

# 7 Design Guidelines

7.1 OVERVIEW

The CBD Design Guidelines are to be used by Council, developers and the community to guide and inform decision making related to the look, feel and strategic intent of the CBD.

The guide is structured into 3 parts to provide guiding principles at varying scales of intervention.

**Part 1** outlines general principles which apply throughout the Mildura CBD and provide overarching direction to guide consistency of treatments and promote high quality forms of development, streetscape and public realm improvements.

**Parts 2 and 3** are more targeted guidelines focusing on particular uses and precincts within the CBD.

PART 1: PLACE GUIDELINES

- G1 Streets and Public Realm
- G2 Sustainable Transport and Car Parking

PART 2: USE GUIDELINES

- U1 Mixed Use Development
- U2 CBD Living

PART 3: PRECINCT GUIDELINES

- P1 Retail Heart
- P2 Seventh Street Promenade
- P3 Mixed use and Commercial
- P4 Creative Industries
- P5 Health and Wellbeing
- P6 CBD Living - East and West

## G1

## Streets and Public Realm

## G1.1 Built form

*To promote contextually responsive development, the siting, form and massing of buildings, is important in promoting outdoor liveability and enhancing the comfort, amenity and character of Mildura's CBD.*

## Building Form

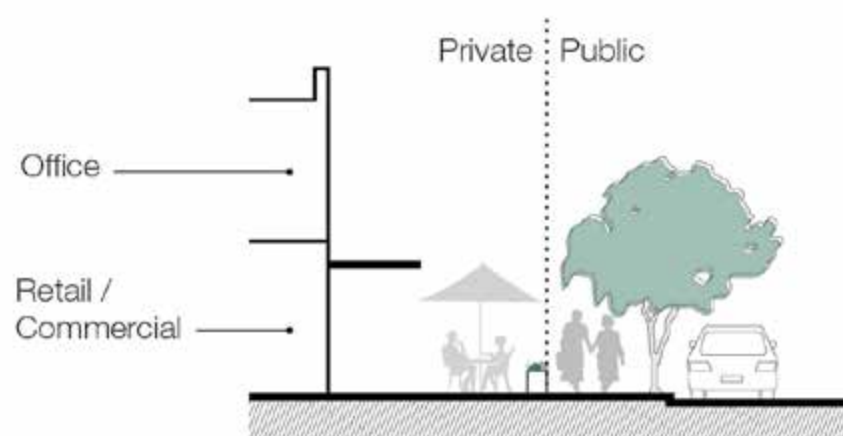
- The form and design of new development, particularly building edges which interface with the public realm, should positively contribute to the character and amenity of the CBD.
- Ensure new development is appropriate to the existing site context by respecting the style and scale and of adjacent buildings, especially buildings of heritage significance.
- Define street edges through careful building placement. Varied building setbacks may be used to add variety to the street experience or create interstitial spaces, where appropriate.
- New development, alterations and additions, must be designed in accordance with Environmentally Sustainable Design (ESD) principles.
- The ground floor of retail and commercial buildings must have a high level of articulation to enrich the street experience.
- The material palette, façade treatments, and articulation of horizontal and vertical building components should be complementary and read together as a consistent design response.
- For prominent and corner sites within the CBD, careful attention should be paid to building massing and the articulation of horizontal and vertical building planes.

## Outdoor Spaces

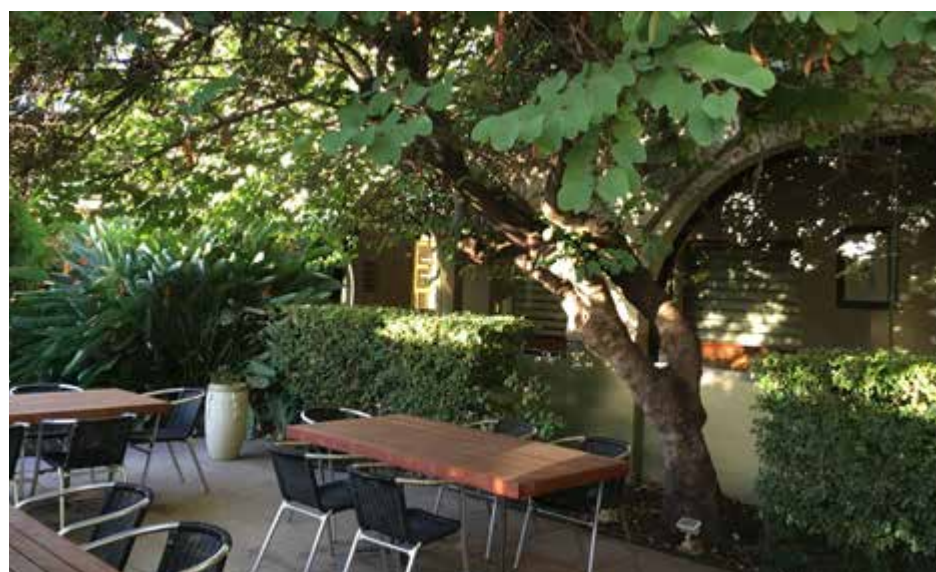
- The creation of semi-private outdoor spaces that extend and contribute to the public realm and street experience is recommended within the central retail, commercial and mixed use precincts (refer to Precinct Guidelines).
- The conversion and establishment of rooftop outdoor space, for dining and entertainment, or passive use, is recommended to capitalise on the local climate and views of the CBD and Riverfront.

## Servicing Access

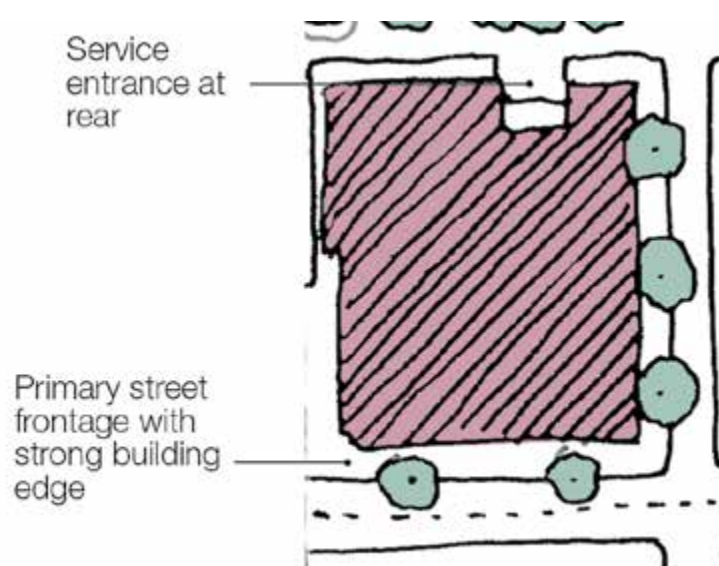
- The location of servicing access points should be to the rear of building premises from laneways, to maintain street amenity and minimise potential conflict between pedestrians and servicing vehicles.



**Commercial buildings should use setbacks purposefully, adding variety to the street experience**



**Promote commercial developments that include well shaded and comfortable private open space areas**



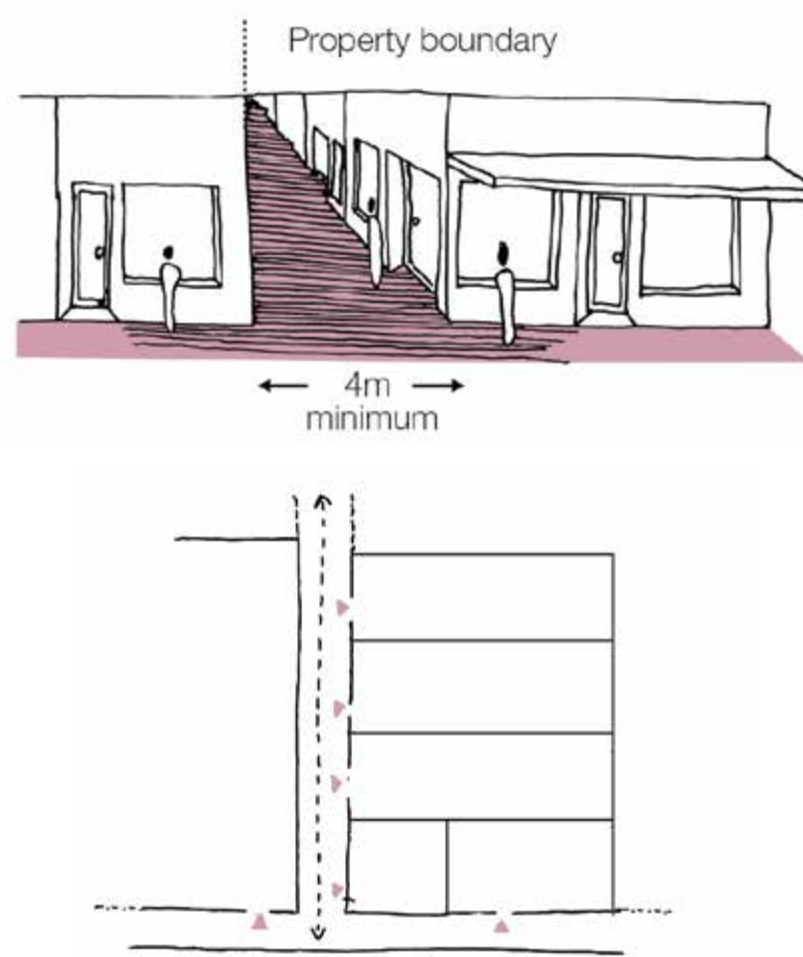
**Rear servicing access to minimise impacts on streetscape amenity and safety**

## G1

## Streets and Public Realm

## Arcades

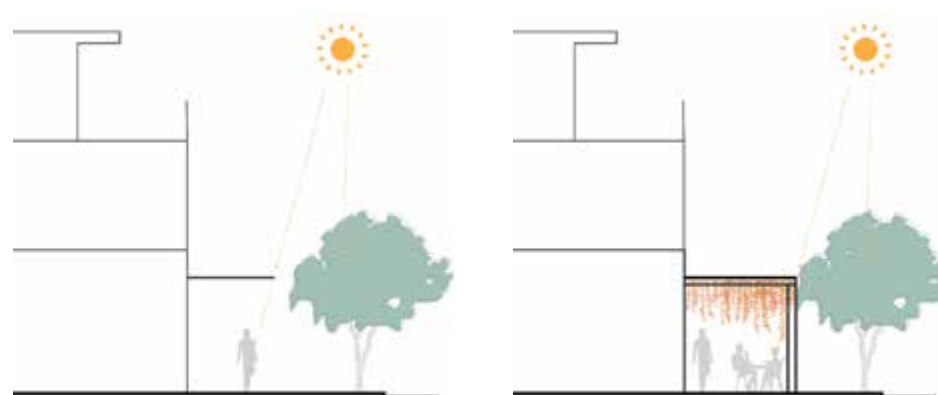
- To improve mid-block permeability, the siting and design of buildings, particularly within the central City Heart Precinct, should promote the establishment of through-links or arcades, and create multiple frontages.
- The design of arcades shall be either open air or covered with a translucent canopy to filter natural daylight, and contribute to the public realm through artistic and cultural expression.
- The width of arcades should be approximately 4 metres wide to ensure safe egress, cater for logistics and deliveries to potential sub-let tenancies



**Promote subdivisions that include private arcades, adding to mid-block permeability**

## Awnings

- Buildings within the central retail, commercial and mixed use precincts should provide contemporary weather protection to footpaths through awnings or arbours, to complement existing architectural facades.
- Building awnings should be of a uniform height of approximately 3.5m - 5m along the building line to provide ample shade and weather protection. The awning length should align with the building span.
- Awnings are recommended on streets with greater exposure to maximise coverage at warmer times of the day.
- Buildings within the central retail, commercial and mixed use precincts are encouraged to explore flexible seasonal cooling and shading devices to contribute to a climate responsive streetscape approach. These include solar powered fans, misting machines, retractable blinds from the edge of existing awnings and umbrellas.



