers to decide their own road alignments, which are likely to include a greater number of curved roads to achieve the desired 'privacy' (within the proposed grid of streets which improves pedestrian permeability). Requiring a proportion of smaller dwellings throughout the development area also provides additional opportunities for affordable housing for those who may not seek the traditional housing product of detached single dwellings, whether due to age or financial circumstances.4. A response to the issue of cul-de-sacs was prepared in relation to the previous submissions received on the matter and this response endorsed by Council. It is accepted that different stakeholders will have different views on whether that response is acceptable. Clause 56 is a state wide set of planning provisions intended to provide a set of <i>minimum</i> standards. Council is currently preparing a local policy that provides clearer guidance as to what is required to respond at a local level to the objectives contained within Clause 56 which are the key part of that Clause.5. The road widths proposed have previously been endorsed by Council. For the most part, where road widths are wider, this is to accommodate either a specific urban design outcome or to accommodate services. In the case of local road widths, these have been very carefully considered and, as with many other cross sections, have been adjusted on the basis of feedback from service authorities who have indicated that they have been experiencing significant difficulties in more recent subdivisions of Mildura.6. The implementation of Parkways is acknowledged to be a longer term project, and page 21 of the Development Plan clearly outlines how this will occur. In the case of the specific example provided by the submitter, where there is a public or non-residential land use proposed adjoining a Parkway, planning for that area of open space, or any permit for use will also be required to ensure that the required area of parkway is developed in order to be considered consistent with the applicable Development Plan under the overlay control. Additional commentary may be added to the Development Plan to clarify this.7. The issues with the implementation of the Secondary Roads raised in this submission are valid. This issue arises out of the fact that the existing Development Contributions Plan for the area did not include sufficient funding for connector streets, and in particular to achieve east-west connections. Given the Plan has sought to provide developers with flexibility within individual development areas as to the layout of roads there is a need to provide streets at a higher level which are capable of accommodating greater volumes of traffic, public transport and bicycle lanes. The burden for providing these connector roads should not fall to one developer to the benefit of another. As such, the Development Plan should be adjusted in recognition of this to identify the potential need for additional funding (in discussions around the DCP) and also to clearly identify in the discussion on Secondary Roads what the critical elements of those plans are, and which of the secondary roads are critical and which are of secondary importance in order to provide Council with flexibility in the longer term implementation of the Plan.8. While it is a matter of personal opinion as to whether Council should be seeking to provide sustainable and connected places for their future residents, Council has an obligation under the <i>Planning and Environment Act</i> to implement its objectives. This is supported by numerous State Government planning directives and objectives which form part of the statutory development controls which apply in Mildura. Failure to adequately plan urban environments is increasing being linked to a widening range of health and social related issues.

#	feedback	response
		As such, these principles should continue to be pursued by Council in line with the objectives of the Council Plan 2013-2017 which seeks to <i>"create a safe and supportive place to live, where diversity and lifestyle opportunities are encouraged; and participating in arts, culture, sport and recreation enhances wellbeing"</i> as well as to <i>"initiate, develop and manage healthy, sustainable natural and built environments."</i>
17	<p><i>Note: submission slightly unclear.</i></p> <p>1. Believes proposed facilities could be provided on existing publicly owned land thereby minimising costs and risks to Council.</p> <p>2. Believes new development area should only be used for housing.</p> <p>3. Believes existing 'arc' of public space (Mildura south wetlands) should be used to provide required facilities (plan provided nominates areas immediately north of the wetland on Ontario Avenue and immediately south of the wetland on Walnut Avenue).</p>	<p>1. As mentioned in the summary preceding this response to submission, less than half the land uses anticipated to form part of the 'activity centre' are public uses. In addition, the amount of available public land capable of providing sufficient space to accommodate required facilities is not available within the area proposed by this submission. The only large public landowning is the area at the corner of Sixteenth Street and Deakin Avenue which is identified as accommodating drainage and active recreation uses, and it is noted that even that area is insufficient to accommodate identified long term needs. As such, existing publicly owned land is not a viable option for the location of the activity centre. Risks to Council will be no more than any existing kindergarten, park or meeting room and is not considered to be unreasonable.</p> <p>2. Council has a responsibility to implement the objectives of planning in Victoria. Under the <i>Planning and Environment Act 1987</i>, this includes balancing the present and future interests of all Victorians and providing for fair, orderly, economic and sustainable use and development of the land. The State Government has developed numerous guidelines and procedures that have been designed to assist in implementing plans for growth areas which achieve these objectives. These include ensuring that areas proposed to accommodate substantial new populations are developed in a way which ensure that residents have access to services and facilities they will require, and specifically in a way where they have the opportunities to access these by non-vehicular means. This is becoming increasingly important as the critical links between land use planning and community health outcomes are investigated further. These goals are also reflected in the current Council Plan 2013 – 2017, two of the key goals of which are to <i>"create a safe and supportive place to live, where diversity and lifestyle opportunities are encouraged; and participating in arts, culture, sport and recreation enhances wellbeing"</i> as well as to <i>"initiate, develop and manage healthy, sustainable natural and built environments."</i></p> <p>In preparing this Development Plan (and associated PSP) Council is implementing one of the tools available to them to achieve these aims. Council has adopted numerous documents and policies which identify their support for improving community health outcomes and recognising the link between planning and health (most recently through the <i>Mildura Housing and Settlement Strategy</i>). The Development Plan, the facilities and services provided, and the way in which they have been provided are designed to facilitate these outcomes. While it may be argued it is in the short term interests of landowners and developers to not provide any community facilities and services or to acknowledge the need to be able to walk to shops, it is not in the interests of the broader community or the thousands of future residents of the growth area, which will accommodate much of Mildura's growth for the next 10 or more years. It is also critical to acknowledge that that area being planned for by this Development Plan and the associated Precinct Structure Plan is beyond the scale of other recent Development Plans, which may be contributing to uncertainty as to the need for such services and facilities.</p> <p>3. The existing 'arc' of wetlands, are indeed an excellent community asset, however, there is insufficient land available to accommodate the required services and facilities in that area (noting that these will be partially public and partially private). The 'arc' is also beyond the area subject to either the Development Plan or the Precinct Structure Plan for the area. The linking of this wetland network with the Sixteenth Street greenway to form a key pedestrian loop has been carefully considered by the Plan and relevant diagrams indicate connections from Sixteenth Street to this arc to facilitate this broader network. This appears to be unclear and the intention of the Plan to achieve this link broader should be emphasised further.</p>
18	<p>1. Queries why the recommended location of the activity centre was not supported by Council.</p> <p>2. Identifies the following as reasons the previous location should be preferred over the alternate location:</p> <p>The land previously proposed is not owned by a private landowner who does not reside in Mildura, and has been for sale for many years.</p> <p>The planting of vines on the alternate site is not a reason to indicate lack of interest in development.</p>	<p>1. Council makes decisions after balancing a range of factors. It is agreed that these decisions should not be made on the basis of a single landowner, but rather for broader concerns such as the potential impact on growth etc.</p> <p>2. Support for previous location noted.</p> <p>The Development Plan has considered the best strategic location for the required activities and services, and the issues of whether landowners are local or not was not a consideration that influenced this identification. The non-residential uses, including the commercial areas, parks, drainage basins etc have been identified on the basis of best location, given land ownership can change over time.</p>

#	feedback	response
	<p>It is currently difficult to continue actively farming the land given access and spray issues.</p> <p>The previous location did not affect any dwellings, while the alternate site affects three.</p> <p>Landowner in question are ready to develop now and are not reliant on external bodies or syndicates.</p> <p>Previous location was better in terms of access and separation from existing commercial businesses.</p> <p>Site in question is a good development area for residential dwellings.</p> <p>Alternate location on Walnut Avenue would increase congestion and require additional intersection upgrades.</p> <p>Proportion of landowners land affected would be greater than originally proposed site.</p> <p>3. Suggests compensation should be considered for affected landowner.</p>	<p>It is agreed that the planting of vines is not a valid rationale for identification of a lack of interest in development. The desire of the landowners on Walnut Avenue to develop in the shorter term is noted and will be considered seriously given previous suggestions were that this land was unlikely to develop in the short to medium term.</p> <p>The issue of potential land use conflicts is acknowledged and noted, however, this is an issue which may be widespread throughout the area and will need to be managed by Council as the area develops (noting the land is zoned for residential uses). It is not an issue which is specifically relevant to the location of the activity centre.</p> <p>The presence of dwellings on the alternate site is acknowledged and is one of the reasons the original site was preferred.</p> <p>The location is acknowledged to be closer to Centro but would still be more convenient for local residents to access, and this proximity may be offset by the additional traffic on Walnut Avenue, however, it is acknowledged that the proximity is closer than the previously identified site.</p> <p>Both areas which have been identified as strategically appropriate for an activity centre will be good for residential development. These characteristics however, also make the land an ideal site of the 'heart' of the new Mildura community and in developing a strong community connection between existing and emerging parts of Mildura South.</p> <p>The issue of traffic along Walnut Avenue is not considered to be a significant constraint to the location of the activity centre at the alternate location. Any new traffic-generating uses would be required to undertake an assessment of the likely impacts and works to mitigate such impacts. Furthermore, the location of the activity centre on a busy road has advantages from a retail perspective which may offset the closer proximity to Centro.</p> <p>3. Part of the land within the activity centre will remain available for development, as either higher density housing or retail, and the remainder will be acquired by Council for public uses. This acquisition process is a legislated process and a fair and equitable price for land is part of this process.</p>
19	<p>1. Objects to the alternate location and suggests the initial location should be retained on the following basis:</p> <p>The original site was recommended as the preferred option.</p> <p>The original site did not impact on any dwellings.</p> <p>2. Suggests that College Lease or LMW land where no private landowner would be affected would be a better choice.</p> <p>3. Suggests proposed location would lead to increased traffic impacts.</p>	<p>1. Support for previous location noted.</p> <p>The presence of dwellings on the alternate site is acknowledged and is one of the reasons the original site was preferred.</p> <p>2.. The non-residential uses, including the commercial areas, parks, drainage basins etc have been identified on the basis of best location, given land ownership can change over time. The fact that land is owned by a non-private landowner is not sufficient justification for poor planning outcomes which may compromise the ability of future residents to appropriately access required services and facilities. Please also see discussion preceding this response to submission #5 and note the 'college lease' land is not of sufficient size to accommodate required uses, nor is it in an appropriate location and has been identified for other required non-residential uses under the Development Plan.</p> <p>3. The issue of traffic along Walnut Avenue is not considered to be a significant constraint to the location of the activity centre at the alternate location. Any new traffic-generating uses would be required to undertake an assessment of the likely impacts and works to mitigate such impacts.</p>
20	<p>1. Does not believe the change in activity centre location is justified and opposes the relocation of the activity centre from the previous location on the basis that:</p> <p>It remains the most strategically justified location.</p> <p>The previous location did not impact on dwellings while the new location will.</p> <p>The location of Walnut Avenue would increase traffic congestion.</p> <p>The location of the retail component would be closer to the Centro complex.</p> <p>The new location would mean open spaces are located too close together.</p>	<p>1. Support for previous location noted.</p> <p>The presence of dwellings on the alternate site is acknowledged and is one of the reasons the original site was preferred.</p> <p>The issue of traffic along Walnut Avenue is not considered to be a significant constraint to the location of the activity centre at the alternate location. Any new traffic-generating uses would be required to undertake an assessment of the likely impacts and works to mitigate such impacts. Furthermore, the location of the activity centre on a busy road has advantages from a retail perspective which may offset the closer proximity to Centro.</p> <p>The location is acknowledged to be closer to Centro but would still be more convenient for local residents to access, and this proximity may be offset by the additional traffic on Walnut Avenue, however, it is acknowledged that the proximity is closer than the previously identified site.</p>

