



Mildura Planning Scheme Amendment C100

Panel Hearing

Expert Evidence by Jane Keddie
May 2018

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1 Introduction

1. My name is Jane Keddie. I am an Associate and Strategic Planner of Hansen Partnership Pty Ltd, Urban Planning, Urban Design, Landscape Architecture, Level 4, 136 Exhibition Street, Melbourne.
2. I hold the following qualifications: Bachelor of Arts, University of Melbourne, 1996 and a Masters of Social Science (Planning and Environment), Royal Melbourne Institute of Technology, 2008.
3. I have practised as a planner for almost 10 years, working as both a statutory and a strategic planner. I have also worked overseas in Vietnam. I have been involved in a broad range of strategic planning projects including the preparation of housing and settlement strategies, township strategies, town centre strategies, activity centre strategies and urban design frameworks. I have worked across a range of regional and rural municipalities including the Cities of Latrobe, Ballarat, Bendigo, Geelong and in Mildura, including involvement in the preparation of the *Mildura Housing and Settlement Strategy*, the *Mildura South Precinct Structure Plan* and the *Mildura South (Deakin & Sixteenth West) Development Plan*.
4. I have been briefed and engaged by the Mildura City Council to assist the Panel in their assessment of Amendment C100 to the Mildura Planning Scheme.
5. I have been requested to do so by providing an overview of the strategic background of Amendment C100 and associated documents and to provide further details and a response to specific matters raised by submitters during the recent exhibition period, as well as the broad objective in applying the proposed Design and Development Overlay.
6. In preparing this statement I have:
 - Considered relevant existing and proposed planning policies and provisions of the Mildura Planning Scheme, including Amendment C100;
 - Considered relevant VPP Practice Notes;
 - Reviewed the *Mildura South Strategic Framework*, *Mildura South Urban Design Plan* and *Mildura South (Sixteenth and Deakin West) Development Plan* and associated documents; and
 - Reviewed submissions received in response to the exhibition of Amendment C100.
7. Following is a summary of my opinions in relation to Amendment C100:
 - I am supportive of the proposed amendment to the Mildura Planning Scheme to implement proposed controls to residential land adjoining Sixteenth Street, noting the following:
 - The vision for the Sixteenth Street as a pedestrian and cycle corridor fronted by medium density development has been established for over a decade, is endorsed by Council and forms part of the Mildura Planning Scheme.
 - Uncontrolled development has the potential to compromise this strategic vision.
 - In my opinion, the proposed control allows Council to properly implement their strategic vision without unreasonably impacting on landowners.
8. There are no matters of significance which I regard as relevant, which to my knowledge have been withheld from the Panel forming this conclusion. I have made all the inquiries that I believe to be relevant and appropriate.
9. A copy of my Curriculum Vitae has been provided in the appendices.

2 The context

2.1 Mildura South & the Sixteenth Street corridor

10. Within the broader Mildura settlement, land to the south-west is known as Mildura South, generally land south of Fifteenth Street.
11. Land between Fifteenth and Sixteenth Street has largely been developed over the previous decades and land between Sixteenth and Seventeenth Street is identified in planning policy as the Mildura South Growth Area. This land is anticipated to accommodate the majority of Mildura's short – medium term growth.
12. Within the Mildura South Growth Area, the first stage of development is anticipated to occur north-west of Deakin Avenue and south-east of Riverside Avenue. This land is already zoned for residential purposes and has an approved Development Plan.
13. Below Seventeenth Street is the Mildura Airport and north of Riverside Avenue is Lake Hawthorn, a semi-permanent waterbody. A major sporting complex is proposed to the south-eastern side of Deakin Avenue. Appendix 1 includes a contextual diagram.
14. Sixteenth Street forms the boundary between the existing Mildura South residential areas and the Growth Area. The roadway has not yet been fully constructed and is anticipated to be reconfigured as land within the Mildura South Growth Area is developed.
15. Some notable features of the Sixteenth Street corridor include:
 - The corridor (between Riverside and Deakin Avenues) is approximately 1.9km in length, with a road reserve of 30m.
 - The corridor is bisected by a series of 'avenues' (Deakin, Walnut, Ontario and Riverside) which connect through to central Mildura. A roundabout has been constructed at the intersection of Walnut Avenue,
 - A bus route runs along Sixteenth Street, and further routes to the Mildura South Growth Area are anticipated as the area develops.
 - While land to the north-east is almost fully developed for residential purposes, some areas are still in the process of being subdivided. Development in this area has occurred in a relatively ad-hoc manner, with no overarching Development Plan.
 - Existing development to the north is exclusively single storey detached dwellings, mostly with open frontages.
 - Land to the south remains relatively undeveloped with agricultural uses generally having ceased, although a few blocks remain in use for horticulture (grapes).
 - As with much of Mildura's Older Irrigated Areas, scattered dwellings are located on the large 10ha blocks, including five dwellings fronting Sixteenth Street.
 - Connections to the broader urban areas are available from Sixteenth Street including through paths to school and wetlands to the northern areas.
 - A small water utility is located fronting Sixteenth Street between Riverside and Ontario Avenues.
16. The following pages contain an aerial of the area (Figure 1) and some photos of these key features (Figures 2-8).