**Awnings and pergolas during summer which provide shade to key pedestrian routes**



## G1

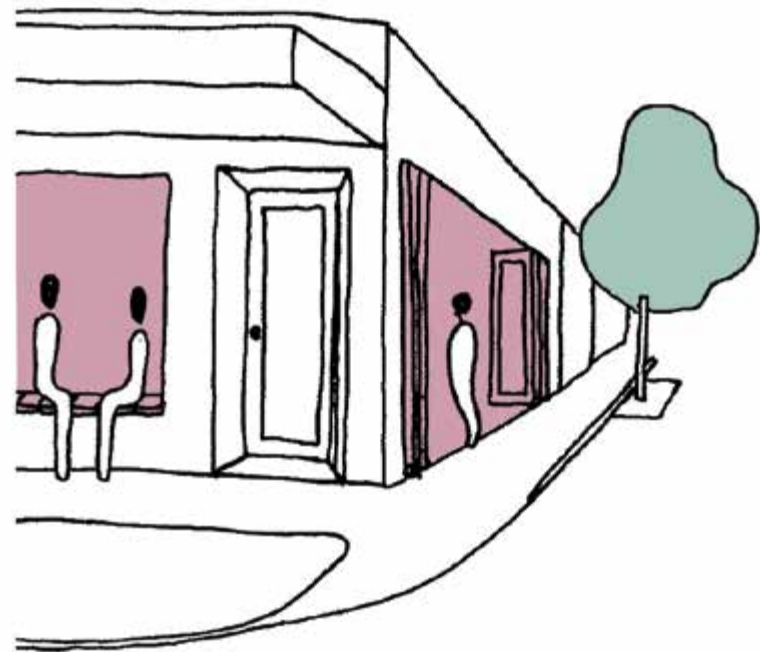
## Streets and Public Realm

## G1.2

## Street interface

## Accessibility

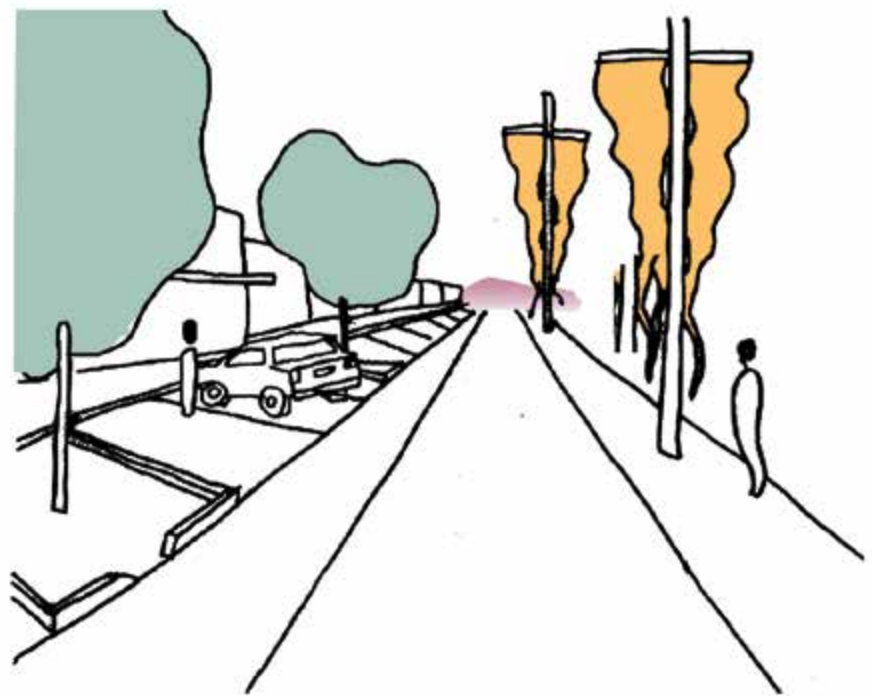
- The design of buildings and landscape features should:
  - Promote engaging and complementary street interfaces; and
  - Minimise street clutter to maintain key views and promote a high level of accessibility.
- Through the street typology guidelines, improve pedestrian accessibility along neighbourhood laneways by providing street level planting, and pavement changes through pavement colour, finish or graphic.
- Ensure laneways and roadways intended for shared use have the appropriate CPTED principles applied and provide public realm improvements that emphasise the shared nature of the space and calm vehicle traffic.



Promote engaging street interfaces that minimise clutter

## Street Ambience

- Private external lighting is encouraged along ground floor frontages to increase the safety and interest of select destination streets.
- Extend the activity of buildings into the public realm to invite interaction and engagement, providing a seamless transition between the public and private realm, thereby promoting a sense of pride and positive ownership of the public realm.
- Spill out uses and activities such as outdoor seating and retail stand are encouraged to activate the footpaths in designated streets.
- Street design should create a diverse and engaging pedestrian experience to make journeys between destinations more engaging and meaningful, and lessen the perceived distance between destinations.
- Property owners are encouraged to retrofit existing rear property fences with pedestrian gates to maximise natural surveillance.



Promote street views to significant features

## Street Views

- Street design should promote views towards the Riverfront and significant landscape features.
- To protect and frame north-easterly views, strategic tree planting should be employed along the road reserve.

## G1

## Streets and Public Realm

## G1.3

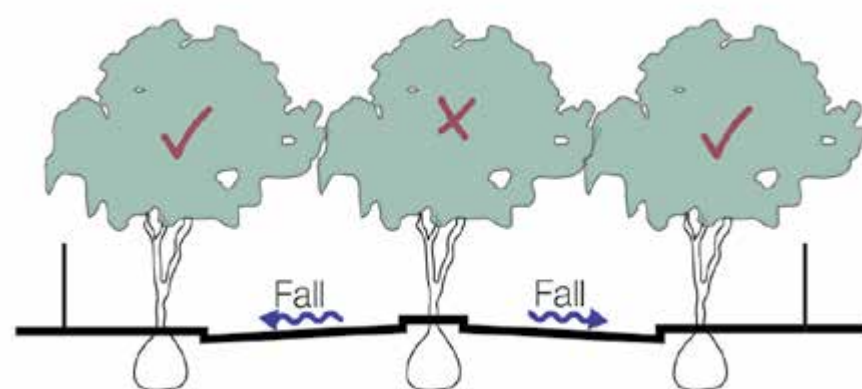
## Trees

*Trees play a significant role in the CBD as a source of shade and cooling, offering visual framing and amenity and operating collectively as ecological and habitat corridors. A healthy thriving streetscape can lift the quality of the street life experience and contribute to improved community health and activation of place.*

**Canopy Cover & Cooling**

To promote good tree health and broad canopy cover for wide and exposed streets, the guidelines for planting are:

- Locate trees for optimum growth.
- Encourage good horticultural practice to ensure that the tree stock planted is of the highest quality, free from pest and disease, and has well established root systems.
- Promote moisture ingress via passive watering to support optimum tree growing conditions.
- Trees planted in these environments should be sufficiently advanced, staked and tied to discourage vandalism.
- Achieve high canopy coverage through allowing as much planting space as possible.
- Where footpaths are wide and devoid of underground service clashes consider planting trees to increase the benefit to urban cooling resulting from increased pavement shading.
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**Employ passive watering to enhance outcomes for tree planting**

## G1

## Streets and Public Realm

*Trees provide measurable cooling of urban heat by intercepting radiation before it strikes pavements. They can also reduce heat via evapotranspiration which exchanges gas and moisture between soil and air.*

### Tree Species Selection

In selecting tree species, consider and address the following guidelines:

- Preserve and protect existing mature trees.
- Large summer canopies suitable to their location, orientation and application.
- To promote cooling it is essential that they are planted in a suitable tree pit and have access to water for establishment and ongoing health.
- Avoid planting mono-culture trees to encourage greater biodiversity and a food bank in the CBD.
- Select dense, canopied tree species to provide summer shade, deciduous tree species to provide winter sun, and evergreen tree species with dense foliage to provide wind protection or screening.
- Locate street trees for optimum growth and encourage good horticultural practice to ensure that the tree stock planted is of the highest quality, free from pest and disease, and has well established root systems.
- Consider drought resistance, landscape heritage, cultural context, and local identity in plant selection.
- Select tree species with foliage-free zones between 600mm and 2500mm (from ground level) to allow clear sightlines and eliminate opportunities for concealment.

### General Plant Species Selection

- Select shrub and ground cover plantings to be no more than 600mm in height within the streetscape.
- Use indigenous and exotic drought tolerant species and diversity-rich plantings to increase street patronage and participation.
- Promote climate responsive gardens such as the woody meadows research project.





## G1

## Streets and Public Realm

## G1.4

## Street Greening

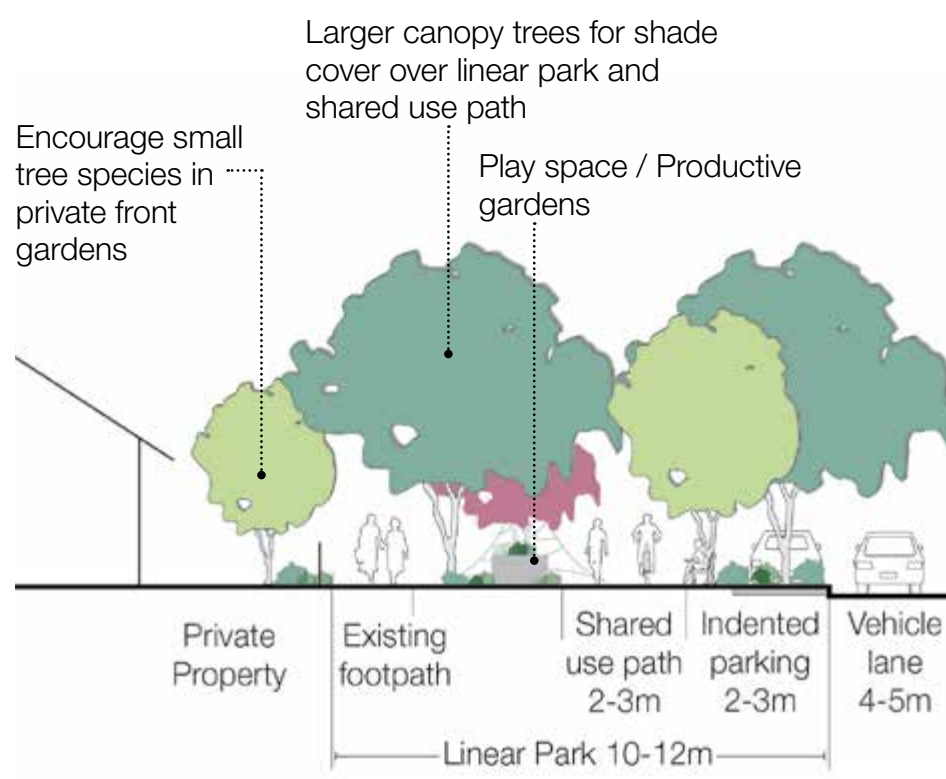
*Mildura CBD streetscapes are typically expansive with wide nature strips. There is an opportunity for these green spaces to be reinvigorated and re-purposed to better connect the community.*