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	<p>The percentage of the landowner land affected by the new location exceeds the previous location.</p> <p>Identifies that the landowner in question is intending to develop in the short term.</p> <p>Identifies that the land is currently being farmed (unlike the previous site) and a delay in development of this land would lead to this use being continued, which may cause land use conflicts.</p> <p>2. Does not believe notification and consultation with the affected landowner was appropriate.</p> <p>3. Queries the grounds on which the decision to move the centre was made, given it appears to have been made in response to the interests of a single landowner.</p>	<p>Impact on the distribution of open spaces is acknowledged and these were adjusted to ensure that distribution was still appropriate. It is important to note that some open spaces perform different roles (for example, the Village Green will be a key gathering space with facilities and services, while the 'gateway water feature park' at the corner of Deakin and Sixteenth Street will primarily service a drainage function (but for example, may also be used for dog walking).</p> <p>The Development Plan has considered the best strategic location for the required activities and services, and the issues of whether landowners are local or not was not a consideration that influenced this identification. The non-residential uses, including the commercial areas, parks, drainage basins etc have been identified on the basis of best location, given land ownership can change over time.</p> <p>It is agreed that the planting of vines is not a valid rationale for identification of a lack of interest in development. The desire of the landowners on Walnut to develop in the shorter term is noted and will be considered seriously given previous suggestions were that this land was unlikely to develop in the short to medium term.</p> <p>The issue of potential land use conflicts is acknowledged and noted, however, this is an issue which may be widespread throughout the area and will need to be managed by Council as the area develops (noting the land is zoned for residential uses). It is not an issue which is specifically relevant to the location of the activity centre. .</p> <p>2. Council undertook a four week consultation period and sent bulletins to all registered landowners at the beginning of this exhibition period. This is standard notification, and was the same notification as undertaken for the first iteration of the Development Plan. It is considered that this notification was acceptable, although there may be a need to assess the addresses provided on council on-line data base if bulletins were not received by particular landowners.</p> <p>3. Council makes decisions after balancing a range of factors. It is agreed that these decisions should not be made on the basis of a single landowner, but rather for broader concerns such as the potential impact on growth etc.</p>
21	<p>1. Does not believe the change in activity centre location is justified and opposes the relocation of the activity centre from the previous location on the basis that:</p> <p>It remains the most strategically justified location.</p> <p>The previous location did not impact on dwellings while the new location will.</p> <p>The location of Walnut Avenue would increase traffic congestion.</p> <p>The location of the retail component would be closer to the Centro complex.</p> <p>The new location would mean open spaces are located too close together.</p> <p>The percentage of the landowner land affected by the new location exceeds the previous location.</p> <p>Identifies that the landowner in question is intending to develop in the short term.</p> <p>Identifies that the land is currently being farmed (unlike the previous site) and a delay in development of this land would lead to this use being continued, which may cause land use conflicts.</p> <p>2. Does not believe notification and consultation with the affected landowner was appropriate.</p> <p>3. Queries the grounds on which the decision to move the centre was made, given it appears to have been made in response to the interests of a single landowner.</p>	<p>1. Support for previous location noted.</p> <p>The presence of dwellings on the alternate site is acknowledged and is one of the reasons the original site was preferred.</p> <p>The issue of traffic along Walnut Avenue is not considered to be a significant constraint to the location of the activity centre at the alternate location. Any new traffic-generating uses would be required to undertake an assessment of the likely impacts and works to mitigate such impacts. Furthermore, the location of the activity centre on a busy road has advantages from a retail perspective which may offset the closer proximity to Centro.</p> <p>The location is acknowledged to be closer to Centro but would still be more convenient for local residents to access, and this proximity may be offset by the additional traffic on Walnut Avenue, however, it is acknowledged that the proximity is closer than the previously identified site.</p> <p>Impact on the distribution of open spaces is acknowledged and these were adjusted to ensure that distribution was still appropriate. It is important to note that some open spaces perform different roles (for example, the Village Green will be a key gathering space with facilities and services, while the 'gateway water feature park' at the corner of Deakin and Sixteenth Street will primarily service a drainage function (but might, for example, also be used for do walking).</p> <p>The Development Plan has considered the best strategic location for the required activities and services, and the issues of whether landowners are local or not was not a consideration that influenced this identification. The non-residential uses, including the commercial areas, parks, drainage basins etc have been identified on the basis of best location, given land ownership can change over time.</p> <p>It is agreed that the planting of vines is not a valid rationale for identification of a lack of interest in development. The desire of the landowners on Walnut to develop in the shorter term is noted and will be considered seriously given previous suggestions were that this land was unlikely to develop in the short to medium term.</p> <p>The issue of potential land use conflicts is acknowledged and noted, however, this is an issue which may be widespread throughout the area and will need to be managed by Council as the area develops (noting the land is zoned for residential uses). It is not an issue which is specifically relevant to the location of the activity centre.</p>

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		<p>2. Council undertook a four week consultation period and sent bulletins to all registered landowners at the beginning of this exhibition period. This is standard notification, and was the same notification as undertaken for the first iteration of the Development Plan. It is considered that this notification was acceptable, although there may be a need to assess the addresses provided on council on-line data base if bulletins were not received by particular landowners.</p> <p>3. Council makes decisions after balancing a range of factors. It is agreed that these decisions should not be made on the basis of a single landowner, but rather for broader concerns such as the potential impact on growth etc.</p>
22	<p>1. Does not believe the change in activity centre location is justified and opposes the relocation of the activity centre from the previous location on the basis that:</p> <p>It remains the most strategically justified location.</p> <p>The previous location did not impact on dwellings while the new location will.</p> <p>The location of Walnut Avenue would increase traffic congestion.</p> <p>The location of the retail component would be closer to the Centro complex.</p> <p>The new location would mean open spaces are located too close together.</p> <p>The percentage of the landowner land affected by the new location exceeds the previous location.</p> <p>Identifies that the landowner in question is intending to develop in the short term.</p> <p>Identifies that the land is currently being farmed (unlike the previous site) and a delay in development of this land would lead to this use being continued, which may cause land use conflicts.</p> <p>2. Does not believe notification and consultation with the affected landowner was appropriate.</p> <p>3. Queries the grounds on which the decision to move the centre was made, given it appears to have been made in response to the interests of a single landowner.</p>	<p>1. Support for previous location noted.</p> <p>The presence of dwellings on the alternate site is acknowledged and is one of the reasons the original site was preferred.</p> <p>The issue of traffic along Walnut Avenue is not considered to be a significant constraint to the location of the activity centre at the alternate location. Any new traffic-generating uses would be required to undertake an assessment of the likely impacts and works to mitigate such impacts. Furthermore, the location of the activity centre on a busy road has advantages from a retail perspective which may offset the closer proximity to Centro.</p> <p>The location is acknowledged to be closer to Centro but would still be more convenient for local residents to access, and this proximity may be offset by the additional traffic on Walnut Avenue, however, it is acknowledged that the proximity is closer than the previously identified site.</p> <p>Impact on the distribution of open spaces is acknowledged and these were adjusted to ensure that distribution was still appropriate. It is important to note that some open spaces perform different roles (for example, the Village Green will be a key gathering space with facilities and services, while the 'gateway water feature park' at the corner of Deakin and Sixteenth Street will primarily service a drainage function (but for example, may also be used for dog walking).</p> <p>The Development Plan has considered the best strategic location for the required activities and services, and the issues of whether landowners are local or not was not a consideration that influenced this identification. The non-residential uses, including the commercial areas, parks, drainage basins etc have been identified on the basis of best location, given land ownership can change over time.</p> <p>It is agreed that the planting of vines is not a valid rationale for identification of a lack of interest in development. The desire of the landowners on Walnut to develop in the shorter term is noted and will be considered seriously given previous suggestions were that this land was unlikely to develop in the short to medium term.</p> <p>The issue of potential land use conflicts is acknowledged and noted, however, this is an issue which may be widespread throughout the area and will need to be managed by Council as the area develops (noting the land is zoned for residential uses). It is not an issue which is specifically relevant to the location of the activity centre.</p> <p>2. Council undertook a four week consultation period and sent bulletins to all registered landowners at the beginning of this exhibition period. This is standard notification, and was the same notification as undertaken for the first iteration of the Development Plan. It is considered that this notification was acceptable, although there may be a need to assess the addresses provided on council on-line data base if bulletins were not received by particular landowners.</p> <p>3. Council makes decisions after balancing a range of factors. It is agreed that these decisions should not be made on the basis of a single landowner, but rather for broader concerns such as the potential impact on growth etc.</p>
23	<p>1. Identifies that LMW owns 38ha of land on the northern side of Ontario Avenue and 12ha on the southern side (the site of the originally proposed activity centre).</p> <p>2. Queries whether land proposed for the activity centre will be rezoned and / or acquired.</p> <p>3. Notes that there are some additional urban water supply trunk mains proposed along Sixteenth Street and Riverside Avenue which are not shown on the 'infrastructure plan'.</p>	<p>1. Land ownership noted, including ownership of site previously identified as the preferred location for the activity centre.</p> <p>2. In terms of Councils role in developing the land uses proposed as part of the 'activity centre', and related matter of rezoning and acquisition, it is important to note the following:</p> <ul style="list-style-type: none">▪ A quarter of the land identified for 'medium density housing' is still fully available for the landowner to develop as they choose – it has been included in the activity centre to ensure that it is planned in a way which integrates with the remainder of the centre.