Figure 1 The site and surrounds (Mildura South (Sixteenth & Deakin West) Development Plan outlined in red)



Figure 2 Sixteenth Street looking southeast from Riverside Avenue



Figure 3 Sixteenth Street looking northwest from Ontario Avenue



Figure 4 Sixteenth Street looking southeast from Ontario Avenue



Figure 5 Lower Murray Water asset



Figure 6 Sixteenth Street wetlands



Figure 7 Existing development within the affected area



Figure 8 Recent development within the affected area

2.2 Existing planning controls

17. The planning controls currently applying to the subject site are shown overleaf (Figures 9 & 10). They are as follows:

- The land is zoned General Residential Zone, Schedule 1: Mildura General Residential Area, which includes no modification to standard requirements.
- The land is affected by a Salinity Management Overlay. Under the schedule the land is identified as being of moderate risk.
- The land is affected by a Development Plan Overlay, Schedule 1. A Development Plan was adopted for this area by Council in 2014.
- The land is affected by a Design and Development Overlay, Schedule 8: Mildura Airport - Obstacle Height Area 1, which seeks to manage the height of buildings proximate to Mildura Airport.
- The land is affected by Development Contributions Plan Overlay, Schedules 1 and 2. Both Schedules 1 and 2 relate to 'Infrastructure Works'.

18. Local Policy at **Clause 21.10-1 Main Urban Areas** includes the following objectives:

- *Encourage shorter term residential development at Mildura South in line with the Mildura South (Sixteenth and Deakin West) Development Plan.*
- *Implement longer term development in Mildura South in line with the Mildura South Urban Design Plan Precinct Structure Plan, 2014 Incorporated Document.*

19. The *Mildura South Strategic Framework Plan*, *Mildura South Urban Design Plan Precinct Structure Plan* and *Mildura South (Sixteenth and Deakin West) Development Plan* and the *Mildura Housing and Settlement Strategy* are relevant Reference Documents under this Clause. I note that despite the reference to 'Incorporated Document' the Urban Design Plan is not included at Clause 81.

20. **Clause 21.07-4: New Residential Development** also includes relevant policy as follows:

- *Objective 6 - To ensure that neighbourhood design and the development of new dwellings is responsive to Mildura's climate and considers the likely impacts of climate change.*
 - *Strategy 6.2 Ensure that neighbourhood design encourages the use of active transport and public transport over private vehicular usage.*
- *Objective 8 - To consider the impacts on health and wellbeing outcomes for future residents in the design of new subdivisions, and require that new subdivisions are planned to provide best practice in urban design for 'healthy living'.*
 - *Strategy 8.1 Require that new residential areas are designed to facilitate attractive, safe and legible connections for pedestrians and cyclists between key areas of activity and within neighbourhoods.*
 - *Strategy 8.4 Require new residential neighbourhoods to incorporate greenways or linear parks to connect key areas of activity and encourage active transport and incidental exercise.*
 - *Strategy 8.6 Require the design of development adjoining key public spaces such as parks or identified key pedestrian routes to respond to this.*

21. **Clause 21.04-2: Urban Residential Land Supply and Growth Areas** identifies further strategic work including:

- *Implement the Mildura South Urban Design Plan Precinct Structure Plan, 2014 Incorporated Document.*
- *Prepare a masterplan for the Sixteenth Street Greenway, including landscape guidelines.*