## Naturestrips

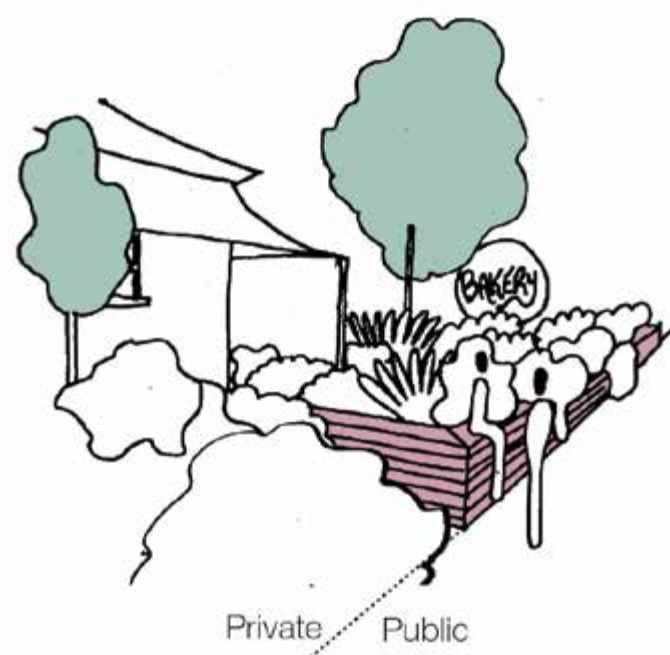
- Maintain and enhance naturestrips within the CBD.
- Strengthen ecological biodiversity through optimising plant diversity and garden types.
- Adopt alternative applications of landscape, such as productive gardens, to increase street patronage and participation.
- Provide high quality tree pits in hard pavements to manage soil compaction and enable gaseous exchange.
- Promote moisture ingress via passive watering to support optimum tree growing conditions.
- Trees planted in these environments should be sufficiently advanced, staked and tied to discourage vandalism.

## Street Level Planting

- Utilise planting beds as visual cues to delineate changes in pedestrian flows, including at intersections.
- Use infill pavements with well sized garden beds to break up expansive hard pavements, to emphasise streetscape character and offer visual stimulation, seasonality and colour to the streets.
- Encourage temporary, moveable planters to offer flexible solutions for traders to incorporate street level planting adjacent to their frontage.
- The species selection should reflect both an indigenous and exotic plant palette that is drought tolerant and resilient to site specific conditions.
- Raingardens shall be installed at key locations to promote WSUD initiatives, with the capacity to deal with long dry periods and short but intense storm surges.
- Allow for recycled water drip irrigation the central CBD streets to lift the visual appearance of the gardens and support healthy plant growth.



Potential community utilisation of naturestrips



Raised planter beds provide greening and seating opportunities



## G1

## Streets and Public Realm

## G1.5

## Pavements

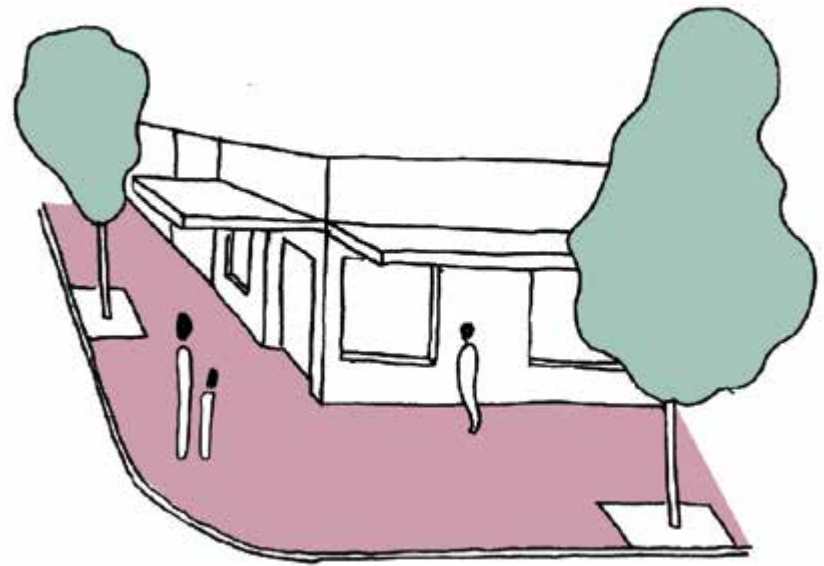
*There is an opportunity to promote greater consistency and adopt durable, climatically appropriate pavements, which will lift the overall appearance of the streets and reduce and aid maintenance procedures to avoid patching.*

## Pedestrian Pavements

- Upgrade pavements to meet DDA standards.
- Select materials with high reflectivity, durability and suitability for large expansive areas.
- Areas with high levels of foot traffic shall be insitu concrete or pebblecrete with decorative finishes or saw cuts or patterning to highlight key pedestrian nodes and intersections.
- Unit pavers are generally not preferred in large pedestrian spaces, due to potential lifting and ongoing supply of stock.
- Permeable pavements should be considered in smaller spaces with reduced foot traffic to reduce the heat island effect and introduce additional greening to the streetscape.
- Colour palette shall be neutral earthy tones to compliment the local area and incorporate locally sourced aggregate sourced local.
- The colour palette for pavements should generally be neutral earthy tones to compliment to local area and incorporate locally sourced aggregate.

## Road and Cycle Pavements

- For road pavement surfaces, use varied colour and materiality to offer drivers and cyclists visual cues as to on road cycle paths.



Apply consistent surface treatments



Selection of pedestrian paving colours and feature paving

## G1

## Streets and Public Realm

## G1.6

## Street Amenity

Street furniture can provide a place for people to stop and sit, where they can connect and exchange stories. Mildura CBD shall have a contemporary unified suite of street furniture elements to enforce a common identity and improve the level of amenity throughout Central CBD. This will support a greater focus on user experience, more enjoyable places for conversations, universal accessibility and cultural identity.

## Street furniture

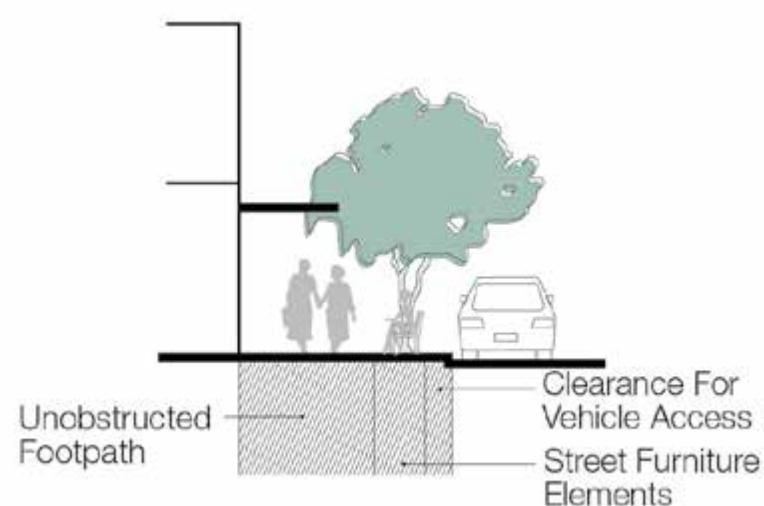
- The street furniture suite of elements shall be contemporary, durable, easily maintainable and unified in style and finish.
- Rubbish bins (standard and recycling) shall be replaced/ supplied throughout the Central CBD, to promote suitable waste management and a coordinated appearance.
- Provide a range multi-functional seating types for families, elderly and youth, including both informal and DDA compliant.
- Install drinking fountains every 200m throughout the CBD.
- Locate seating and gathering areas to promote desirable safety and amenity with access to summer shade and winter sun. Place street furniture in convenient and accessible locations to ensure that it does not obstruct movement, create concealment opportunities, or block critical sightlines. Place seating at intervals of 100m. Where possible, minimise clutter by combining multiple street furniture functions into a single item.
- Integrate Smart technology into the furniture, such as battery chargers to cater for inter-generational user needs.
- Incorporate bike hoops adjacent at key locations such as Council buildings, the Transport Hub, community facilities, family destinations, public toilets and Council controlled off-street car parks to promote cycling and cluster end-of-route facilities.
- Provide consistency in bicycle hoop type to improve legibility within the streetscape.
- Safety barriers shall only be used as an integrated element with street level plantings, as demonstrated on Seventh Avenue. The barrier style shall be contemporary, recessive and have a minimal impact of vistas.
- Through considered placement of street trees and street furniture, bollards should be avoided.
- Consider the use of multi-purpose, integrated solar powered poles to house CCTV, banners for local content and branding, and lighting.



Provide a consistent and unified suite of street furniture



Provide bike parking adjacent to key locations



Ensure adequate clearance between roads, footpaths and street furniture



## G1

## Streets and Public Realm

## Lighting

- Ensure pedestrian lighting supports safety and amenity.
- Optimise decorative lighting installations to activate the skyline, increase street vibrancy and celebrate the Mildura climate and cultural values.
- Create a range of decorative lighting effects located in specific precincts to promote active night life.
- Locate lighting for safe movement and wayfinding, illuminating laneways and potential entrapment locations.
- Direct lighting downwards to illuminate the immediate surrounds and ensure sensitive adjacencies are protected from light spill.
- Place lighting to avoid blockages by vegetation, built form and overhead wires.
- Where possible, integrate luminaries with other vertical pieces, such as banner totems or flag poles.
- Use long-life, low-energy, glare-controlled lights.



Provide a variety of decorative lighting features

## G1.7

## Public Art

*Cultural and artistic expression can take many forms. To enhance the cultural vibrancy of the CBD and recognise the strong multi-cultural community of Mildura, the entire CBD shall provide a canvas for innovative and inter-connected place-based interventions.*

## Cultural Expression

Celebrate the aspects that make Mildura unique through considered artistic interventions within the streetscape and CBD public realm, including:

- Indigenous stories and dreamings to recognise and improve cultural visibility.
- Thoughtful temporary and permanent art installations celebrating Mildura's multi-cultural diversity and rich heritage.
- Utilise sophisticated and innovative mixed media platforms to synthesise art including tactile, visual, sound and virtual media interventions.
- Optimise expansive vertical surfaces for murals or interactive art. Ensure selected locations promote safe and universal accessibility during the day and night.
- Create new culturally charged public spaces or place interventions for informal play, and outdoor learning for children to explore safely.



Incorporate public art which evokes meaning

## G1

## Streets and Public Realm

## Public Art

Public art may be a standalone piece or be physically integrated into another project such as an architectural element (e.g. building façade), or public realm element (e.g. seating). For public art installations, the following guidelines apply:

- Public art should enhance urban amenity and contribute to a sense of place and identity. It should be accessible and relevant to the Mildura community.
- Consider Mildura's Indigenous cultural heritage, European heritage, and historic relationship with public art when commissioning new public art.
- Utilise interactive public art or media technology as a tool to draw people to a space. Integrate artistic interventions with other streetscape elements such as flags, decorative light installations or bespoke furniture elements.