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		<ul style="list-style-type: none">▪ Land identified for community facilities is likely to be partially acquired by Council for the purposes of community uses but other facilities such as the medical centre are likely to be acquired by private developers not Council. It is also noted, that following the development of a more detailed plan for the activity centre area, including what facilities the community planners identify as necessary, some of the land identified for community facilities may not be necessary to acquire.▪ Land identified for the Village Green will be acquired by Council as public open space.▪ Only 2ha of the identified area will be allocated to retail / commercial space (including car parking) to be developed by private investors / developer. While it is impossible to predict the timing of such a development, there is nothing preventing this centre or even the supermarket from developing in stages as the residential population grows, but a long term aspiration should be for a full-line supermarket which has been identified as being supported by the predicted population for the area (noting this excludes existing residents of Mildura South and Cabarita who may also use the centre). <p>Some of the confusion in this case arises as a result of the Development Plan process being moved ahead of the finalisation of the Precinct Structure Plan (PSP) for the broader area, which would address the need for any rezoning of land to achieve the outcomes of the PSP. This would either rezone the entire area to the Urban Growth Zone (and address relevant non-residential uses within a schedule to that zone) or rezone land to the relevant zone to implement the PSP. All or part of the area under the Development Plan would therefore be rezoned. As such, it is anticipated that areas such as the activity centre would be excluded from adoption of the Development Plan until such time as the rezoning of the land is undertaken through the implementation of the PSP.</p> <p>3. Presence of additional trunk infrastructure noted and will be added to infrastructure plan. Infrastructure shown is based on existing Mildura South drainage plan.</p>
24	<p>1. Queries the decision to change to the recommended location against consultant recommendations for one which raises additional issues.</p> <p>Does not believe the change in activity centre location is justified and opposes the relocation of the activity centre from the previous location on the basis that:</p> <p>The location of Walnut Avenue would increase traffic congestion.</p> <p>The percentage of the landowner land affected by the new location exceeds the previous location.</p> <p>The location of the retail component would be closer to the Centro complex and other retail businesses which may compromise future retail viability.</p> <p>Identifies that the landowner in question is intending to develop in the short term.</p> <p>2. Queries the grounds on which the decision to move the centre was made, given it appears to have been made against the recommendation of Councils engaged consultant.</p>	<p>1. Support for previous location noted.</p> <p>The issue of traffic along Walnut Avenue is not considered to be a significant constraint to the location of the activity centre at the alternate location. Any new traffic-generating uses would be required to undertake an assessment of the likely impacts and works to mitigate such impacts. Furthermore, the location of the activity centre on a busy road has advantages from a retail perspective which may offset the closer proximity to Centro.</p> <p>The Development Plan has considered the best strategic location for the required activities and services, and the issues of whether landowners are local or not was not a consideration that influenced this identification. The non-residential uses, including the commercial areas, parks, drainage basins etc have been identified on the basis of best location, given land ownership can change over time.</p> <p>The location is acknowledged to be closer to Centro but would still be more convenient for local residents to access, and this proximity may be offset by the additional traffic on Walnut Avenue, however, it is acknowledged that the proximity is closer than the previously identified site.</p> <p>The desire of the landowners on Walnut to develop in the shorter term is noted and will be considered seriously given previous suggestions were that this land was unlikely to develop in the short to medium term.</p> <p>2. Council makes decisions after balancing a range of factors. It is agreed that these decisions should not be made on the basis of a single landowner, but rather for broader concerns such as the potential impact on growth etc.</p>
25	<p>1. Opposes the relocation of the activity centre from the previous location on the basis that:</p> <p>The location of Walnut Avenue would increase traffic congestion, and may require a change to intersection configuration.</p> <p>The percentage of the landowner land affected by the new location exceeds the previous location.</p> <p>The previous location is owned by LMW, not the previously identified landowner.</p>	<p>1. Support for previous location noted.</p> <p>The issue of traffic along Walnut Avenue is not considered to be a significant constraint to the location of the activity centre at the alternate location. Any new traffic-generating uses would be required to undertake an assessment of the likely impacts and works to mitigate such impacts. Furthermore, the location of the activity centre on a busy road has advantages from a retail perspective which may offset the closer proximity to Centro.</p> <p>The Development Plan has considered the best strategic location for the required activities and services, and the issues of whom the</p>

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	<p>The previous location did not impact on dwellings while the new location will.</p> <p>The location of the retail component would be closer to the Centro complex and there are no shops near the previously proposed location or in Cabarita, which could then access that site conveniently.</p> <p>2. Believes the activity centre location may devalue land.</p>	<p>landowners are, are not a consideration that influenced this identification. The non-residential uses, including the commercial areas, parks, drainage basins etc have been identified on the basis of best location, given land ownership can change over time.</p> <p>The presence of dwellings on the alternate site is acknowledged and is one of the reasons the original site was preferred.</p> <p>The location is acknowledged to be closer to Centro but would still be more convenient for local residents to access, and this proximity may be offset by the additional traffic on Walnut Avenue, however, it is acknowledged that the proximity is closer than the previously identified site.</p> <p>2. It is not considered that the presence of an activity centre on identified land will 'devalue' land.</p>
26	<p>1. Does not believe the change in activity centre location is justified and opposes the relocation of the activity centre from the previous location on the basis that:</p> <p>The location of the retail component would be closer to the Centro complex, while a separation has been identified as important.</p> <p>The previous location is less likely to affect existing residents.</p> <p>The new location would exacerbate existing traffic congestion issues.</p> <p>The previous location was more strategically justified and more centrally located.</p> <p>2. Identifies that the previously proposed land is not currently being used and therefore has less likelihood of creating land use conflicts as the area develops.</p> <p>3. Requests the return of the activity centre to the best strategic location in considering the best interests of the community.</p>	<p>1. Support for previous location noted.</p> <p>The location is acknowledged to be closer to Centro but would still be more convenient for local residents to access, and this proximity may be offset by the additional traffic on Walnut Avenue, however, it is acknowledged that the proximity is closer than the previously identified site.</p> <p>The presence of dwellings on the alternate site is acknowledged and is one of the reasons the original site was preferred.</p> <p>The issue of traffic along Walnut Avenue is not considered to be a significant constraint to the location of the activity centre at the alternate location. Any new traffic-generating uses would be required to undertake an assessment of the likely impacts and works to mitigate such impacts. Furthermore, the location of the activity centre on a busy road has advantages from a retail perspective which may offset the closer proximity to Centro.</p> <p>2. The fact that the land previously proposed for the activity centre is not currently being farmed is noted but is not considered to be sufficient justification in and of itself (noting that the site in question is identified as the strategically preferable location). The issue of potential land use conflicts is acknowledged and noted, however, this is an issue which may be widespread throughout the area and will need to be managed by Council as the area develops (noting the land is zoned for residential uses). It is not an issue which is specifically relevant to the location of the activity centre.</p> <p>3. Request for previous location to be reinstated noted.</p>
27	<p>1. Believes the activity centre would be better located on the LMW land to north of Ontario Avenue where it will keep both landowners happy.</p> <p>2. Suggests that the activity centre would be best located on Seventeenth Street to cater for future development and shouldn't be located in any proximity to existing shops.</p> <p>3. Requests that Council listen to residents.</p>	<p>1. Council has a responsibility to implement the objectives of planning in Victoria. Under the <i>Planning and Environment Act 1987</i>, this includes balancing the present and future interests of all Victorians and providing for fair, orderly, economic and sustainable use and development of the land. The State Government has developed numerous guidelines and procedures that have been designed to assist in implementing plans for growth areas which achieve these objectives. These include ensuring that areas proposed to accommodate substantial new populations are developed in a way which ensure that residents have access to services and facilities they will require, and specifically in a way where they have the opportunities to access these by non-vehicular means. This is becoming increasingly important as the critical links between land use planning and community health outcomes are investigated further. In preparing this Development Plan (and associated PSP) Council is implementing one of the tools available to them to achieve these aims. Council has adopted numerous documents and policies which identify their support for improving community health outcomes and recognising the link between planning and health (most recently through the Mildura Housing and Settlement Strategy). The Development Plan, the facilities and services provided and the way in which they have been provided are designed to facilitate these outcomes. As such, locating the activity centre at the edge of the development area (to the north of Ontario Avenue) cannot be strategically justified on that basis (see submission #5 for further details).</p> <p>2. Alternate proposed location on Seventeenth Street is also noted, however, Seventeenth Street represents the 'edge' of future development in Mildura's growth. There will be no urban growth beyond the area subject to the <i>Mildura South Precinct Structure Plan</i>, with future growth to be to the east of Mildura. As such, a Seventeenth Street location is not something that would be contemplated for an activity centre based around the principles of accessibility.</p> <p>3. As noted, Council must balance the needs of existing and future residents and their decision-making but the process of consultation is undertaken to ensure that residents have the opportunity to express their opinions and for Council to consider these in their decision</p>