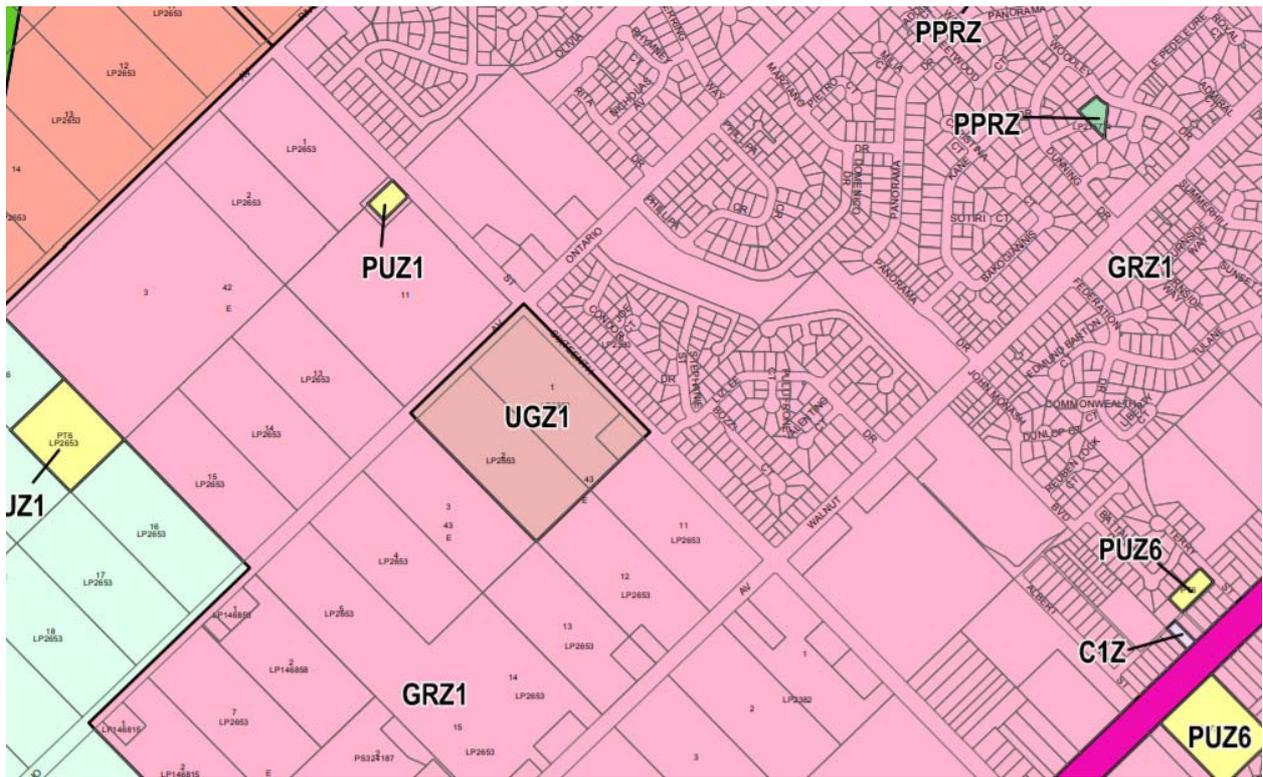


Figure 9 existing zoning controls



Figure 10 existing overlay controls

22. **Clause 21.04-3: Adaptable and Diverse Housing** identifies the following:

The demographic profile of Mildura's population is changing, and the population is ageing. Currently, the vast majority of housing is detached 'family' homes. In the future, this will result in a significant mismatch between the types of housing needed by the community and the housing stock available. It is therefore prudent to seek to establish a diversity of housing to meet this anticipated future need, or to ensure that housing can be adapted to meet these needs in the future.

To support this the following objectives and strategies are included in the Mildura Planning Scheme:

- *Objective 5 - To provide a diversity of housing to meet the needs of Mildura's current and future communities.*
 - *Strategy 5.4 Support the development of medium density housing options, particularly townhouse development in response to changing demographics.*

23. **Clause 22.03: Healthy and Sustainable Neighbourhood Design** applies to all development to urban land and provides a local response to Clause 11 (Settlement) and Clause 15 (Built Environment and Heritage) of the SPPF, and builds on the provisions of the MSS in Clause 21.04 (Settlement and Housing) and 21.07 (Built Environment and Heritage) of the LPPF.

24. Notable are the following objectives included in Clause 22.03:

- *To encourage the provision of housing that caters for the needs of Mildura's residents at different stages of their lives, and for different mobility, income and cultural groups.*
- *To encourage a variety of medium density residential typologies suited to Mildura.*
- *To provide for new neighbourhoods that are walkable for the majority of residents, where access to key services and public spaces can be achieved in a safe, efficient and enjoyable manner.*

Public open spaces:

- *Support the development of linear open spaces throughout the urban area, including the use of: 'Greenways' – active transport corridors which provide connections to key destinations and which include generous provision of landscaping, places to 'pause' and appropriate street furniture;*

Public realm interfaces

- *At key public interfaces, encourage low and / or transparent fencing and landscaping that allows for passive surveillance.*
- *Discourage dwellings which are dominated by garages and create a sense of disconnection between housing and the street.*
- *Encourage the design of building frontages at footpath level along key pedestrian routes to offer visual interest, passive surveillance, social interaction, safety, shelter and convenience.*

Housing Diversity

- *Encourage the provision of medium density housing in a range of settings and suitable areas throughout Mildura's urban area.*
- *Accommodate higher density lots in areas with access or amenity benefits (e.g. along main roads, adjoining any areas of non-residential uses such as retail, open space, schools etc.)*
- *Encourage vehicle access points associated with residential development to be:*
 - *Encouraged to consider utilising alternate access arrangements, where possible, such as rear lanes along key pedestrian routes.*

2.3 Current strategic policy

25. As noted above, there are currently a number of Reference Documents within the Mildura Planning Scheme which provide direction regarding the area subject to the proposed Design and Development Overlay. These are:

- *Mildura Housing and Settlement Strategy;*
- *Mildura South Strategic Framework Plan;*
- *Mildura South Urban Design Plan Precinct Structure Plan; and*
- *Mildura South (Sixteenth and Deakin West) Development Plan.*



Figure 11 Reference Documents

26. The *Mildura Housing and Settlement Strategy* was adopted by Council in 2013 and provides the overarching direction for future residential development for the whole of the municipality. It identifies that the Main Urban Area (which includes the Mildura South Growth Area) will be the first development front.

27. It also identifies the need for additional diversity in housing stock, which is almost exclusively single detached dwellings to respond to the projected increases in single person, lone parent and elderly households. The lack of diversity in housing stock was identified as a key issue.

28. The other three documents also provide more specific guidance on how the Mildura South Growth Area should develop. The policy for Sixteenth Street and the adjoining residentially zoned land within the Mildura South Growth Area is consistent across all documents.

29. The *Mildura South Strategic Framework Plan* was the first document prepared and identified the following in relation to the land:

- Sixteenth Street as a 'Greenway' (see illustrative sketch - Figure 12). *Sixteenth Street/Greenway - a high amenity civic avenue that provides an opportunity to make walking, cycling and public transport relatively more attractive than car use, as well as creating a high profile landscape asset. The greenway is located so as to link Lake Hawthorn, the proposed sporting facilities and be close to the existing development front.*
- Residential land adjacent to the Greenway as being higher density development, with specific direction included in 'design objectives' that development interfacing with Sixteenth Street should be:
 - *Fronted onto by development*
 - *No garage doors*

32. The Mildura South (Sixteenth and Deakin West) Development Plan which was prepared concurrently, expands upon the higher level Precinct Structure Plan and identifies the following 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.