Celebrate Mildura's indigenous cultural heritage

## G1.8

## Signage and Wayfinding

*To assist wayfinding within the CBD, signage and other elements should be employed to promote a legible urban structure and assist users, particularly visitors in moving around the CBD.*

## Signage and Wayfinding

- Wayfinding signs must provide consistent and reliable information about the CBD and surrounding destinations, as well as being appropriate for, and sensitive to their setting.
- Signs should be accessible for a variety of users and comply with applicable Australian Standards, such as AS1428.4.2:2018 Design for access and mobility.
- Minimise visual clutter and look at ways to consolidate existing signs. Signage should only be provided at key nodes and decision points.
- Develop a consistent visual style throughout the signage network, to build on and align with the visual styles already developed, such as for the Riverfront.
- Utilise recycled or sustainable signage materials to the greatest extent possible.



Provide consistent signage and wayfinding throughout the CBD



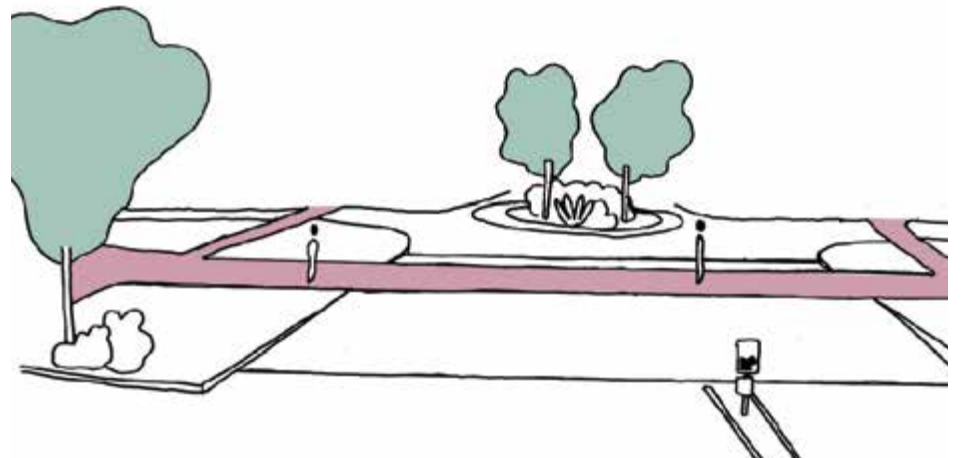
## G2

## Sustainable Transport and Car Parking

## G2.1 Prioritised Pedestrian Connections

Mildura's existing and well defined grid network of streets and footpaths provides a strong base for pedestrian linkages and movement through the CBD. The level of 'walkability' is key to promoting an active and healthy lifestyle, however at present, the use of pedestrian paths is challenged by the relative ease of movement afforded by this same network of streets and parking to motor vehicles. It is important to provide additional amenity to pedestrians in terms of relief through shade, visual amenity and intermittent locations of interest that encourage active movement over longer distances and reduce the number of trips made by car.

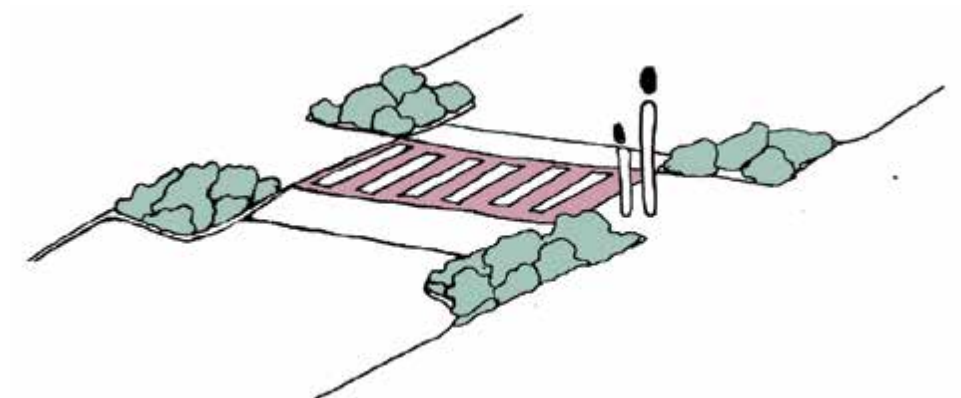
- Locate footpaths on both sides of the road and consider secondary footpaths to separate car access from key pedestrian journeys throughout the CBD.
- Maintain clear sightlines at pedestrian approaches to provide safe conditions at intersections.
- Construct kerb extensions at intersections and at nominated mid-block locations to facilitate safer crossing points and enhance overall permeability.
- The application of appropriate plantings and urban design features to enforce traffic calming should reinforce the presence and activity of pedestrians and other road users.



Prioritise pedestrian movement around the CBD

## G2.3 Traffic Calming

Traffic calming is an effective tactic to slow vehicle speeds and give greater priority to pedestrian and cyclist movements. Through deliberate urban design treatments to the road environment, it provides a strong visual cue so that drivers instinctively travel at or below the desired speed limit rather than relying on enforcement. By calming traffic conditions, the perceived and actual safety and amenity of streets can be enhanced.



Provide raised crossing treatments

## General

- Establish visual cues through complementary traffic and urban design treatments, such as the planting of canopy trees within the median and kerbside of streets. Such changes will help to encourage a lower traffic speed environment, reduce the 'traffic' focus of roads, to encourage active travel modes.
- Traffic calming approaches should be applied consistently across the CBD.

## Key Intersections and crossing points

- Pedestrians are generally disadvantaged by roundabouts. This disadvantage is compounded by the additional distance that much be covered because of the land-take of the pavement and associated devices. The design of roundabouts along the primary Active Transport routes should improve the navigability of all of these intersections from a pedestrian and cyclist perspective without unduly impacting the efficiency of the CBD road network.
- For higher order intersections where anticipated pedestrian and cyclist movements will be greater, consider a raised 'wombat' crossing treatment at each roundabout entry/exit point, to define and give priority to pedestrian and cycling paths.



Provide traffic calming methods to reduce hooning on local roads



## G2

## Sustainable Transport and Car Parking

- Raised crossings should also be adopted for those intersections nominated within the Structure Plan as 'Priority intersection upgrades', to ensure that suitable priority is given to pedestrians and cyclists around the central CBD area.

## Traffic Speeds

- Reduce posted traffic speeds within the CBD down to at least 40 km/h (and possibly 30 km/h) where possible.
- Reduce the speed of Deakin Avenue down to 40 km/hr within the CBD.

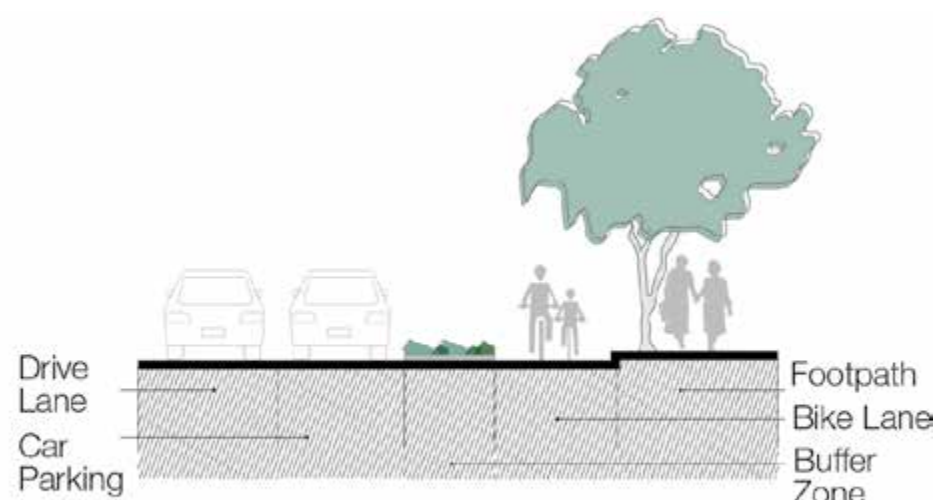
## G2.2 Cycle Movement

*Cycling is a great way to move around urban areas, including commuter and recreational journeys. To improve the safety and amenity for cyclists travelling to, from and within the CBD, improvements to the road network and further infrastructure shall be required. Mildura's relatively flat grid network of streets provides opportunity for strong cycling linkages to and through the Mildura CBD. To promote further take-up of cycling within the CBD and the broader Mildura region, a highly defined cycling network of streets that gives appropriate consideration to rider comfort, priority active transport routes and the design of intersections to facilitate continuous cycle movements.*

- Provide colour marked bicycle lanes along CBD streets and at the approach to intersections to indicate the likely presence of bike riders and provide spatial separation from adjacent traffic.
- Where possible, provide a bicycle buffer zone (painted chevron or kerb separators) to provide additional clearance and minimise risks to bike riders i.e. the dooring zone along high turnover on-street parking or on traffic lane side with higher vehicle volumes or traffic speeds.
- Provide direct, continuous and well-lit active transport routes, and remove or design out obstructions as part of streetscape upgrades.
- Maintain clear sightlines and install suitably designed signage at appropriate locations.
- Active transport infrastructure should be inclusive and consider diverse user needs. Shade, seating, drinking fountains, bicycle parking and end-of-trip facilities should be provided strategically throughout the network, close to key destinations.
- Active transport routes should be a logical network connecting users with local destinations such as schools, parks, shops and public transport, as well as linking neighbourhoods.
- Provide safe and direct road crossing points, to ensure pedestrians and cyclists can be seen by approaching drivers, and other road users.
- Vehicle crossovers that intersect with key pedestrian and bicycle paths should be minimised.
- Adopt a consistent approach to line marking and coloured pavements for bike lanes, and provide suitable signage to indicate where lanes discontinue or change at key intersections.



Provide wombat crossings to reduce traffic speeds within the CBD



Buffer zone between bike lane and parking lane



## G2

## Sustainable Transport and Car Parking

## G2.4 Transport Integration

At present, bus services within the CBD are limited. To make public transport an attractive and convenient choice for workers, locals and visitors, improvements are needed to related public transport infrastructure and the level and frequency of services.

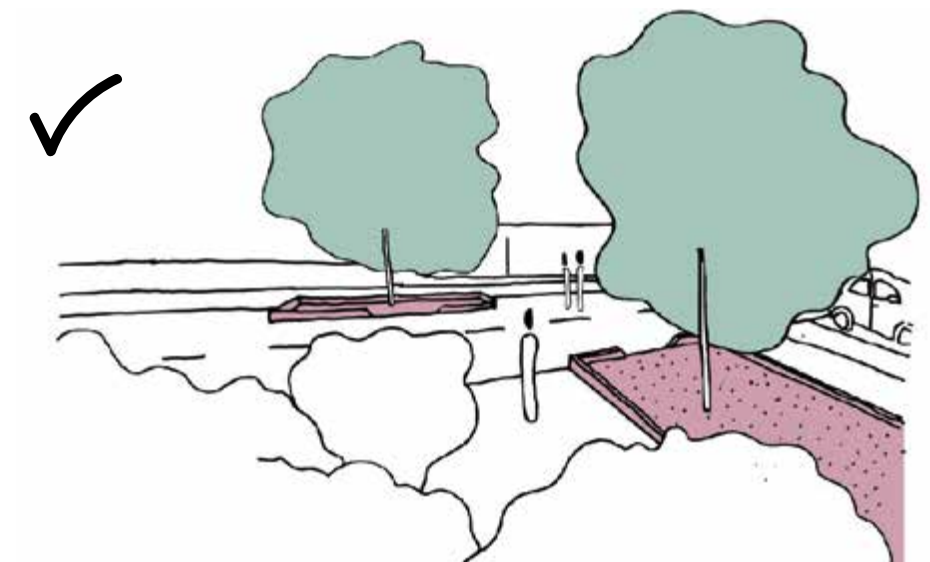
- Upgrade bus shelters with uniform, distinct high quality shelters to ensure optimum weather protection.
- Integrate bus shelters with provision of seating, potential art/ advertising signage and automated timetable information.
- Co-locate bus stops, taxi and Kiss 'n' Ride bays and toilets to improve legibility of transport node and make it easier for commuters to use public transport options.