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		making processes.
28	<p><i>Note: this submission appears to contradict a number of elements of the previous submission received by this group in response to the first exhibition period.</i></p> <p>1. Suggests that the activity centre be relocated outside the Development Plan area into the next stage of Mildura South's development on the far side of Deakin Avenue on the following basis:</p> <p>Would be located closer to the proposed active recreation area.</p> <p>Suggest this would allow the size of the centre to consider those residents also.</p> <p>Suggests this would remove any hindrances to development and that the location could be determined at some point in the future.</p> <p>2. Suggests that some of the uses would be contrary to the existing zoning and identifies that there is no strategic study to support the need for an activity centre in the area.</p> <p>3. Suggest higher density housing should also be removed as this is out of character and should be discouraged.</p> <p>4. Suggests Deakin Avenue should be the location for the activity centre.</p> <p>5. Supports and encourages the green spaces proposed.</p>	<p>1. Previous submissions identified that the SDIG recognised the importance of the activity centre and provided three alternate locations within the Development Plan area, one of which was the alternate location put to Council. Given the timeframes for development anticipated, it is not considered appropriate or acceptable planning to allow the Development Plan area to establish without services and facilities.</p> <p>The <i>Mildura South Precinct Structure Plan</i> is anticipated to also identify a second activity centre within this second stage of development, in line with the adopted <i>Mildura South Framework Plan</i>. Background investigations identified that this second centre would be of a much smaller scale given the ease of access to Fifteenth Street from this location. This smaller centre would be co-located with the active recreation reserve.</p> <p>The size of the proposed centre, including retail component, has been considered in light of the <i>total</i> population of the Mildura South PSP area, not just the Development Plan area. It has not considered the possibility of residents such as those in existing parts of Mildura South or Cabarita which may increase the catchment. The location for the second activity centre will be determined in the next few months as the Mildura South PSP is finalised.</p> <p>As such, the best strategic location of the centre has been determined with full consideration of the growth of the wider precinct.</p> <p>2. Part of the confusion in this case arises as a result of the Development Plan process being moved ahead of the finalisation of the Precinct Structure Plan (PSP) for the broader area, which would address the need for any rezoning of land to achieve the outcomes of the PSP. This would either rezone the entire area to the Urban Growth Zone (and address relevant non-residential uses within a schedule to that zone) or rezone land to the relevant zone to implement the PSP. All or part of the area under the Development Plan would therefore be rezoned. As such, it is anticipated that areas such as the activity centre would be excluded from any adoption of the Development Plan until such time as the rezoning of the land is undertaken through the implementation of the PSP.</p> <p>The <i>Mildura South Precinct Structure Plan</i> and Development Plan, and their associated background reports, as well as the <i>Mildura South Strategic Framework Plan</i> are the strategic studies that identify the need for an activity centre and its appropriate location. As such, it is important that the contents of this Development Plan continue to be based on strategic planning principles, rather than some of the other factors raised in submissions. The <i>Mildura Retail Strategy</i> first identified the likely need for a full-line supermarket based retail component as part of the Development Plan and this was supported by additional assessment undertaken in the background stages of the <i>Mildura South Precinct Structure Plan</i>. The need for an activity centre of the type proposed, and the location of such a centre at either of the identified locations is strategically justified and can be supported at any independent Planning Panel.</p> <p>3. Previous submissions from the SDIG indicated support for the objectives and content of the Development Plan. Higher density housing is a critical component of Mildura's ability to house all its residents and can be found throughout Mildura's urban area. The inclusion of a diversity of housing is not only State planning policy, but is also a fundamental part of the recently adopted <i>Mildura Housing and Settlement Strategy</i>. It is also noted that the scale of density proposed through the Development Plan is relatively modest.</p> <p>4. A location on Deakin Avenue would not be strategically justified, would not achieve the broader objectives of the Development Plan and may compromise the viability of any retail component given the proximity to Centro.</p> <p>5. Support for green spaces noted (although support for the Village Green which forms a critical part of the activity centre is unclear).</p>
29	<p>1. Expresses dissatisfaction with the notification and response time provided in relation to the change in activity centre location.</p> <p>2. Questions why a site with dwellings was preferred over a site which is not owned by a local.</p>	<p>1. Council undertook a four week consultation period and sent bulletins to all registered landowners at the beginning of this exhibition period. This is standard notification, and was the same notification as undertaken for the first iteration of the Development Plan. It is considered that this notification was acceptable, although there may be a need to assess the addresses provided on Council's on-line data base if bulletins were not received by particular landowners. Council also extended the period for submission further following requests at a public consultation event and provided assistance to those requiring it to make submissions.</p> <p>2. The Development Plan has considered the best strategic location for the required activities and services, and the issues of whether landowners are local or not was not a consideration that influenced this identification. The non-residential uses, including the commercial</p>

#	feedback	response
		areas, parks, drainage basins etc have been identified on the basis of best location, given land ownership can change over time.

Summary of key issues and response

Many of the submissions received addressed the specific issue of the activity centre location and concern the current location may compromise development. There were other submissions received which expressed support for the centre in its current location. There were also submissions which queried the need for retail facilities within the Mildura South Development Plan. The only other issues that were raised in multiple submissions was the minimisation of cul-de-sacs and the proposed drainage area at the corner of Sixteenth Street and Deakin Avenue. Other submissions outlined queries or made suggestions across a range of a matters and these are addressed individually.

There are no significant changes proposed to the Development Plan as a result of the submissions received. While there are potential short term issues identified by submitters, it is important that this document is considered in relation to the long term outcomes for the precinct and this has informed the response. While the immediate and overriding pressure within growth areas will always be for residential development, it is the overriding purpose of a Development Plan to ensure that this is not at the expense of the development of a broader neighbourhood which provides for the needs of all community member, not just specific groups. This places additional importance on the need for the Plan to provide strong guidance around the provision of no residential uses, around diversity of housing and a legible street network. Left to the market, the results are poor integration, a lack of diversity in housing stock, poor amenity and energy efficiency in housing and a lack of services and facilities for residents. Consultation throughout this and other project have indicated this is not a situation stakeholders wish to see continue in Mildura.

Responses to specific key issues are as follows:

- **Activity centre location and potential impact on development** – the location of the activity centre has been carefully considered and the location identified remains the optimal site from the perspective of long term planning for the growth area. It is not considered that development of the activity centre in that location will compromise development of the whole area (noting it may have implications for a specific development) as other land is available for potential development. However, the identification of that site is dependent on the balancing of a number of criteria. An alternative site is identified should Council decide to prioritise other considerations including concerns expressed by the development industry. The identified location was chosen over the alternative due to it being more central to more residents (when later stages of Mildura South's growth are considered), further removed from the Centro complex and on the left hand side of the road. It is noted that this would require a further period for comment and may require other consequent changes to the Plan.
- **Cul-de-sacs** – submission generally opposed the minimisation of the cul-de-sacs, although some submissions were supportive. Reinforcement of existing State policy is still warranted for a range of reasons, and no change is supported in response to the submissions.
- **Sixteenth Street drainage basin** – opposition to this identification but the capacity has been identified through Council's engineering department as required. The area shown is that identified thorough separate work which prepared more detailed drawing identifying the areas required to ensure the basin could be provided in a way which can be integrated with open space (as opposed to a large fenced hole in the ground). Given this basis no change is proposed in response to these submissions.

Changes proposed: Inclusion of references to public transport guidelines, fast growing canopy trees and the inclusion of a medical centre.

Two submissions have been received identifying they would prefer the land to continue to be referred to as Mildura South. The area under that name is very large and there is the potential for this new area to be confused with both the existing Mildura South area and the future areas to develop to the south-east. Some further consideration will be needed in relation to his matter.

#	feedback	response
1	1. Would prefer land remains as 'Mildura South'. 2. Query as to when decision was made to develop beyond Sixteenth Street.	1. Noted. 2. The decision to develop beyond Sixteenth Street has been Council's position for at least 10 years.
2	1. Considers Development Plan has major flaws, with no local input and is a generic 'Melbourne' report. Believes that advice provided through consultation process has not been taken on board. 2. Identifies a land shortage crisis in Mildura. Highly critical of the report's author, Council staff and management. Does not believe draft represents the views of the local development industry, local residents or engineers. 3. Advises the most successful development in Mildura have wide roads (no less than 18m), have courts where kids and play safely (cul-de-sacs) and parkland with play equipment. They are also elevated and have existing services. 4. Believes the report addressed many non-critical issues but does not adequately provide prime residential land and parkland. Make the following suggestions:	1. Consultation sessions have been held throughout the project's process. All local representatives have had the opportunity to participate in the process. The contributions of key stakeholders such as the submitter have been appreciated throughout the process. While consultation events are intended to seek feedback from stakeholders, the views and opinions of these stakeholders must be balanced against broader imperatives including the obligations of Council under the State Planning Policy Framework. It is also noted that the consultant team included local engineers and that all project team members have worked on projects within the Mildura context over a number of years. 2. The shortage of supply in Mildura has been acknowledged by the report's authors and this position has been communicated clearly throughout the process. It is also noted there has been input by local engineers and service authorities as well as supportive submissions received during the exhibition of the plan, including from the Sunraysia Development Industry Group (noting concern over the location of the activity centre which is addressed below). 3. Feedback on successful subdivision for a real estate sales perspective is appreciated, but must be balanced with best planning practice. The Development Plan seeks to ensure that wider roads are provided in new growth areas and that there is a good distribution of parkland with play