33. The following content relevant to the land affected by the proposed control is noted:

- The importance of Sixteenth Street in setting the benchmark and establishing a sense of place is highlighted, as is the importance of the corridor not being dominated by private vehicles.
- A series of 'design principles are identified, including "Ensure built form responds to key interfaces such as Sixteenth Street and Deakin Avenue".
- The proposed road profile is illustrated below (Figure 14)

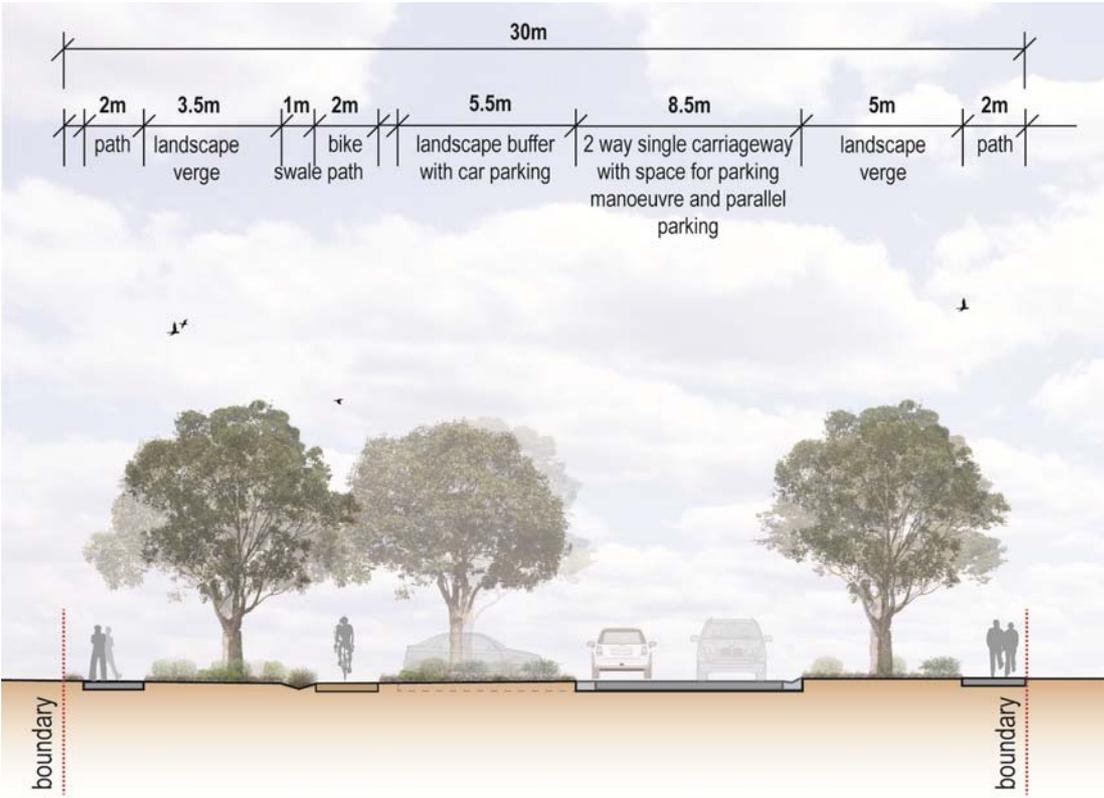


Figure 14 Sixteenth Street Greenway concept – Mildura South (Sixteenth & Deakin West) Development Plan

34. The Development Plan also provides clear directions around interfaces within this Growth Area, including the Sixteenth Street Greenway, as follows:

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.

35. Specific objectives are also included relating to built form interfacing with the Sixteenth Street Greenway, as follows:

- *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.*

36. The Development Plan was adopted by the Council in 2014.

37. Council has subsequently undertaken additional work in preparing a masterplan for Sixteenth Street as recommended by both the Urban Design Plan and the Development Plan and identified as ‘further strategic work’ at Clause 21.04-2 of the Mildura Planning Scheme. This associated preferred built form outcomes are replicated (Figure 15).



Figure 15 Indicative built form outcomes – Sixteenth Street Masterplan

3 Amendment C100

38. Amendment C100, in essence, seeks to implement the Sixteenth Street Greenway and associated built form outcomes identified through the strategic planning outlined above.
39. To do so, the Amendment seeks to apply a single Design and Development Overlay (Schedule 14) to land which will have an interface with Sixteenth Street, and which is anticipated to accommodate residential development.
40. Minor changes are also proposed to the LPPF which I do not intend to address.
41. While it is clear that a substantial body of policy supports the delivery of the Sixteenth Street Greenway and appropriate adjoining development I note that there is currently no permit trigger for a single dwelling, since the Development Plan was approved. This prevents Council from being able to apply existing policy.
42. As a result, I believe the introduction of planning controls to ensure Council has the opportunity to assess the form of development along this corridor is an appropriate response.