## G2.4 Carparking

*There is an adequate supply of parking within the CBD, however it is important that carparks do not dominate the streetscape and affect the overall safety and accessibility of the CBD. Furthermore, there is an opportunity to capitalise on carparking areas for electricity generation to power street lighting and other Council assets.*

- Car parks shall provide shading through artificial canopies or tree planting every six bays.
- Co-locate key pedestrian routes within car parks to activate mid-block connectivity.
- Install additional widened bays for 'Parents with Prams' and DDA compliant bays in both private and public car parking bays.
- Adapt off-street car parking bays with scooter bays to promote alternate modes of transport for the community.
- Provide electric charging points for hybrid and electric powered vehicles.
- Incorporate solar powered shade structures or solar pavements to offset energy demands for utilities and Council assets, such as street lighting.



## U1

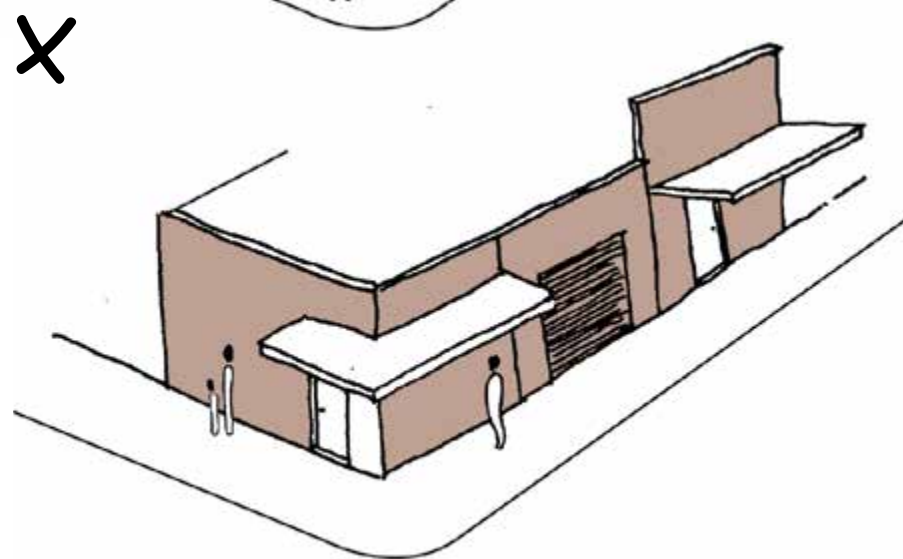
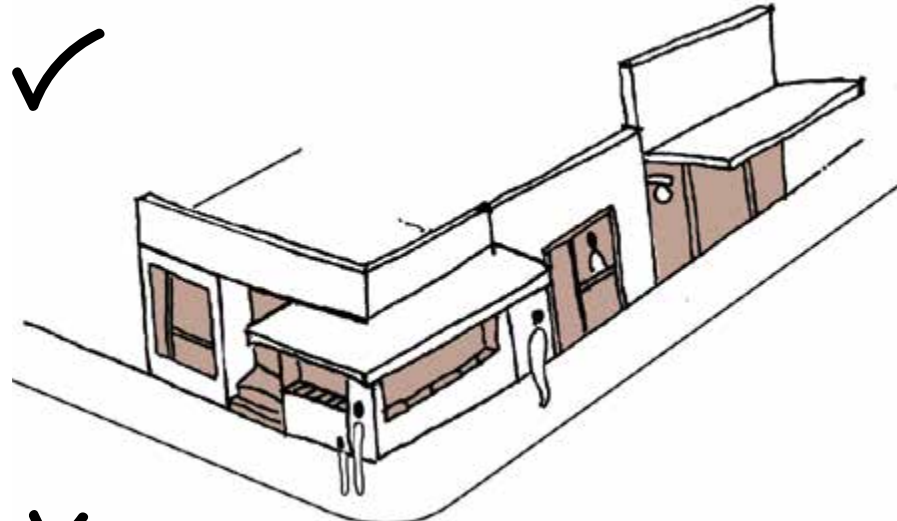
## Mixed Use Development

## U1.1

## Ground Plane

*Ground plane activities add to the vibrancy and 'place' value of urban areas. As such, the program and design of buildings and landscape must be carefully considered to respond to its setting and stimulate a range of different experiences within the CBD.*

- The height, scale, and proportions of mixed use development, must be responsive to the existing character of the surrounding setting and relevant precinct design guidelines.
- Subject to the proposed program of uses, activate building frontages to provide visual engagement between the street and building users. Windows should use clear glass with minimal advertising or other view obstructions to maximise passive surveillance and interaction opportunities.
- Mixed use developments must carefully consider the program of uses, to provide a mix of activities that attracts people throughout the day and evening.
- Avoid the use of fences and barriers along the primary frontage of mixed use development, to define public and private space. Grade changes and planted areas should be used instead, to promote a seamless transition between private development and the public realm.
- Large blank wall facades in excess of 10 metres should be avoided without some form of articulation.



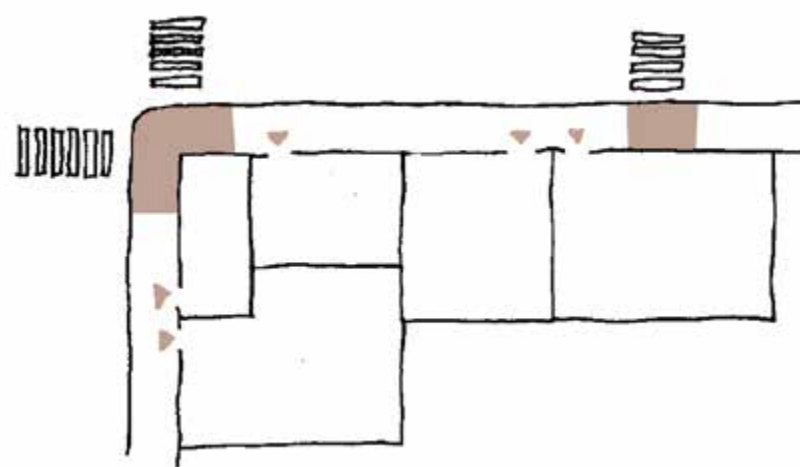
Articulated facades preferred

## U1.2

## Site and Building Access

*Site and building access arrangements which are clearly identifiable and create a strong street address, contribute to the legibility, safety and amenity of ground planes within the CBD. Suitable consideration must be given to the placement and design of these access points, responding to surrounding development and the street frontage.*

- Building entrances must be located and designed in a way which is easily distinguished from the street and from other secondary entrances.
- Maximise the number of pedestrian entrances to provide for public interaction and tenancy flexibility (i.e. subdivision of tenancies).
- Provide bicycle parking near the primary pedestrian entries.
- The building design must provide for separate pedestrian and vehicle entrances. Vehicle and service entrances behind or to the side of the building, away from the primary street frontage, wherever practicable.
- Avoid vehicle crossovers which create conflict points with key pedestrian entries and paths.



Consider suitable site/building access according to context



## U1

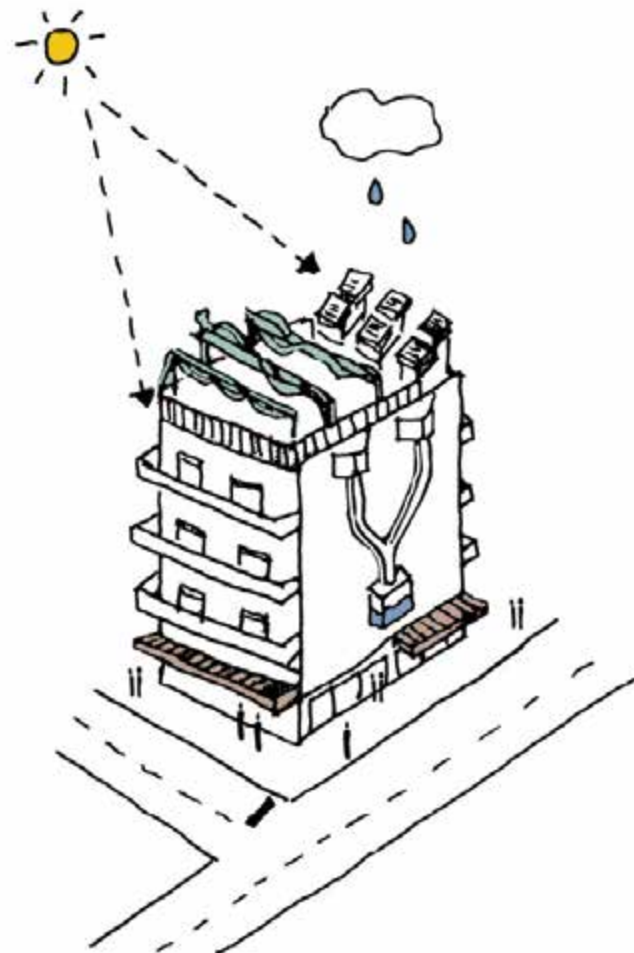
## Mixed Use Development

## U1.3

## Climate Response

*Mildura's unique climatic conditions of hot dry summers and cool winters means significant consideration needs to be given to climatically responsive design solutions. There is an opportunity to take advantage of the local climate and promote comfortable indoor and outdoor mixed use environments.*

- To optimise passive solar gain and improve energy efficiency, locate and orientate buildings between 20° west and 30° east of north.
- The design and orientation of buildings, should provide shelter for adjoining streets and public spaces, from extreme heat and wind conditions.
- Modelling should be undertaken to verify the potential for stormwater collection and harvesting, and the use of greywater systems, for irrigation and non-potable water uses.
- Facilitate natural ventilation through buildings by incorporating design elements such as open building plans, atriums, internal stairwells and ventilation stacks.
- Minimise the level of sun exposure along the western façade, through suitable building orientation and the use of shade elements.
- Employ passive design principles as outlined in the CBD Living Guidelines (U2.3).