#	feedback	response
	<ul style="list-style-type: none">▪ Move the activity centres from its current location▪ Allow developer to provide courts and to dictate lot sizes (500-750sqm).▪ Enforce a 1 acre per 20 acre minimum of parkland with playground (and credit DCP). <p>Provides a plan suggesting an alternative Development Plan which shows village green and activity centre on 3ha north of Ontario Avenue.</p>	<p>equipment throughout the area. There is no doubt that cul-de-sacs are supported by real estate agents and that there is a level of demand for these among consumers. However, this demand is generally based on perceptions of safety in relation to the lack of ‘through’ traffic. This consumer preference needs to be off-set against the negative impacts of cul-de-sacs which include reduced permeability and legibility of street networks and awkward shaped house blocks which can compromise amenity, useable private open space and the ability for dwellings to be developed in an energy efficient manner with eaves and other elements critical to housing in a climate such as Mildura’s.</p> <p>It is also noted that Clause 56 of the Mildura Planning Scheme (which represents State Government policy) identifies the following:</p> <p><i>“Minimise the provision of culs-de-sac.”</i></p> <p>As such, in seeking to minimise cul-de-sacs, the Development Plan is not introducing new policy into the Mildura Planning Scheme but merely reinforcing existing State Planning Policy.</p> <p>4. A Development Plan must address a range of issues, and a range of stakeholders may have differing opinions as to which of these are ‘critical’ or ‘non-critical’. Residential land and parkland make up the largest proposed land uses within the Development Plan area and significantly more areas of open space are proposed than have been provided in other recent growth areas. It is understood a key concern of the submitter is the identification of the ‘activity centre’ on land which is considered ‘prime’ residential land. The location of the activity centre has been very carefully considered and this issue is addressed comprehensively, including alternative locations, in response to submission 8.</p> <p>As noted above, the aspiration of the plan to <u>minimise</u> courts is entirely consistent with existing policy and is good planning practise.</p> <p>While it is understood that lots in the range suggested are the easiest to market, they do not provide for the housing needs of the whole Mildura community, nor do they respond to changing demographics or meet the requirements of the State Planning Policy Framework. As such, the Development Plan cannot, and should not, support this suggestion. However, it is noted that the Plan has been structured to ensure that, once a fixed percentage of smaller and larger lots are provided, the developer is free to provide the remainder of land (75% of any development area) at the lot sizes identified.</p> <p>The suggestion for an enforced establishment of parkland at a ratio basis would require changes to the existing Development Contributions Plan which may have significant delays for the development of the area. It is noted that the recent <i>Mildura Housing and Settlement Strategy</i> recommended a working group be established to resolve issues around DCPs in Mildura and this suggestion should be noted for discussions as part of that process.</p>
3	<ol style="list-style-type: none">1. Does not support any name change given costs involved.2. Wants additional upgrades to streets.3. Expresses concern that an activity centre would not be able to compete with Fifteenth Street.4. Supports the proposed active recreation reserve.	<ol style="list-style-type: none">1. Noted, although it is not considered there would be any costs involved given the area has not yet developed.2. Upgrades to streets will occur as development of the area progresses.3. Stage 1 of the development of the <i>Mildura South Urban Design Plan</i> (which informs the Development Plan) included a review of the existing Strategic Framework Plan for Mildura South. This included a consideration of the potential for the area to accommodate retail development and the scale that could be considered at full development. This work was undertaken by HillPDA and included consideration of the (then proposed, now constructed) Big W and Coles at Fifteenth Street. <p>This work identified that a residential population of around 8,000-10,000 could sustain up to 9,000sqm of shop front floorspace by 2031. This was identified as being provided in two separate activity centres. One smaller centre that has convenience retail, and one larger supermarket based centre, associated with cafes, speciality shops and some commercial shopfronts / personal services.</p> <p>The amount of floorspace identified by HillPDA explicitly considered the impacts of Fifteenth Street and the Mildura CBD. As such, it is considered that the proposed centre has been tested in terms of its economic viability and, although it will develop over time, there is sufficient population anticipated within the Mildura South growth area to support retail development as proposed. This is supported by the <i>Mildura Retail Strategy</i> prepared by Essential Economics which also identified the need for a full line supermarket within the Mildura South growth area.</p> <ol style="list-style-type: none">4. Support noted.
4	<ol style="list-style-type: none">1. Believes the proposed active recreation uses (outside the scope of this development plan) are not necessary and that the area should be reserved for a new hospital and medical facilities.	<ol style="list-style-type: none">1. The development of any growth area requires the provision of active recreation spaces, and indeed, active recreation can directly contribute to reduction in demand for health facilities. There has been no need for an additional hospital identified by any relevant body and, as such, this has not been considered in the plans.

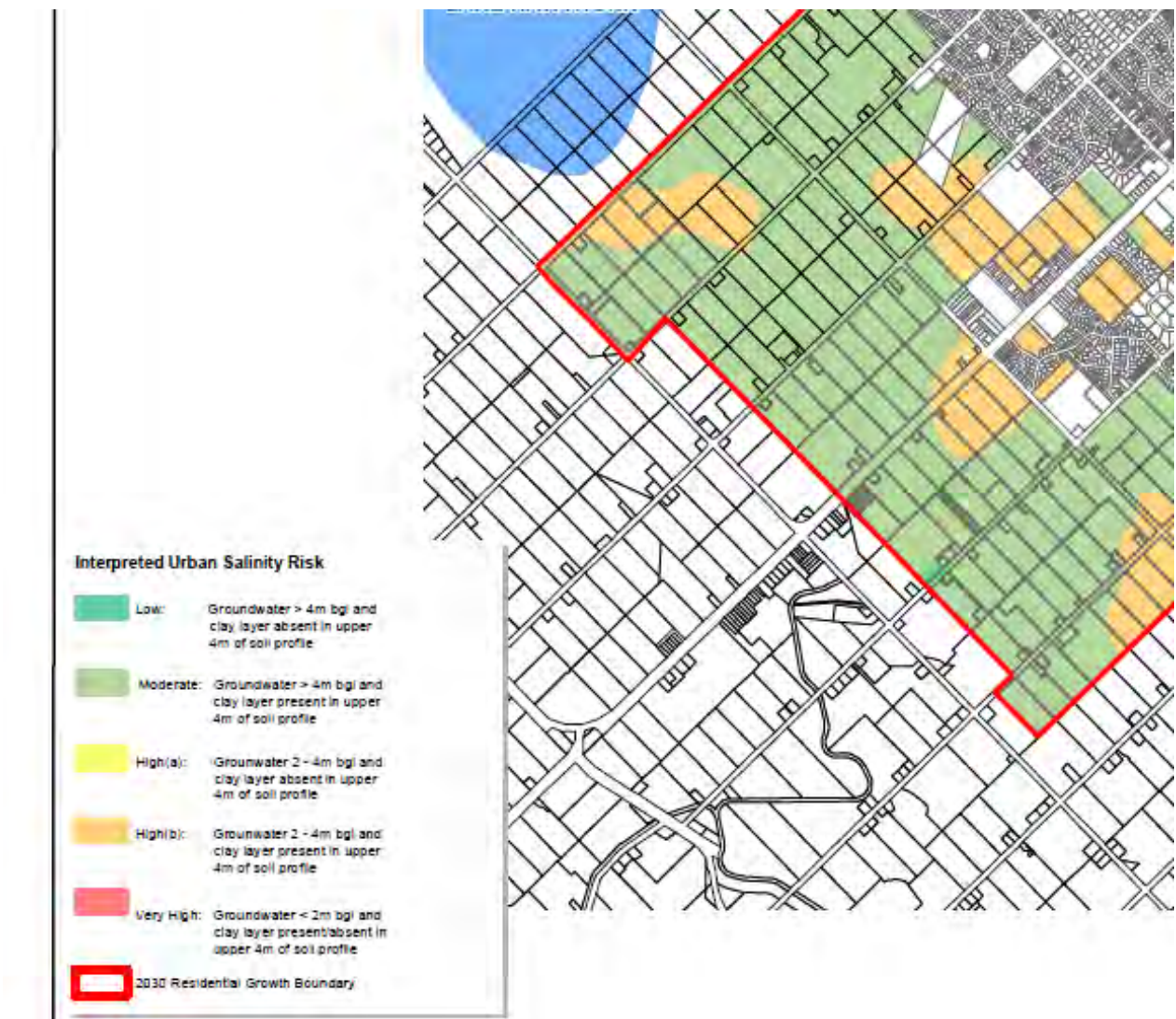
#	feedback	response
		It is noted that it would be anticipated that a medical centre would be supported at the proposed activity centre to provide local health services to the community. A specific reference to this should be added to discussion regarding the activity centre within the report.
5	1. No concerns with Development Plan.	1. Noted.
6	1. Opposes the location of the activity centre, and suggests it would be better located on the north side. Queries the distance and centrality of the proposed location, and expresses concern on impact on Michael David's development.	1. Please see response to submission 8. While it is appreciated that particular individual developers may be affected by the proposed location, the same could be said for any location identified and as a strategic planning document, the <i>Mildura South Development Plan</i> needs to identify the best to location for the overall Mildura South community, rather than any specific developer.
7	1. Opposes the location of the activity centre, on the basis that a full line supermarket and accompanying shops is not required. Believes it would not be used given existing supermarkets in the CBD and Centro. 2. However, also believes it would be a success and would potentially impact on retail businesses in the CBD. Believes it is suitable for resident to drive to the CBD to do their shopping.	1. Stage 1 of the development of the <i>Mildura South Urban Design Plan</i> (which informs the Development Plan) included a review of the existing Strategic Framework Plan for Mildura South. This included a consideration of the potential for the area to accommodate retail development and the scale that could be considered at full development. This work was undertaken by HillPDA and included consideration of the (then proposed, now constructed) Big W and Coles at Fifteenth Street. This work identified that a residential population of around 8,000-10,000 could sustain up to 9,000sqm of shop front floorspace by 2031. This was identified as being provided in two separate activity centres. One smaller centre that has convenience retail, and one larger supermarket based centre, associated with cafes, speciality shops and some commercial shopfronts / personal services. The amount of floorspace identified by HillPDA explicitly considered the impacts of Fifteenth Street and the Mildura CBD. As such, it is considered that the proposed centre has been tested in terms of its economic viability and, although it will develop over time, there is sufficient population anticipated within the Mildura South growth area to support retail development as proposed. 2. The work done by Essential Economics through the <i>Mildura Retail Strategy</i> identified that the development of local facilities for the Mildura South population was necessary in addition to development of Fifteenth Street and the CBD. The centre proposed would serve a very different function to the CBD and would not include things such as specialist retail but more locally relevant services such as a bakery, cafes etc. The centre would not be anticipated to have any significant impact on the Mildura CBD.
8	1. Supports the completion and elements of the plan, and appreciates the effort. Broad support for the plan but some concern over implementation impacts on delivery of subdivision (primarily related to the activity centre location). <u>2. Activity Centre Location</u> Supports the need for an activity centre but concerned over location due to services available to support residential development (i.e. along Sixteenth Street) and the implications of the identification of this location on residential development. Various reasons are given for other lots along Sixteenth Street not developing, as follows: <ul style="list-style-type: none">On-going court case preventing access to services;New plantings of grapes; andLower land with salinity impacts; Concern is also raised about the timeframes for commercial development. The land in question is also identified as being elevated and therefore more desirable for residential development. Acknowledges the planning rationale of the criteria that determined the proposed location but consider that any location along Sixteenth Street addressed criteria 2, 3, 4 and 6.	1. Support noted. 2. The location of the activity centre has been carefully considered, and has balanced a number of different factors. The key criteria / characteristics which have informed the location of the centre are as follows: <ul style="list-style-type: none">Be located on the Sixteenth Street greenway which is the key activity spine.Comprise not only retail development but also the very important 'village green', as well as other community uses such as kindergarten, medical centre etc. These uses have a synergy with each other and should be integrated as a single 'activity centre'. As such, any location needs to consider these uses as a whole and ensure access between the different parts of the centre is easy (i.e. not separated by main roads). This means a contiguous parcel of appropriately 5-6ha plus some medium density residential development (so a nominal 8ha) is required. The retail component benefits from being located next to the park / kindergarten etc which act as drawcards. Medium density development benefits from co-location with the centre, particularly the 'village green'.Be located relatively centrally to all residents of the growth area to ensure that the maximum number of residents are able to access the centre by <u>non-vehicular</u> means.The retail component will need to have excellent street frontage and be well accessed by major roads. There are only two major roads proposed in the Development Plan area which will provide passing traffic and exposure. These are Walnut Avenue and Ontario Avenue. As such the centre needs to be located at the cnr of Sixteenth and Ontario or Sixteenth and Walnut.To prevent issues with traffic it is better for the centre to be located on one side of the road to prevent traffic impacts and the left hand side of the road is preferable to maximise benefit from residents when they are driving home. In addition to Mildura South residents, this may also