3.1 Design and Development Overlay

43. The application of a Design and Development Overlay (DDO) is proposed to implement the relevant built form outcomes identified within the Development Plan which affects this land. The Design and Development Overlay (Clause 43.02) is intended to identify areas which are affected by specific requirements relating to the design and built form of new development.
44. The extent of land affected by the proposed control corresponds to the extent of the *Mildura South (Sixteenth & Deakin West) Development Plan*, excluding land owned by LMW (zoned Public Use), land identified as the site of a future activity centre (zoned Urban Growth Zone) and land adjacent to Deakin Avenue which is owned by Council and is the site of a future open space / wetland.
45. The Design and Development Overlay triggers a permit for "Buildings and works" and for subdivision of land. The drafting of the DDO ensures that only works which interface with Sixteenth Street will trigger a permit. This is an appropriate response given the land has not yet been fully subdivided.
46. The Overlay outlines requirements for:
 - Smaller front and side setbacks to facilitate 'townhouse' style development and increase engagement with the street;
 - No garages and driveways to Sixteenth Street (to avoid crossovers conflicting with pedestrian and cycle paths and reducing the extent of land available for landscaping);
 - Requirements for passive surveillance of Sixteenth Street (i.e. balconies);
 - Frontages to Sixteenth Street to be open, with low or no front fences preferred; and
 - It also includes a requirement that any subdivision of land fronting Sixteenth Street provides vehicle access to the rear.
47. The Overlay requires Council planners to consider:
 - *The impact on pedestrian connectivity, safety and amenity along Sixteenth Street.*
 - *The contribution the proposed development makes to the diversification of housing stock in Mildura.*
 - *The responsiveness to the vision for Sixteenth Street outlined in the Mildura South (Sixteenth and Deakin West) Development Plan, 2014.*
 - *The contribution the building makes to the public realm along Sixteenth Street, including the level of activation and surveillance.*

48. The following requirements are expressed as 'must' within the draft control, and cannot be varied:
- Garages or driveways must not be provided to the Sixteenth Street frontage.
 - Any vehicle access to on-site car parking must be provided to the rear to avoid crossovers to Sixteenth Street.
 - Any on-site car parking must be provided to the rear of the site and screened from Sixteenth Street.
 - Direct pedestrian access must be provided to dwelling entries from Sixteenth Street.
 - Construction of a fence over 1m in height to Sixteenth Street.
49. I note that the word 'driveways' could be removed from the first dot point to avoid duplication with the second dot point.
50. It is my opinion that the requirements of the proposed DDO are consistent with the objectives for built form adjoining Sixteenth Street as outlined in the adopted Development Plan, other strategic documents and the Mildura Planning Scheme.
51. I acknowledge that the General Residential Zone which applies to the land allows for the introduction of a Schedule to tailor some elements of Clauses 54 and 55.
52. Given the scope of design requirements which the Overlay seeks to apply however, I do not believe that adjustments to the zone schedule would be a suitable replacement for the application of the DDO, nor would that approach allow for the consideration of alternate design responses which meet the identified objectives.
53. I believe the Design and Development Overlay is the appropriate tool to address the built form outcomes for land fronting the Sixteenth Street corridor.
54. Further, I am of the opinion that the built form elements addressed by the DDO are key to delivering the vision for Sixteenth Street which has been established for over ten years and which forms part of the Mildura Planning Scheme. As such I believe they are appropriate matters to be addressed by the proposed planning control.
55. I believe that, at such time as land south-east of Deakin Avenue is rezoned, the same control should be applied to areas identified for medium density housing along Sixteenth Street in that area.

3.2 Submissions received

56. A total of six submissions were received following exhibition of Amendment C100.
57. Five of these submissions were from agencies and government departments and raised no significant issues.
58. One objection was received to the Amendment. The grounds of this objection were as follows:
- Does not believe the Amendment is required. Identifies that current strategic documents do not identify the need for a DDO;
 - Believes applying a DDO to residential land is "*going too far*"; and
 - Believes existing single dwelling developments fronting Sixteenth Street should retain their subdivision potential, which will be compromised by the proposed control.

4 Key issues

59. In my opinion the key planning issues relevant to the proposed controls include the following:

- The need for the control in general.
- The appropriateness of the application of a control to residential land fronting Sixteenth Street.
- The implications of such as control on existing development.

60. I discuss each of these issues in the following section of my report.

4.1 Need for the proposed overlay

61. In slightly unusual circumstances, the Mildura South Growth Area was rezoned to the General Residential Zone prior to detailed planning of the area being undertaken. As such, single dwellings within the area have been, and remain, 'as of right'.

62. To date, five dwellings have been constructed fronting Sixteenth Street. One outside the proposed amendment area and one is associated with the ongoing horticultural use north of Walnut Avenue (located on the corner). The three remaining dwellings are sited to the south-east of Walnut Avenue (see Figure 16 below) and are the subject of the submission.



Figure 16 Existing housing referenced in submission

63. The form of these dwellings is not, in my opinion, consistent with policy for development along this corridor, nor is it consistent with the relevant reference documents contained within the Mildura Planning Scheme.

64. As noted previously, without the application of the proposed control, Council has limited means of implementing the preferred built form outcomes identified in Section 2.

65. As such, it is my opinion that there is indeed a need for the application of the proposed control.

66. I do not believe that the lack of identification in such as control in previous documents is relevant to the current proposed application. Planning is a fluid and evolving practice and must respond to challenges as they arise. The development of new single dwellings fronting Sixteenth Street in formats which compromise the future vision for this corridor is one such challenge.