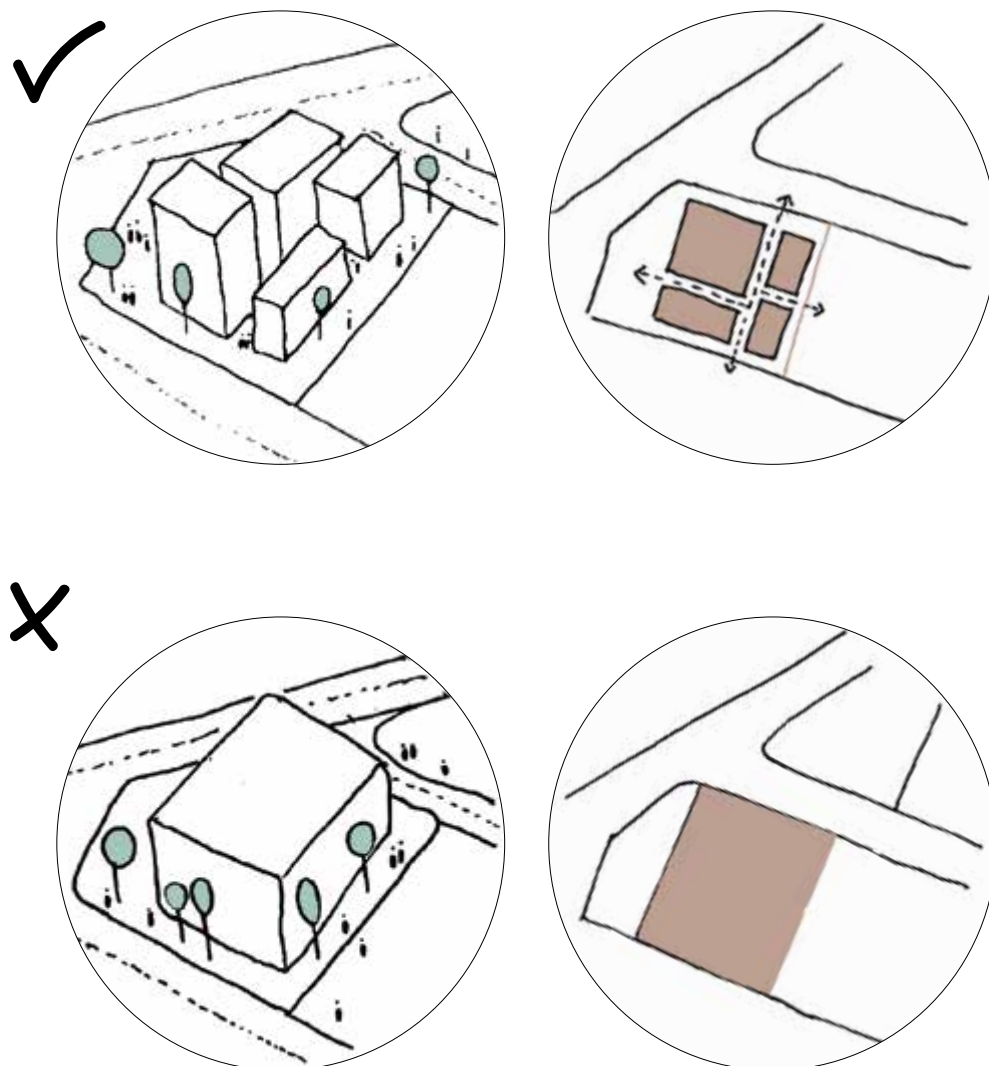
**Optimise passive solar gain and design climate responsive buildings**

## U1.4

## Permeability

*The standard block size within Mildura is relatively large compared to Melbourne and Adelaide. These guidelines are intended to promote a coordinated effort between Council and private land owners, to achieve a greater level of permeability within the CBD area.*

- For mixed use development, a modular or campus building composition is preferred, which breaks up the building mass at a more human scale, provides visual interest, and allows for additional through connections.
- Provide safe, direct and convenient pedestrian connections that align with desire lines to local destinations such as schools, parks, shops and public transport stops.
- Through links and pathways must be well-lit and promote casual surveillance.
- Wherever possible, maintain views to significant features and landmarks.



**Provide a modular or campus building composition where appropriate**

## U1

## Mixed Use Development

## U1.5

## Adaptive re-use

*The term 'adaptive re-use' refers to the process of reusing existing building stock for a different purpose. It promotes a more sustainable approach to construction, minimising building material waste and preserving the heritage of areas. It is a way to breathe new life into existing buildings and structures. There are a number of innovative and dynamic benchmarks from which to draw inspiration, throughout Australia and internationally.*

- The height, scale, and proportions of mixed use development, must be responsive to the existing character of the surrounding setting and relevant precinct design guidelines.
- Subject to the proposed program of uses, activate building frontages to provide visual engagement between the street and building users. Windows should use clear glass with minimal advertising or other view obstructions to maximise passive surveillance and interaction opportunities.
- Mixed use developments must carefully consider the program of uses, to provide a mix of activities that attracts people throughout the day and evening.
- Avoid the use of fences and barriers along the primary frontage of mixed use development, to define public and private space. Grade changes and planted areas should be used instead, to promote a seamless transition between private development and the public realm.
- Large blank wall facades in excess of 10 metres should be avoided without some form of articulation.



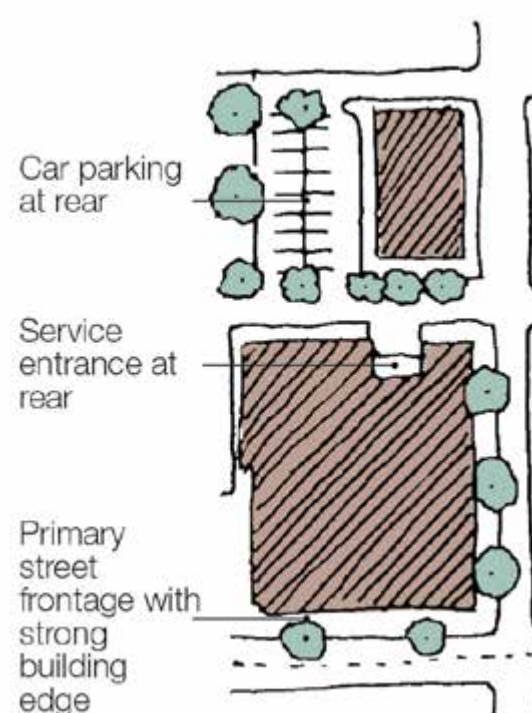
**Ensure innovative and dynamic adaptive re-use of existing building stock**

## U1.6

## Carparking

*These guidelines are intended to promote suitable carparking provision within mixed use development, which does not detract from the safety or amenity of the streetscape.*

- Ensure the location and width of vehicle entrances minimises the impact on pedestrian and cyclist movement and public realm.
- Provide carparking to the side and rear of developments, wherever possible.
- Ensure a suitable level of planting is provided within carparking areas, to provide shade and visual screening of carparking areas.
- Provide at least 2 electric solar charging points within the carpark, for hybrid vehicles, and future proof other areas to expand provision of charging points.
- It is recommended that solar panels be used as shade structures for at-grade carparking areas, in accordance with the CBD Living Guidelines (U2.4).



**Ensure carparking areas minimise the impact on pedestrian and cyclist movement**



## U1

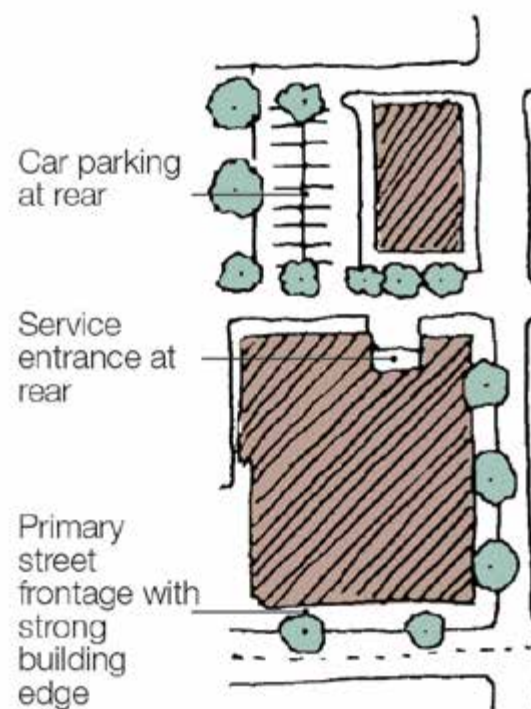
## Mixed Use Development

## U1.7

## Servicing

*Servicing functions associated with retail, commercial and light industry activities can often be unsightly. These guidelines are intended to ensure that the layout of buildings, servicing and storage areas is well placed and obscures views from the street front.*

- Locate service areas to the rear of buildings or within basement levels, if appropriate.
- Minimise the ground floor area occupied by servicing functions.
- Integrate service cabinets internally, within loading, waste or parking areas wherever possible.
- Where services must be located on a street frontage, design them as integrated or screened components of the façade to minimise their impact on the building's active street frontage.
- Ensure the design of waste storage, separation and removal facilities is treated as integral part of the overall building design.

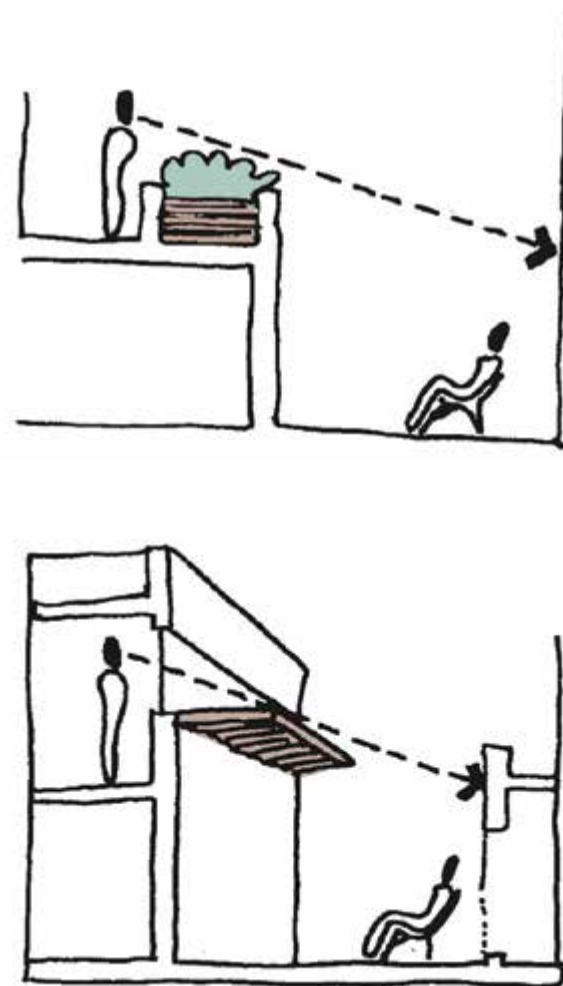


## U1.8

## Amenity

*Mixed use development comprises a mixture of 2 or more land uses within a single building or multiple buildings within the same site. To ensure an appropriate level of amenity is maintained for all users, particularly residential apartments, these guidelines are intended to promote the appropriate location of uses, and manage noise generating activities.*

- Orient building floorplates, and position balconies and windows to promote views towards the public realm and away from surrounding residential properties.
- Locate servicing entrances/exits and other noise generating activities away from sensitive uses within the building, particularly residential units.
- Where noise problems cannot be resolved through building layout, use acoustic buffering solutions such as glazing, insulation, cladding and noise attenuated ventilation systems.
- Acoustically insulate mechanical plant rooms and shield adjacent dwellings from plant noise.