#	feedback	response
	<p>Notes that many areas of Mildura do not have access to local supermarket.</p> <p>Presents three other options for locating the activity centre:</p> <ul style="list-style-type: none">▪ Cnr Sixteenth Street and Ontario Avenue (NW side).▪ Cnr Sixteenth Street and Ontario Avenue (NW and SE side - split).▪ Cnr Sixteenth Street and Walnut Avenue. <p><u>3. Activity Centre Size</u></p> <p>Queries the demand for the area of commercial space identified by the Development Plan.</p> <p><u>4. Drainage Basin</u></p> <p>Queries the need for a drainage basin at the corner of Sixteenth and Deakin and suggest that this should be accommodated through the expansion of the larger basin on the other side of Deakin Avenue.</p> <p><u>5. Public open space and greenways</u></p> <p>Support the delivery of open space, landscape and pedestrian linkages but feel costs are not always transparent.</p> <p><u>6. Cul-de-sacs</u></p> <p>Supports the use of cul-de-sacs which are popular from a real estate perspective.</p>	<p>include new residents in low density areas around Cabarita proposed through the recent <i>Mildura Housing and Settlement Strategy</i>.</p> <ul style="list-style-type: none">▪ It would benefit from good access by public transport. The location along Sixteenth Street will ensure good access, as will the location on one of the 'access avenues'. <p>As such, the centre could be located to the south side of either Sixteenth and Ontario or Sixteenth and Walnut. There are issues with locating the centre on the south side of the intersection of Walnut as that would locate the 'village green' immediately next to the drainage basin / park and beyond reasonable distance of many residents. This would not only compromise the 'village green' development, but it would also have implications for the distribution of open space within the area. It is also much closer to Fifteenth Street.</p> <p>When considering the need for the centre to be located centrally within the Mildura South area it is important to acknowledge the later stage of the areas development which will include a further 32ha as residential land between Ontario and Riverside Avenues. Locating the centre for maximum accessibility means locating it between Ontario and Walnut Avenues. As noted, the Ontario location allows for the criteria of left hand accessibility to be met. It also responds to the future population between Riverside and Ontario and provides some additional separation form the Centro complex and associated retail competition.</p> <p>Therefore, the only feasible alternative to the existing currently proposed site would be if a decision was made to trade off those three factors with the ability for an existing proposed development to proceed. This would mean the centre could be located to the north west of the Sixteenth Street / Walnut intersection.</p> <p>Given the issues identified above, the site as proposed remains the best long term planning outcome. However, if Council is prepared to trade off potential issues to facilitate the development of a specific parcel of land then this second site (to the west of Walnut and Sixteenth Street) provides a feasible alternative. However, it is also noted that there is the potential for the same issues to arise in relation to this new parcel and that the landowners in question would need to have an opportunity to consider the impacts of the alternate location prior to any changes being made to the Plan. It is also noted that some consequent changes may need to be made to the road network and the distribution of parkland to ensure that these still provide appropriate outcomes under an alternative scenario.</p> <p>The alternative suggestions provided in this submission were appreciated and were carefully considered. The site on the north-west side of Ontario is too far from a central location to be suitable (see submission 12 for more detail). The splitting of the centre across north-west / south-east sides of Ontario Avenue is also not supported for the reasons outlined above. However, the third suggestion outlined in the submission (cnr Sixteenth and Walnut) has been identified as a potential alternative site, noting this would not be the optimal outcome.</p> <p>While it is acknowledged that elevated land is desirable for residential development, it should be highlighted that it also makes it a desirable location for the 'heart' of the Mildura South community. While much of the focus in discussions has been around the importance of residential development, the activity centre, incorporating the 'village green' is a critical component and should not just be considered on 'leftover' space. It is the activity centre which will be one of the defining features of this new growth area. Elevated land offer significant benefits for the development of a community focal point, as much as it offers incentive for residential developers.</p> <p><u>impact on Mildura South's development potential</u></p> <p>The potential impact on a specific proposed development is noted. However, the assertion that this is the only land which is available to develop along Sixteenth Street is not considered to be as straightforward as outlined within this and other submissions. While the land in question may be the 'easiest' to develop, given the identified demand for dwellings in Mildura South, the existing connections offer alternative development fronts, including to the land between Riverside and Ontario Avenue. There are also other potential connections available once a current court case has been resolved. While new planting may have been established on a lot within the area, there has been no confirmation from these landowners that they do not wish to develop, and indeed, market forces may play a role in decisions of these landowners, as with others in the precinct.</p> <p>Advice from the project engineers has indicated from a stormwater perspective the land most suitable for immediate development is between Walnut and Riverside Avenues. From the perspective of the servicing authorities in relation to sewerage provision the preference would be for the area between Riverside and Ontario. This land has been discussed by many as not being 'desirable'. While it is acknowledge it may not be <u>as</u> desirable as other areas, it is certainly capable of being developed in the short term to the same extent as the land identified for the proposed activity centre location. It is also noted that a current proposed development on the northern side of Sixteenth Street may provide additional impetus for development at this end of the growth area.</p>

feedback

response

While there has been some discussion that land between Riverside and Ontario Avenues is affected by salinity, work undertaken by Council in relation to this matter has indicated that only a small portion removed from Sixteenth Street is affected by a high level of salinity risk. The remainder of the site, including the Sixteenth Street frontage, has the same level of salinity risk as the rest of the Sixteenth Street frontages (noting the entire area is under a Salinity Management Overlay). See diagram below:



It is not the role of a strategic plan to consider the immediate development of individual parcels of land, but to ensure the best long term outcomes. In the case of this Plan, these have been balanced with consideration of the other areas along Sixteenth Street which are potentially available for development.

timeframes for commercial development

It is acknowledged that the Mildura South area is likely to see residential development prior to the development of commercial facilities. However, this is not a valid consideration in determining the best long term outcome for the growth area.

3. Stage 1 of the development of the *Mildura South Urban Design Plan* (which informs this Development Plan) included a review of the existing Strategic Framework Plan for Mildura South. This included testing of the potential for the area to accommodate retail development and the scale that could be anticipated at full development. This work was undertaken by HillPDA and included consideration of the (then proposed, now constructed)