4.2 Appropriateness of applying a control

67. The Sixteenth Street Greenway has been a defining feature of all strategic planning undertaken for the Mildura South Growth Area.
68. It is identified as a key pedestrian and cycling corridor, connecting areas such as the future activity centre, school, existing walking tracks and major sporting facilities, complementing a broader cycle and pedestrian network.
69. Further to this, the corridor is also identified as playing a key role as a public space, fostering informal social interactions and connecting the existing Mildura South community (north-east of Sixteenth Street) with the future community to the south-west.
70. In my experience working within Mildura, there has been some concern about the way in which earlier stages of Mildura South have developed particularly in relation to access, connectivity and 'sense of place'. The Sixteenth Street Greenway is part of an ambition which seeks to deliver an improved outcome.
71. It is identified that the proliferation of vehicular crossovers seen in 'typical' suburban streetscapes would compromise the functionality and amenity of this important pedestrian and cycle corridor. I believe this is a valid concern and that the development of crossovers to Sixteenth Street should be avoided.
72. As can be seen from Figure 16 the three dwellings include a total of 6 crossovers, highlighting clearly one of the issues Amendment C100 seeks to address.
73. If development forms consistent with the current 'standards' are provided along the other side of the corridor, a significant number of crossovers to Sixteenth Street can be anticipated. This is illustrated by the diagram below which demonstrates a single block on the northern side delivering in excess of thirty crossovers (and associated garages).



Figure 17 Existing 'standard' housing to the north of Sixteenth Street, and associated crossovers

74. I believe, the replication of this form of development on the southern side of Sixteenth Street would severely impact not only on the ability of Council to deliver the landscape outcomes required to form the 'greenway', dramatically reducing the amount of street space available for the planting of vegetation.
75. To deliver the activation and amenity identified through existing policy, new built forms which interact with the streetscape and provide opportunities for interaction between public and private space are pursued. Again, I believe this is consistent with good planning practice.

76. In terms of the delivery of medium density housing along the corridor, I note again that this corridor has a long established policy suggesting this corridor as one of the locations within Mildura where some diversification of the housing stock should be facilitated.
77. While there has been limited diversification of the housing stock in Mildura to date, I believe there is strong policy support through both State and Local Planning Frameworks to ensure that a greater diversification is provided in the future. I am of the opinion that, in keeping with current policy, this corridor is an appropriate area to accommodate such diversification.
78. As noted earlier, individual developments along this corridor have the ability to incrementally compromise the broader vision for this corridor.
79. While it is acknowledged that the land is zoned General Residential Zone, the application of an overlay control to such land is common practice where there is a specific design outcome which is sought for particular areas. The fact that the land is zoned General Residential is not, in my opinion, relevant to the application (or not) of any further controls to the land.
80. As such, the application of a planning control to residential land to ensure that the wider community benefits of the Sixteenth Street Greenway are not compromised by individual development aspirations is, in my opinion, warranted. I also note that the area to which the proposed DDO control is to be applied is a very small portion of the broader growth area.

4.3 Implications of the proposed control

81. The submitter raises issues in relation to the three existing dwellings identified at Section 4.1, and unspecified concerns that the "flexibility" that existed under the Development Plan would be removed.
82. In addressing the implications for these dwellings it is firstly noted that the aspirations and objectives for this corridor have long been established, and should be of no surprise to anyone working within the development industry within Mildura.
83. The submitter expresses concern that the further subdivision of the balance of these residential lots will be compromised by the application of the proposed control.
84. I do not believe the proposed controls prevent the future development of this land and it is my opinion that a suitable interface between any development on adjoining land (in keeping with the proposed controls) and these existing dwellings is achievable. As is the case with much of Mildura's identified growth areas, flexibility will be needed to ensure new development responds to existing development.
85. I note that the boundary between existing single dwellings and future medium density forms is one area where side setbacks are likely to be required to ensure that the amenity of these existing dwellings is not compromised. I believe the proposed control in worded in such as way as to allow an appropriate response.
86. Some additional flexibility may be required for the remaining land between the existing dwellings to avoid compromising existing private open space. I believe there is sufficient flexibility in the control to respond to this.
87. There is sufficient room to accommodate a rear access land or new local street to facilitate rear access in line with the proposed control.
88. As with all controls, the specific design and its response to context, which includes these existing dwellings will be important. I note that medium density development can take a variety of forms.
89. In relation to the particular subdivision aspirations of these landowners, I have not seen any specific plans so cannot make any specific comment on those other than to reiterate that the integration of medium density development along this corridor has been clearly articulated in policy since 2007.
90. Furthermore, as noted previously, the DDO is based on the content of the Development Plan and, as such, I do not believe it unreasonably changes any expectations in relation to what may occur on the land in question.

5 Conclusion

91. There is a long history of strategic planning for the Sixteenth Street corridor, which is one of the key urban features of the Mildura South Growth Area. This planning is embedded within the Mildura Planning Scheme.

92. Key directions relating to Sixteenth Street relate to its role in providing:

- Medium density housing
- A safe and attractive pedestrian and cycle corridor
- A strong landscape character

93. There is currently no permit trigger for the development of a single dwelling along this corridor, meaning Council has no means of ensuring these outcomes.

94. In my opinion, Planning Scheme Amendment C100 proposes changes to the Mildura Planning Scheme that appropriately implement existing policy contained within the scheme and associated Reference Documents, which ensures that development will occur in an orderly and sustainable manner in keeping with the objectives of the State Planning Policy Framework.