**Position balconies and windows away from surrounding residential properties and promote views towards the public realm**

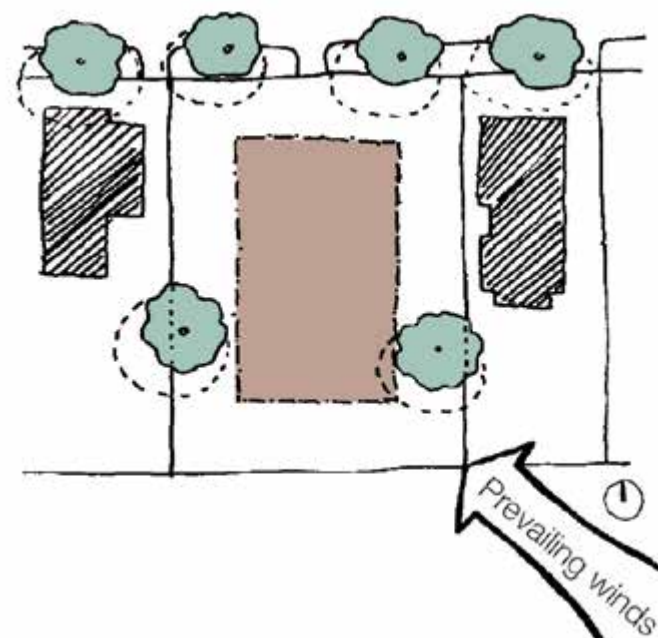
## U2

## CBD Living

## U2.1 Site response

*Mildura's riverfront, key services, retail and dining opportunities and areas of employment, provides an opportune lifestyle within the CBD. A key objective of the CBD Plan is to facilitate a range of high quality housing options, which are highly responsive to the local climate and context.*

- Ensure new residential development is designed with a sensitive and appropriate interface to adjoining streetscapes, buildings and established residential areas. Development should respond to existing conditions including adjoining uses, topography, vegetation and views.
- Facilitate the development of contemporary, high quality and sustainable architecture that creates a distinctive identity for Mildura's CBD.
- New buildings should be designed to respond to the future development potential of adjoining sites and ability to achieve reasonable solar access.
- Medium density residential developments should provide a range of dwelling sizes, catering to different household types.
- Design buildings to overlook streets, footpaths and public spaces where possible to promote passive surveillance.
- Avoid large blank walls in excess of 10 metres, which are visible from the street. Facades should provide an appropriate level of articulation to protect streetscape amenity and provide visual interest.
- Ensure materials, colours and finishes complement and respond to the scale, character and appearance of surrounding built form and streetscape.



**Promote design which is responsive to its context**

## U2.2 Access and Parking

*These guidelines are designed to promote a high level of accessibility for all modes, and the suitable siting and design of carparking for medium density residential development.*

- Ensure new residential development is designed with a sensitive and appropriate interface to adjoining streetscapes, buildings and established residential areas. Development should respond to existing conditions including adjoining uses, topography, vegetation and views.
- Facilitate the development of contemporary, high quality and sustainable architecture that creates a distinctive identity for Mildura's CBD.
- New buildings should be designed to respond to the future development potential of adjoining sites and ability to achieve reasonable solar access.
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- Ensure materials, colours and finishes complement and respond to the scale, character and appearance of surrounding built form and streetscape.



**Carparking should be located to the rear of the building wherever possible**



## U2

## CBD Living

## U2.3

## Passive Design

*Mildura's unique climatic conditions of hot dry summers and cool winters means significant consideration needs to be given to passive design principles. These principles will allow for maximum daylight and sun access during the winter months and limit sun exposure during the summer months. It is important we take advantage of the local climatic conditions to maintain a comfortable and liveable environment now and into the future. Particular attention should be given to building orientation, passive solar cooling and heating, natural ventilation and thermal massing.*

## Building orientation

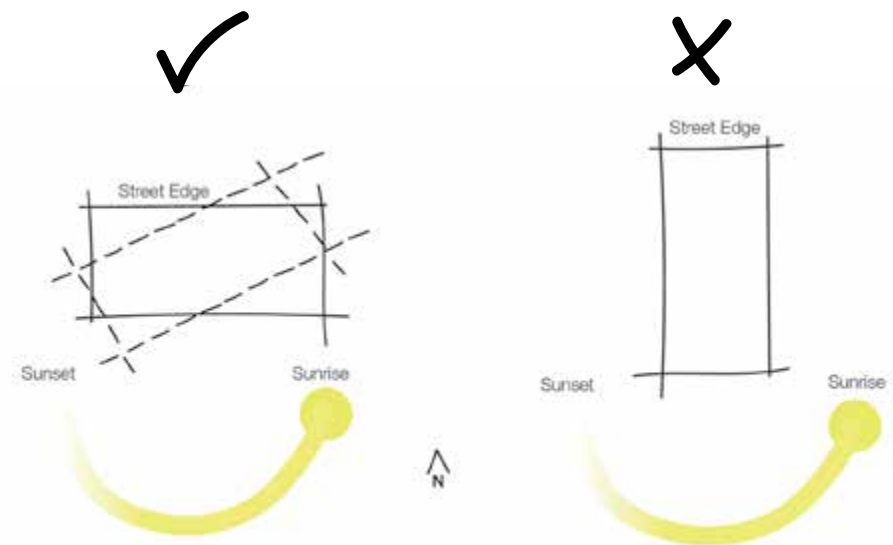
- To optimise passive solar gain and improve energy efficiency, locate and orientate buildings between 20° west and 30° east of north.
- Minimise the level of sun exposure along the western façade, through suitable building orientation and the use of shade elements.

## Natural ventilation

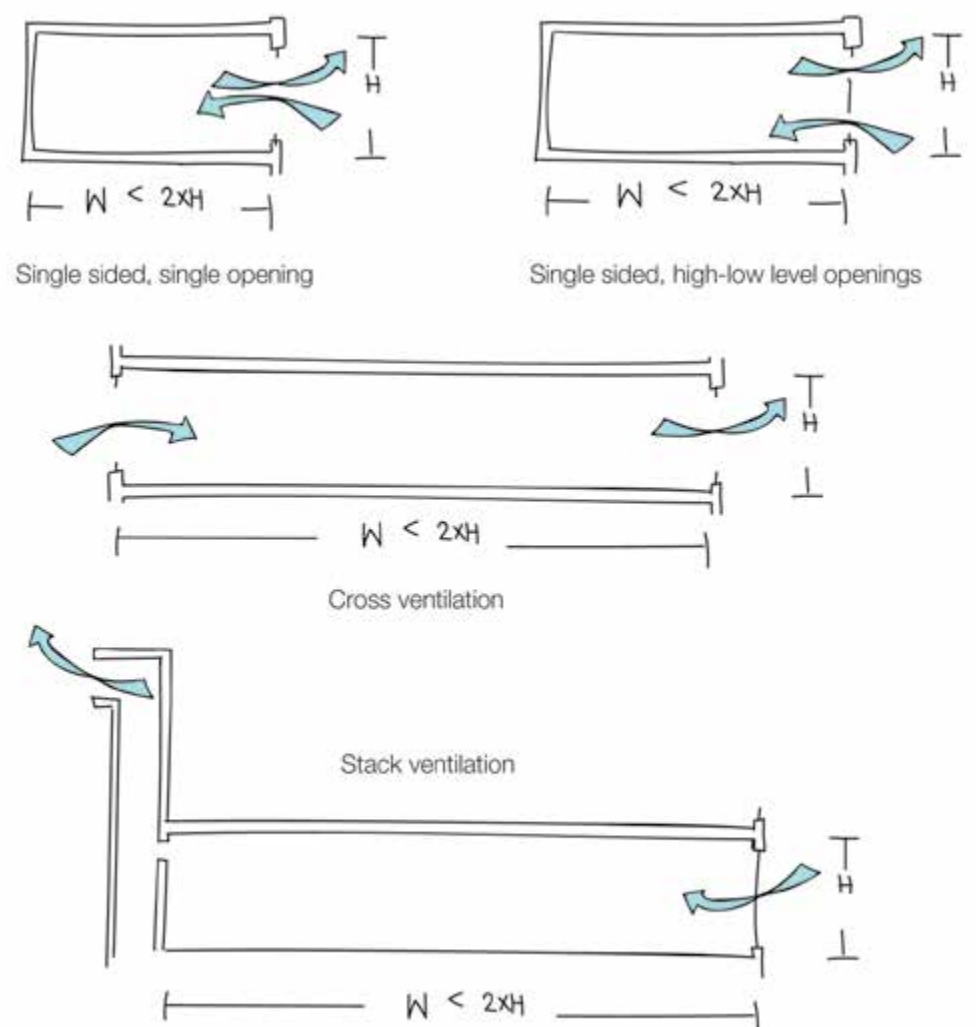
- Ensure the orientation of windows and openings maximise natural cross ventilation flow throughout the building. Trees and other external objects should also be used to direct breezes.
- Buildings should aim for at least two exposed walls per residential or commercial building to allow for cross-ventilation. In larger buildings with significant core spaces, induced ventilation with high spaces such as atria, stacks and wind towers may be necessary to provide adequate ventilation by strictly passive means.
- For naturally ventilated spaces, buildings should achieve the maximum depth to height ratio as outlined in Table 1 below.

**Table 1: Ventilation Optimum Depth to Height Ratio**

Ventilation	Depth to Height Ratio
Single Sided, single opening	2
Single Sided, high low-level openings	2.5
Cross Ventilation	5
Stack Ventilation	5



**Ideal orientation of buildings**



**Location of openings for cross and natural ventilation**

U2

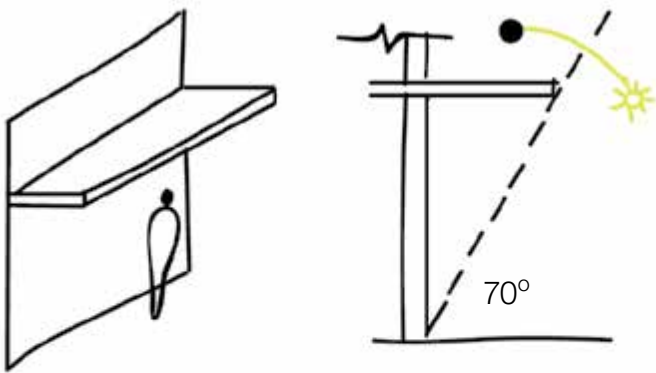
CBD Living

Shading devices

- To reduce heat gains in summer, north, east and west facing windows should be shaded by an overhang or other devices such as awnings and shutters, in accordance with the guideline outlined in Table 2 below.

Table 2: Ventilation Optimum Depth to Height Ratio

Window Orientation	Shade Angle
North	Horizontal shading with a shade angle of 70° or below.
South	No shading required.
East and West	Horizontal shading with a shade angle of 70°.



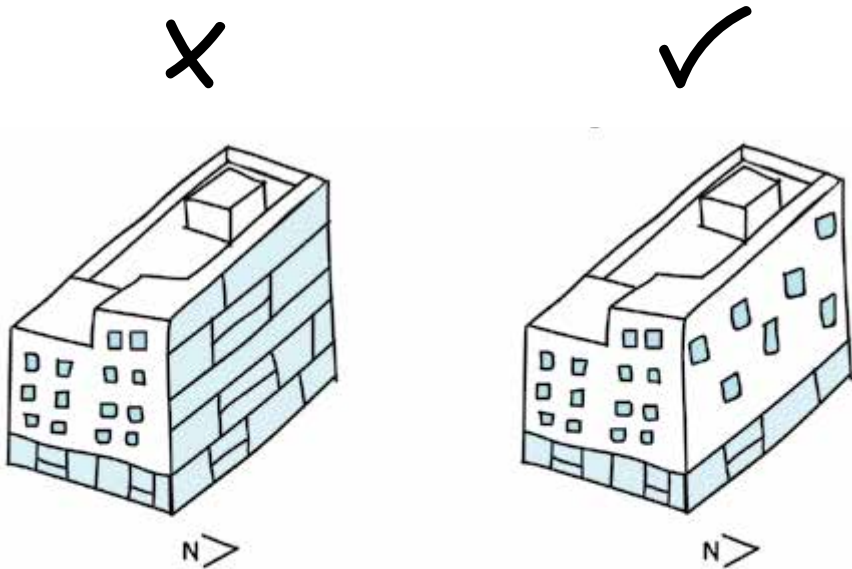
Horizontal shading on north, east and west facing façades should be at 70°

Building insulation, materials and finishes

- According to the intended use, new buildings should not exceed the maximum glazed area outlined in Table 3, as a percentage of the total façade for each orientation.
- While skylights are recommended, the glazed roof area should not exceed 10% of the surface area.