#	feedback	response
		<p>Big W and Coles at Fifteenth Street.</p> <p>This work identified that a residential population of around 8,000-10,000 could sustain up to 9,000sqm of shop front floorspace by 2031. This was identified as being provided in two separate activity centres. One smaller centre that has convenience retail, and one larger supermarket based centres, associated with cafes speciality shops and some commercial shopfronts / personal services.</p> <p>The amount of floorspace identified by HillPDA explicitly considered the impacts of Fifteenth Street and the Mildura CBD. As such, it is considered that the proposed centre has been carefully considered in terms of its economic viability and, although it will develop over time, there is sufficient population anticipated within the Mildura South growth area to support retail development as proposed.</p> <p>This work was also supported by the Mildura Retail Strategy prepared by Essential Economics which identifies at page 66 that <i>“this scale of residential catchment (9,000 persons) would support a neighbourhood centre containing a full-line supermarket, and potentially a network of well-located local shops/centres which provide for daily convenience retail needs of residents.”</i></p> <p>It is critical in planning for any growth area that land is set aside for these ‘non-residential’ uses which may not have the immediate demand but which will form a critical component of the longer term neighbourhood.</p> <p>4. The size of the ‘gateway park’ identified on the plan is in line with work that has been done through a separate project that has identified the required capacity of the wetland in this area and the associated size of land to accommodate this in an integrated way. This comprises an area of around 4ha. If a lesser capacity is identified as being required for drainage then the area identified could be subsequently reduced. However, at this stage, no change is recommended to the plan. See also response to submission 7.</p> <p>5. Noted.</p> <p>6. There is no doubt that cul-de-sacs are supported by real estate agents and that there is a level of demand for these among consumer. However, this demand is generally based on perceptions of safety in relation to the lack of ‘through’ traffic. This consumer preference needs to be off-set against the negative impacts of cul-de-sacs which include reduced permeability and legibility of street networks and awkward shaped house blocks which can compromise both amenity, useable private open space and the ability for dwellings to be developed in an energy efficient manner with eaves and other elements critical to housing in a climate such as Mildura’s.</p> <p>It is also noted that Clause 56 of the Mildura Planning Scheme (which represents State Government policy) identifies the following:</p> <p><i>“Minimise the provision of culs-de-sac.”</i></p> <p>As such, the Development is not introducing new policy in to the Mildura Planning Scheme but merely reinforcing existing State Planning Policy.</p>
9	<p>1. Requests reduction in size of proposed ‘gateway water feature park’ on the basis that a smaller area is required for drainage – 2ha size suggested.</p> <p>2. Identification that early Council acquisition of this land and establishment of parks is in accordance with the ‘vision’ for the area and request that this proceed promptly.</p>	<p>1. The size identified on the plan is in line with work that has been done through a separate project that has identified the required capacity of the wetland in this area and the associated size of land to accommodate this in an integrated way. This comprises an area of around 4ha. If a lesser capacity is identified as being required for drainage then the area identified could be subsequently reduced. However, at this stage, no change is recommended to the plan. See also response to submission 7.</p> <p>2. As noted in the submission, the early acquisition of land for parks is encouraged by the Development Plan. However, it is beyond the scope of a planning document to address the timing of this acquisition.</p>
10	<p>1. Applauds landscape ambition but expresses some scepticism as to delivery.</p> <p>2. Concern over location of the activity centre delaying development and suggests it would be better located on the former FMIT land where it can integrate with end of the Sixteenth Street drainage system.</p>	<p>1. Noted</p> <p>2. Please see response to submissions 8 and 12.</p>
11	<p>1. Does not support the development of a grid pattern of streets on the basis that preference is for cul-de-sacs. Feels that cul-de-sacs provide a higher quality of development.</p> <p>2. Supports development of the activity centre but expresses concern over location of the activity centre delaying development and suggests it would be better located on the land currently under</p>	<p>1. There is no doubt that cul-de-sacs are supported by real estate agents and that there is a level of demand for these among consumer. However, this demand is generally based on perceptions of safety in relation to the lack of ‘through’ traffic. This consumer preference needs to be off-set against the negative impacts of cul-de-sacs which include reduced permeability and legibility of street networks and awkward shaped house blocks which can compromise both amenity, useable private open space and the ability for dwellings to be developed in an energy efficient manner with eaves and</p>

#	feedback	response
	vines which would be more compatible with the development timeframes (cnr Walnut Avenue and Sixteenth Street).	<p>other elements critical to housing in a climate such as Mildura's.</p> <p>It is also noted that Clause 56 of the Mildura Planning Scheme (which represents State Government policy) identifies the following:</p> <p><i>"Minimise the provision of culs-de-sac."</i></p> <p>As such, the Development is not introducing new policy in to the Mildura Planning Scheme but merely reinforcing existing State Planning Policy.</p> <p>2. Please see response to submission 8.</p>
12	<p>1. Concerned with the location of an activity centre (of 8ha) on their land, for the following reasons:</p> <ul style="list-style-type: none">▪ Concern that only a small amount of land will be available for immediate development, primarily due to infrastructure constraints, but also due to new plantings, proposed open spaces or lack of elevation of alternative sites.▪ Submits that their property is the only one available for immediate residential development and on this basis should not be identified for an activity centre.▪ Identifies an existing proposal for the land to provide 300 dwellings (at a sale price of just under \$100m). Claims that this development would have a beneficial impact on Councils finances. Identifies that if Stage 1 (proposed where the activity centre is located) the entire development of the land will be compromised.▪ Identifies concerns with the criteria used to locate the activity centre. Does not believe the location is the most central for residents (given Lake Hawthorn). Suggests on this basis the activity centres should be moved to the corner of Walnut Avenue.▪ Identifies another potential site beyond the Development Plan area which could be expanded rather than establishing a new centre.▪ Suggest that the existing linear wetland will be the key access to the activity centre and on this basis the activity centre should be moved to the north of Ontario Avenue.▪ Suggest also that the location of the activity centre next to Lake Hawthorn would create an appropriate 'vision' for the area.▪ Expresses concern that the Development Plan ignores Lake Hawthorn and does not support recreational paths, particularly those that allow 'circular' movement. <p>2. Is pleased the Development Plan has been reviewed and identifies support for a multitude of recommendations</p> <p>3. Also concerned about road widths, and minimising of cul-de-sacs but reasons not elaborated.</p>	<p>1. The location of the activity centre has been carefully considered, and has balanced a number of different factors.</p> <p>The issues of the impact of locating the activity centre on this land and the potential impacts on development in the area are very difficult to predict and there are different opinions in which areas are likely to develop first. While it is appreciated that, as the landowner in question, there are strong reasons for believing this land is critical, there are other parcels which have been identified as being available for development as well.</p> <p>It is also noted that, without having seen any plans, there is some concern that a yield has been determined for the site in question prior to the preparation of the development plan. This would indicate that the proposed development may not have considered a number of other elements of the Development Plan which may also be considered to potentially 'compromise' this investment. Given the size of the landholding, any divergence from the broader aspirations of the Development Plan has the potential to compromise the vision for the whole Development Plan area and should be strongly resisted. The development of the Mildura South area more broadly will impact on Councils rates, but the impact of a single development should not form the basis for decisions which will have long term impacts on the viability and amenity of this important area of Mildura.</p> <p><u>rationale for current location</u></p> <p>The key characteristics which have informed the location of the centre are as follows:</p> <ul style="list-style-type: none">▪ Be located on the Sixteenth Street greenway which is the key activity spine.▪ Comprise not only retail development but also the very important 'village green', as well as other community uses such as kindergarten, medical centre etc. These uses have a synergy with each other and should be integrated as a single 'activity centre'. As such, any location needs to consider these uses as a whole and ensure access between the different parts of the centre is easy (i.e. not separated by main roads). This means a contiguous parcel of appropriately 5-6ha plus some medium density residential development (so a nominal 8ha) is required. The retail component benefits from being located next to the park / kindergarten etc which act as drawcards. Medium density development benefits from co-location with the centre, particularly the 'village green'.▪ Be located relatively centrally to all residents of the growth area to ensure that the maximum number of residents are able to access the centre by <u>non-vehicular</u> means.▪ The retail component will need to have excellent street frontage and be well accessed by major roads. There are only two major roads proposed in the Development Plan area which will provide passing traffic and exposure. These are Walnut Avenue and Ontario Avenue. As such the centre needs to be located at the cnr of Sixteenth and Ontario or Sixteenth and Walnut.▪ To prevent issues with traffic it is better for the centre to be located on one side of the road to prevent traffic impacts and the left hand side of the road is preferable to maximise benefit from residents when they are driving home. In addition to Mildura South residents, this may also include new residents in low density areas around Cabarita proposed through the recent <i>Mildura Housing and Settlement Strategy</i>.▪ It would benefit from good access by public transport. The location along Sixteenth Street will ensure good access, as will the location on one of the 'access avenues'. <p>As such, the centre could be located to the south side of either Sixteenth and Ontario or Sixteenth and Walnut. There are issues with locating the centre on the south side of the intersection of Walnut as that would locate the 'village green' immediately next to the drainage basin / park and beyond a reasonable distance of many residents. This would not only compromise the 'village green' development, but it would also have implications for the distribution of open space within the area. It is also much closer to Fifteenth Street.</p> <p>When considering the need for the centre to be located centrally within the Mildura South area it is important to acknowledge the later stage of the</p>

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		<p>areas development which will include a further 32ha as residential land between Ontario and Riverside Avenues. Locating the centre for maximum accessibility means locating it between Ontario and Walnut Avenues. As noted, the Ontario location allows for the criteria of left hand accessibility to be met. It also responds to the future population between Riverside and Ontario and provides some additional separation form the Centro complex and associated retail competition.</p> <p>Therefore, the only feasible alternative to the existing currently proposed site would be if a decision was made to trade off those three factors with the ability for an existing proposed development to proceed. This would mean the centre could be located to the north west of the Sixteenth Street / Walnut intersection.</p> <p>Given the issues identified above, the site as proposed remains the best long term planning outcome. However, if Council is prepared to trade off potential issues to facilitate the development of a specific parcel of land then this second site (to the west of Walnut and Sixteenth Street) provides a feasible alternative. However, it is also noted that there is the potential for the same issues to arise in relation to this new parcel and that the landowners in question would need to have an opportunity to consider the impacts of the alternate location prior to any changes being made to the Plan. It is also noted that some consequent changes may need to be made to the road network and the distribution of parkland to ensure that these still provide appropriate outcomes under an alternative scenario.</p> <p>A location outside the Development Plan area is not supported as this would compromise the ability for key elements such as the ‘village green’ to be provided.</p> <p>Given the majority of residents accessing the centre will living to the south of the centre, the assertion that the linear wetland will be the key access point is not supported.</p> <p>The issue of Lake Hawthorn was carefully considered though the project process. While it is appreciated that this submitter sees the lake as an asset there are others who feel strongly that, particularly at certain times of the year, the lake has the potential to significantly compromise amenity. It is also noted that the majority of land around the lake remains in College lease ownership and is zoned for residential, rather than public uses. While the recent <i>Mildura Housing and Settlement Strategy</i> has recommended this area be reviewed, there is no fixed future yet determined for this area and it is beyond the scope of this project to determine that future.</p> <p>Locating the activity centre at the far edge of the Development Plan area would significantly compromise the viability of the retail components and would also have significant implications for the majority of residents within the growth area being able to access the centre by non-vehicular means which is a core tenant of both State and Local policy. This is not supported.</p> <p>The Development Plan as it stands does acknowledge the need for walking tracks and trails, and in particular longer term links to other paths. The ‘access and movement’ plan clearly identifies aspirations for the Sixteenth Street greenway to connect the existing paths around Lake Hawthorn when this becomes feasible (noting this is beyond the area addressed by the Development Plan).</p> <p>While it is appreciated that the particular interests of landowners may be affected by the proposed location, the same could be said for any location identified and as a strategic planning document, the <i>Mildura South Development Plan</i> needs to identify the best to location for the overall Mildura South community, rather than any specific landowner.</p> <p>2. Support noted.</p> <p>3. Noted.</p>
13	<p>1. Wholehearted support for development plan, which was well thought out and presented.</p> <p>2. Understand reluctance of landowners where activity centre is located but supports current location given the centrality.</p>	<p>1. Support noted.</p> <p>2. Noted.</p>
14	<p>1. Identifies need for a proper name for Mildura South</p> <p>2. Identifies need for more community facilities and public toilets.</p> <p>3. Discussion about areas outside the scope of the Development Plan. These discussions include suggestions for public space items in Monash Wetlands. Suggests that retail could be opposite the</p>	<p>1. Noted.</p> <p>2. Additional community facilities and public toilets will be provided as part of the development of Mildura South.</p> <p>3. Suggestions noted, but the Development Plan does not address areas beyond the identified study area. Suggestions for retail outside of the Development Plan area are therefore noted but do not lead to any changes. A convention centre could be contemplated north of Ontario Avenue</p>