Jane Keddie

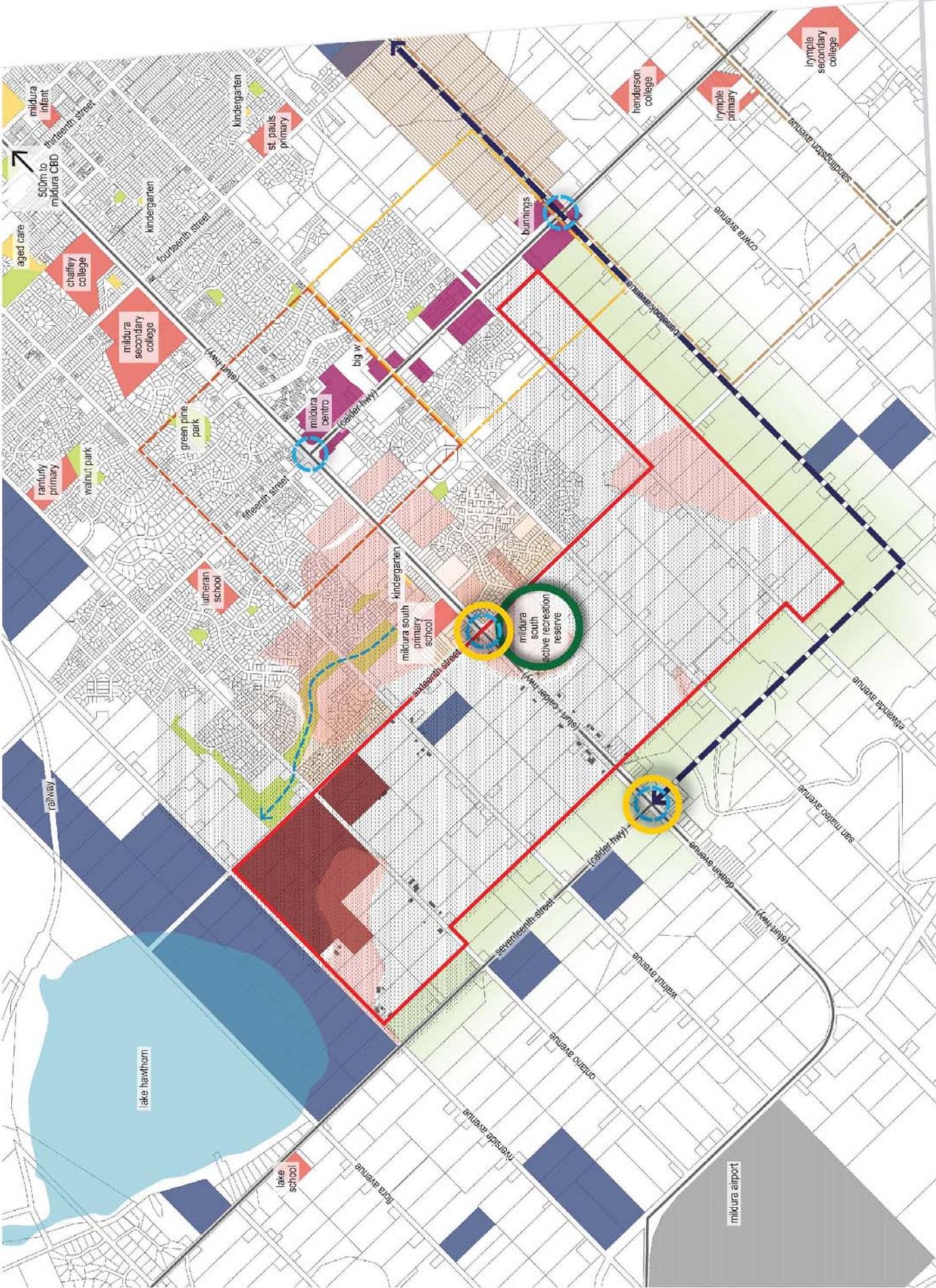
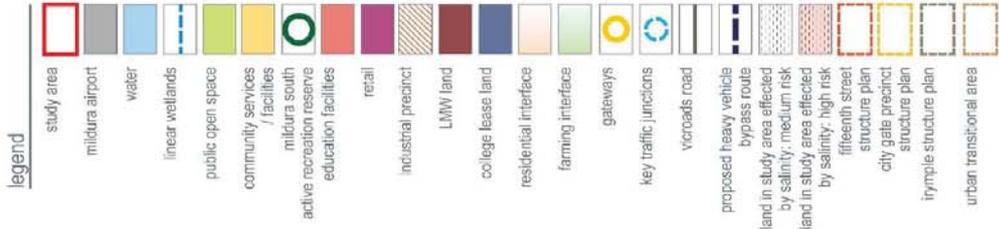
Associate

BA, MScSci, MVPELA

Appendix 1 – Contextual diagram

mildura south urban design plan

fig 2 local context



Project Ref: 10-649
 Dwg No.: UDD-022
 Scale: 1:20,000@A3
 Date: 13.10.14
 Revision: D



Appendix 2 – Curriculum Vitae



Jane Keddie

Associate

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Summary of Experience

Jane is a key member of **Hansen's** strategic planning & design teams. She has experience across a wide range of planning projects and processes, working regularly on large scale strategic planning and urban design projects. She regularly manages complex projects, including extensive consultation and management of multiple sub-consultants. She works across hansen's planning, urban design and landscape architecture teams and has a clear appreciation of the operation of the VPPs and the planning structures operating within the Victorian context. She has particular experience and interest in the planning of our regional cities and centres.

Her excellent verbal and visual communication skills assist in the wide range of presentations, consultation and stakeholder engagement that her work entails. Jane continues to travel widely and her interest in other places and in the sustainability of our settlements informs her day-to-day work. She also continues to work on selected statutory and VCAT projects, ensuring that she retains a practical understanding of the need for robust outcomes at the end of strategic or design planning projects.

Current

Associate
Hansen Partnership
April 2013 – present

Experience

Hansen Partnership
Senior Planner (September 2010 – April 2013)

Hansen Partnership
Planner (April 2009 - September 2010)

Hansen Partnership
Graduate Planner (August 2008 - December 2008)

Qualifications

- Masters of Social Science (Planning and Environment)
RMIT University (2008)
- Bachelor of Arts
Melbourne University (2000)

Affiliations

- Victorian Planning and Environmental Law Association (VPELA) - member

Specialisations

- Housing and settlement strategies
- Growth area plans / precinct structure plans
- Structure plans
- Urban design frameworks
- Masterplans / development plans
- Rural / green wedge strategies
- Activity centre strategies
- International and tourism projects
- Planning scheme amendments / rezonings
- Development approvals



Key Project Experience

Strategies

- Eastern Region Land Use Framework Plan, DEWLP (current)
- Planning for Sea Level Rise in port Phillip Bay, MAV (current)
- Barwon Heads Residential Character Study, City of Greater Geelong (2016)
- Mildura Housing and Settlement Strategy, Mildura Rural City Council (2012)
- Melton Housing Diversity Strategy, City of Melton (2012)
- Mildura South Precinct Structure Plan, Mildura Rural City Council (2010)
- Traralgon Growth Areas Review, City of Latrobe (2009)

Structure plans / urban design frameworks

- Port Fairy Coastal & Structure Plan (2017)
- Neerim South Urban Design Framework, Baw Baw Shire Council (2016)
- Trafalgar Urban Design Framework, Baw Baw Shire Council (2016)
- Lilydale Structure Plan, Yarra Ranges Shire Council (2015)
- Mildura South Development Plan, Mildura Rural City Council (2013)
- Bendigo Hospital Precinct Structure Plan, City of Greater Bendigo (2013)
- Eaglehawk Structure Plan, City of Greater Bendigo (2011)
- Heathmont and East Ringwood NAC Structure Plans, Maroondah City Council (2011)
- Dunkeld Structure Plan, Southern Grampians Shire Council (2010)
- Traralgon Activity Centre Plan, City of Latrobe (2009)
- Hamilton Structure Plan and Urban Design Framework, Southern Grampians Shire Council (2009)
- Ontario Avenue -Flora Avenue Precinct Plan, Mildura Rural City Council (2009)

Master Planning / Development Planning

- Halls Gap Action Plan, Northern Grampians Shire Council (2017)
- Sixteenth Street Masterplan, Mildura rural City Council (2017)
- Eltham MAC Precincts 3 & 4 Masterplan, Nillumbik Shire Council (2016)
- Graysharps Road Precinct Plan Nillumbik Shire Council (2016)
- Traralgon Creative Precinct Plan, City of Latrobe (2016)
- Yarrambat Development Plan, Nillumbik Shire Council (2015)
- Traralgon Station Precinct Masterplan, City of Latrobe (2010)
- Warragul Town Centre Urban Design Framework and Station Precinct Masterplan, Baw Baw Shire Council (2009)
- Ballarat Civic Hall Design Options, City of Ballarat (2009)

Rural / Green Wedge Strategies

- Barwon Coastal Management Plan, Barwon Coast (2016)
- Baw Baw Rural Land Use Review, Baw Baw Shire Council (2016)
- Melton Green Wedge Management Plan, Melton City Council (2012)

- Frankston Native Vegetation Controls Review, Frankston City Council (2015)

Activity Centre Strategies

- Hobsons Bay Activity Centre Strategy, Hobsons Bay Council (2014)
- Melton Retail and Activity Centre Strategy, Melton City Council (2012)
- Ballarat Activity Centre Strategy for the City of Ballarat (2010)

Panel Hearings / Expert Evidence

- Amendment c81 Submission, Moreland, Private Clients (2009)
- Amendment c Ballarat advocacy, Ballarat City Council (2013)
- Amendment c29 Southern Grampians, expert evidence, Southern Grampians Shire Council (2013)

Development Approvals

- 4 Hyton Crescent, Kew, Private Client (2014)
- 4 Palermo Street, South Yarra, Private Client (2012)
- 26 Wilson Street, South Yarra, Private Client (2010)
- 435 Spencer Street, West Melbourne, Private Client (2010)
- Main Ridge properties planning and subdivision applications, SHR Pty Ltd (2009)
- 20-24 Garden Street, South Yarra, Private Client (2009)
- 353 Burwood Highway, Forest Hill, Hewlett Packard (2008)

Council Services

- Bridge Street Design Guidelines, Nillumbik Shire Council (2016)
- Alfredton NAC design review, City of Ballarat (2011)
- Overflow statutory planning assistance, Kingston City Council (2009)
- 1 Ascot Vale Road planning assessment and advice, Moonee Valley City Council (2008)
- Overflow statutory planning assistance, Warrnambool City Council (2008)

Tourism and Sustainable Planning

- Planning for sustainable tourism on Tasmania's East Coast, Break O' Day Council & Federal Department of Environment (2014)
- Farm Vigano Master Plan, Working Heritage (2014)
- Carome Homestead Masterplan, Working Heritage (2014)

International

- Con Dao Precinct Master Plan, BR-VT Province Peoples Committee, Vietnam (2010)