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	<p>large basin north of Sixteenth Street and that a convention centre would be appropriate north of Ontario Avenue. Also suggest that Lake Hawthorn should be developed in a similar manner to Lake Wendouree with rowing facilities and similar.</p> <p>4. Identifies the land north of Ontario as suitable for a convention centre and suggests Lake Hawthorn be transferred to public uses.</p> <p>5. Concern about drainage, particularly along Walnut Avenue.</p> <p>6. Concern over water pressure and availability of other services.</p> <p>7. Suggests that a ward based Councillors system would be an improvement.</p>	<p>within the residential areas but without a specific proposal it is not a land use which supersedes a residential outcome. Lake Wendouree in Ballarat is a significantly larger lake with a permanent water supply surrounded by public parkland. While opportunities exist around Lake hawthorn which should be explored by Council, they are unlikely to be of a similar character to Lake Wendouree. It is further noted that while the Plan has sought to improve the sense of connection to the lake it is beyond the scope of the Development Plan and currently in private ownership zoned for residential use.</p> <p>4. Noted, Lake Hawthorn and its relationship to the Development Plan area are addressed further in response to submission 12.</p> <p>5. Drainage for the Mildura South area will be upgraded as development occurs in line with the Mildura South drainage plan.</p> <p>6. Serves and infrastructure will also be upgraded as the area develops.</p> <p>7. Noted, but beyond the scope of the preparation of a development plan to address such matters.</p>
15	<p>1. Not opposed to the Development Plan.</p> <p>2. Support the inclusion of walking and cycling tracks and suggest these should link up to the paths identified in the <i>Mildura Tracks and Trails Strategy 2012</i>.</p> <p>3. Suggests additional of reference to <i>Public Transport Guidelines for Land Use and Development</i>, specifically that densities should be at 15 dwellings per hectare and that 95% of dwellings should be within 400m of public transport access.</p> <p>4. Suggest additional reference be made to the Benetook Bypass and to document impact of this on the road system be identified.</p> <p>5. Suggests additional modelling of traffic generation would be needed to provide comment on road configuration.</p> <p>6. Suggests that any upgrade to Deakin Avenue and its intersection should be included as part of any Development Contributions as this cannot be assumed to be funded by VicRoads.</p> <p>7. Needs to consider impacts on Sixteenth Street, in particular the intersection with Ontario Avenue.</p>	<p>1. Noted</p> <p>2. Support Noted.</p> <p>The <i>Tacks and Trails Strategy</i> has been considered in the preparation of Mildura South and the 'access and movement' plan identifies linkages to existing tracks and trails around Lake Hawthorn and to the open space network to the north. The proposed link from Sixteenth Street to the Lake Hawthorn trails provide potential access all the way to the Murray River. It is also noted that the Sixteenth Street greenway provides additional options to link to other areas through the later stages of the development of Mildura South.</p> <p>3. Specific reference to the guidelines can be added. It is noted that the proposed dwelling densities and percentages have been developed to ensure that the potential for an overall average of 15 dwellings per hectare is still retained, and indeed, could be exceeded depending on developer choice.</p> <p>4. The Benetook Bypass does not impact or relate to the Development Plan area and as such is not considered a relevant matter for discussion. It is noted, however, that the Precinct Structure Plan for the broad Mildura South growth area does consider the bypass.</p> <p>5. Traffic modelling was not within the scope of the development plan preparation.</p> <p>6. Development contributions for the Mildura South area were prepared an approved in 2005. It is not considered there is a strong enough nexus between the upgrades required to Deakin Avenue comparative to the broader benefits to require contributions and Council should continue to negotiate with VicRoads regarding the upgrades to this road, including relevant intersection upgrades.</p> <p>7. It is firstly noted that both Sixteenth Street and Ontario Avenue are Council roads, rather than VicRoads roads. Upgrades to this intersection have been identified as part of the works required as the area develops.</p>
16	<p>1. Supports the development plan and considers it generally demonstrates best practice and addressed issues of implementation appropriately.</p> <p>Congratulates Council on the completion of the Mildura Housing and Settlement Strategy and bringing this development plan to fruition.</p> <p><u>2. access and movement</u></p> <p>Commends the minimising of cul-de-sacs to increase legibility of streets</p> <p>Considers emphasis on pedestrian and cycle movement very good</p> <p>Supports design of open spaces</p> <p>Supports the road network</p> <p>Would prefer to have seen the development plan pursue the realignment of the existing grid structure to provide more north / south orientated lots.</p> <p><u>3. open space and landscape</u></p>	<p>1. Support noted.</p> <p>2. Support noted.</p> <p>The alignment of the road networks was carefully considered and the changes from the realigned grid identified in the Strategic Framework Plan were not undertaken lightly. This change was first identified through the review of the Strategic Framework Plan which comprised Stage 1 of this project. This was on the basis of a number of reasons:</p> <ul style="list-style-type: none">▪ There was concern expressed that the realigned grid created awkward road configurations, particularly at intersections which still needed to be 90 degrees for safety.▪ This in turn created awkward block configurations and decreased legibility of the neighbourhoods.▪ Feedback was also received during consultation that indicated, in the Mildura context, the state-wide aspirations to maximise north facing yards is not necessarily ideal within the Mildura context where shading key areas from extreme heat is often just as important in terms of energy efficiency.▪ The current alignment of streets on an angled north-west / south-east alignment actually means that there is likely to be a better balance of protection from the summer sun and access to the winter sun for a higher proportion of dwellings.

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	<p>Commends the introduction of WSUD</p> <p>Considers the landscape and open space design particularly pleasing but requests that fast maturing canopy trees be specified in the area (as per recent Deakin Avenue plantings).</p> <p><u>4. land use and development</u></p> <p>Supports the land use and development as proposed.</p> <p>Urges Councillors to support the existing identified location of the activity centre which provides the most equitable access for the whole future community, as opposed to providing immediate financial gain for one landowner.</p>	<p>3. Noted, and a change should be made to the plan to identify the specification of fast maturing canopy trees in landscaping.</p> <p>4. Support noted.</p>
17	<p>1. Does not believe that the land at the corner of Sixteenth and Deakin Avenue is best used for a drainage basin / gateway park and believe the site would be better utilised for other purposes (specifically medium density housing).</p> <p>Queries connection with other drainage area on the far side of Deakin Avenue.</p> <p>Believe open space should be located more centrally within residential areas.</p>	<p>1. It is acknowledged that the site in question is an excellent candidate for medium density development and this would be encouraged on the site, where land is not currently identified for a 'gateway water feature park'.</p> <p>It is important to understand that the purpose of the land at the corner of Sixteenth Street and Deakin Avenue in the Development Plan is primarily for drainage. The identification of the area as open space is intended to maximise the broader benefits for the Mildura South community of this area by ensuring the drainage requirements are well integrated into a parklike setting which will add amenity and some facilities for the community. It is agreed that if the primary function of the land was open space for the local residents other locations would be preferred.</p> <p>The Mildura South drainage plan which remains the basis on which this Development Plan has been prepared identifies the need for a significant area of drainage at this location. More detailed planning has been done for this wetland area and it will be connected to the drainage basin on the far side of Deakin Avenue by a culvert under Deakin Avenue.</p> <p>The size identified on the plan is in line with work that has been done through a separate project that has identified the required capacity of the wetland in this area and the associated size of land to accommodate this in an integrated way. This comprises an area of around 4ha. If a lesser capacity is identified as being required for drainage then the area identified could be subsequently reduced. However, at this stage, no change is recommended to the plan.</p>
18	<p>1. Query over the timeframes for the development of the active recreation reserve.</p> <p>2. Query of the reference to stormwater retention project refers to the south-east or north-west corner of Deakin Avenue and Sixteenth Street.</p> <p>3. Query regarding feedback from VicRoads about Deakin Avenue works.</p>	<p>1. The Development Plan has indicated that this should commence as soon as practical but this will be dependent on design development and Council budgetary decisions and is beyond the scope of this Plan to determine.</p> <p>2. The stormwater retention project comprises connected drainage basins on both sides of Sixteenth Street and Deakin Avenue.</p> <p>3. VicRoads have made a submission indicating that funding by that organisation should not be assumed and it should be considered as part of the Development Contributions Plan. However, the current DCP does not consider this and any change to the DCP would result in significant delays to the development of the area, and as such, Council should continue a dialogue with VicRoads regarding the matter.</p>