Table 3: Maximum glazed area for facades

Land Use	North	South	East / West
Residential, Temporary Accommodation (Hotels, Resorts) Uses	35%	50%	30%
Commercial, Offices, Medical, Education and Civic Uses	30%	20%	20%



Maximum glazed area for façades

- The minimum insulation levels that should be achieved, are as required by the BCA for Mildura.
- Highly effective thermal mass materials such as concrete and brick should be used to provide an insulation layer for the floor and walls, whereas low thermal mass materials such as timber should be used sparingly.



## U2

## CBD Living

## U2.4 Energy Efficiency

*Mildura's local climate provides optimum sunlight hours for solar power. Solar installations not only promote the sustainability objectives of the CBD Plan, but offer real benefits to property owners and tenants, reducing energy demands and associated electricity costs.*

- The installation of solar panels is recommended for new development, to reduce and/or offset a portion of the total energy load. Solar panels must be appropriately located on rooftops, to avoid overshadowing or glare to neighbouring properties.
- The use of solar for the following domestic applications is recommended:
  - Hot water systems;
  - Air conditions systems;
  - Mechanical ventilations units; and
  - Lighting.
- The use of 'Smart' meters to automate and reduce energy loads during non-peak periods, are highly recommended.
- Energy efficient fixtures should be installed within new residences.
- Wherever possible, energy efficient hot water systems should be installed in all new residential developments. For optimum performance, the system should face north, or within 45° of north, for maximum efficiency.
- For maximum efficiency, ensure that all solar collectors installed on rooftops or within the property are not shaded by trees or nearby buildings, particularly during the winter months, when the sun angle is lower.
- New buildings should aim to achieve a Nationwide House Energy Rating Scheme (NATHERS) star rating of at least 7/10 to reduce occupants reliance on artificial heating and cooling

## Solar Carpark

*Solar shaded carpark, subject to their size, have the ability to cut energy demands for a development by 30% or more. The return on investment is now as little as 10 years.*

- It is recommended that solar panels are used as shade structures for at-grade carparks.
- Direct or passive provision should be made for Electric vehicle Chargers in certain parking bays beneath the shade structures, utilising energy generated by the solar shade installations.



**Solar powered energy efficient CBD living**



**Encourage solar powered carparking**

## U2

## CBD Living

## U2.5 Water Management

*The design of new residential development should support principles for integrated water management, to maximise re-use of stormwater flows for landscaped areas and non-potable water demands.*

- Water sensitive urban design should be adopted for the design of proposed civil and landscape works, such as:
- Wherever possible Stormwater flows should be directed to landscaped beds.
- The use of permeable hardscape surfaces;
- Working closely with Council's Assets team, assess opportunities to use greywater recycling systems, which promote maximum use of greywater for suitable purposes, such as irrigation, toilet flushing and other non-potable uses.



**Greywater recycling for non-potable uses**

## U2.6 Adaptive re-use

*Mildura's existing building stock comprises a range of historic and more contemporary style buildings, which creates a distinct character within areas of the CBD. Opportunities have been identified to re-purpose derelict and under-utilised areas of the CBD for different activities and niche industries and businesses, including temporary and permanent accommodation. These guidelines are intended to support the development.*

- Wherever possible the re-use and re-purposing of the existing building stock or heritage buildings within the CBD is recommended. The design should be carefully considered in respect of its contribution to the broader urban context.
- For buildings with Heritage Significance, the guide for working with heritage sites, structures and spaces within Australia is the Burra Charter. The Burra Charter: The Australia ICOMOS Charter for Places of Cultural Significance 1999.
- Ensure a suitable level of community consultation and engagement is undertaken for proposals relating to the adaptive reuse of heritage sites.
- The design of new contemporary building elements and artistic features should sensitively respond to the cultural and heritage importance of existing buildings, and the surrounding built and streetscape character.



**Promote adaptive re-use of buildings throughout the CBD**



## U2

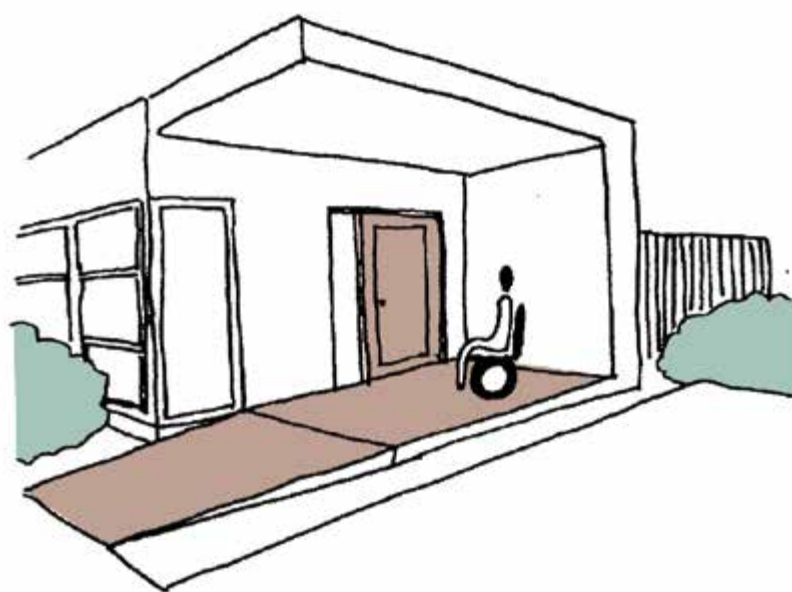
## CBD Living

## U2.7

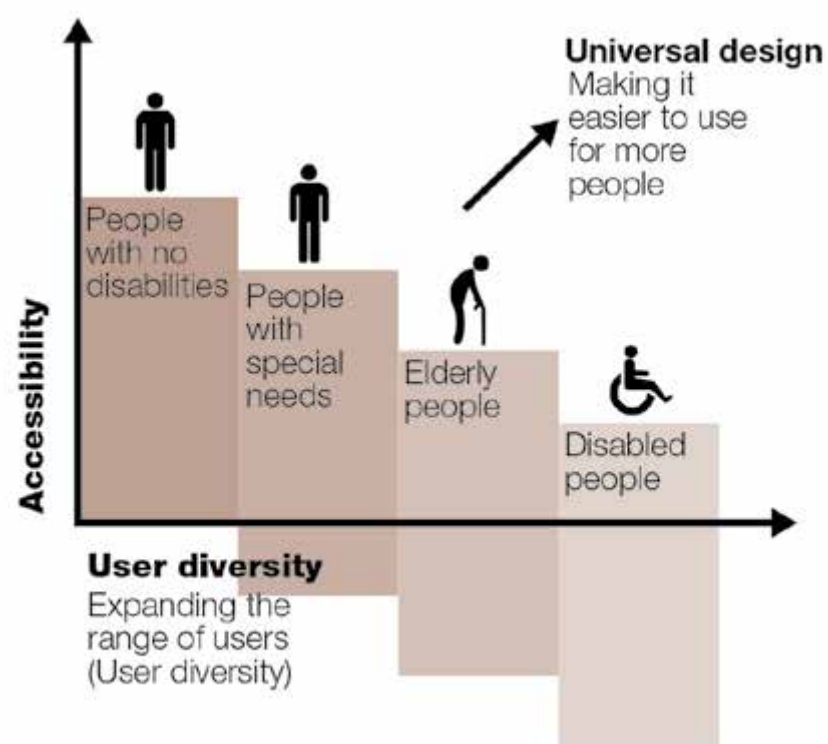
## Universal Design

*Universal design refers to the practice of designing the built environment to be accessible for all people, irrespective of age, physical ability and other factors. As an overarching principle of this plan, it to further promote a CBD which is inclusive and responsive to the needs of the community.*

- Ensure compliance with Australian Standards AS 4299-1995, Adaptable housing, which provides guidance for designing houses to accommodate varying physical abilities and promote ageing in place.
- Ensure the following components are considered when designing for universal access and adaptability;
- Accessible building entrances;
- Suitable internal circulation space;
- Height and levers/handles for windows and doors;
- Design of bathrooms and toilets and kitchens;
- Layout and circulation space for living spaces and bedrooms; and
- Interior finishes.
- Provide universally designed housing close to amenities, such as health and community facilities, public transport stops, retail shopping and employment opportunities.
- Adaptable housing should ensure easy access from both the street and parking spaces in all weather conditions. Entry pathways must use non-slip surfaces and be appropriately lit.
- Avoid stairs and use ramps for primary entrances, in accordance with AS 1428.1.



**Provide universally designed housing with accessible building entrances, ramps and circulation spaces**



**Universal Design - a practical way to provide for all users**

## U2

## CBD Living

## U2.8 Amenity

*As Mildura's CBD performs a multitude of functions, it is important that a suitable level of amenity maintained for residents living in the CBD. These guidelines are designed to ensure that housing established within existing and new retail and mixed use precincts, is not negatively affected by these activities.*

- Ensure all new developments achieve high levels of internal amenity, including visual and acoustic privacy, natural sunlight and ventilation.
- The height and setback of new buildings must be responsive to surrounding development to limit overshadowing and overlooking of private open space. Planter boxes, screening and louvres are also recommended to obscure downward views.
- To promote outdoor liveability, consideration should be given to communal and private outdoor space in the form of rooftops, podiums, balconies and courtyards, which are well shaded and provide benefit in terms of the internal and external comfort of buildings.
- Double or triple glazed windows are recommended, in areas where noise generating uses are present or traffic volumes result in ambient noise levels in excess of the acceptable range outlined in the Environmental Protection (Residential Noise) Regulations 2018.



**Ensure new developments achieves a high level of amenity**

## U2.9 Quality and Innovation

*Housing design principles and practices have evolved significantly over the past 10 years. To showcase Mildura as an innovative city, the design of housing needs to push the envelope, challenge base standards and strive for quality outcomes which promotes a high standard of living and is environmentally responsive.*

- Encourage well designed medium density housing in accordance with ResCode standards.
- Encourage developers to use qualified and experienced design professionals. Reinforce the message that good design can save costs by expediting approvals, as well as by providing potentially higher returns in capital investments.
- Engage with Sustainability Victoria and the Green Building Council of Australia to promote ESD techniques and targets for all aspects of construction and management of buildings and landscape.



**Encourage well designed medium density housing**

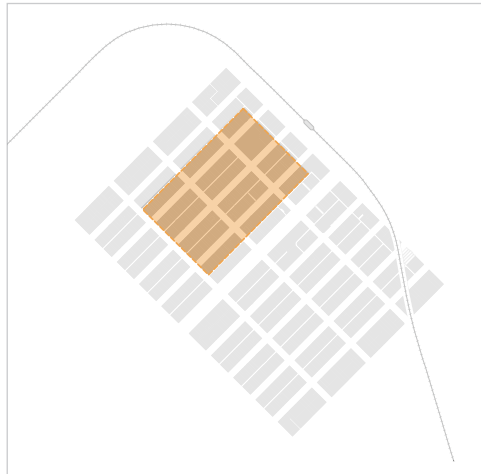


## P1

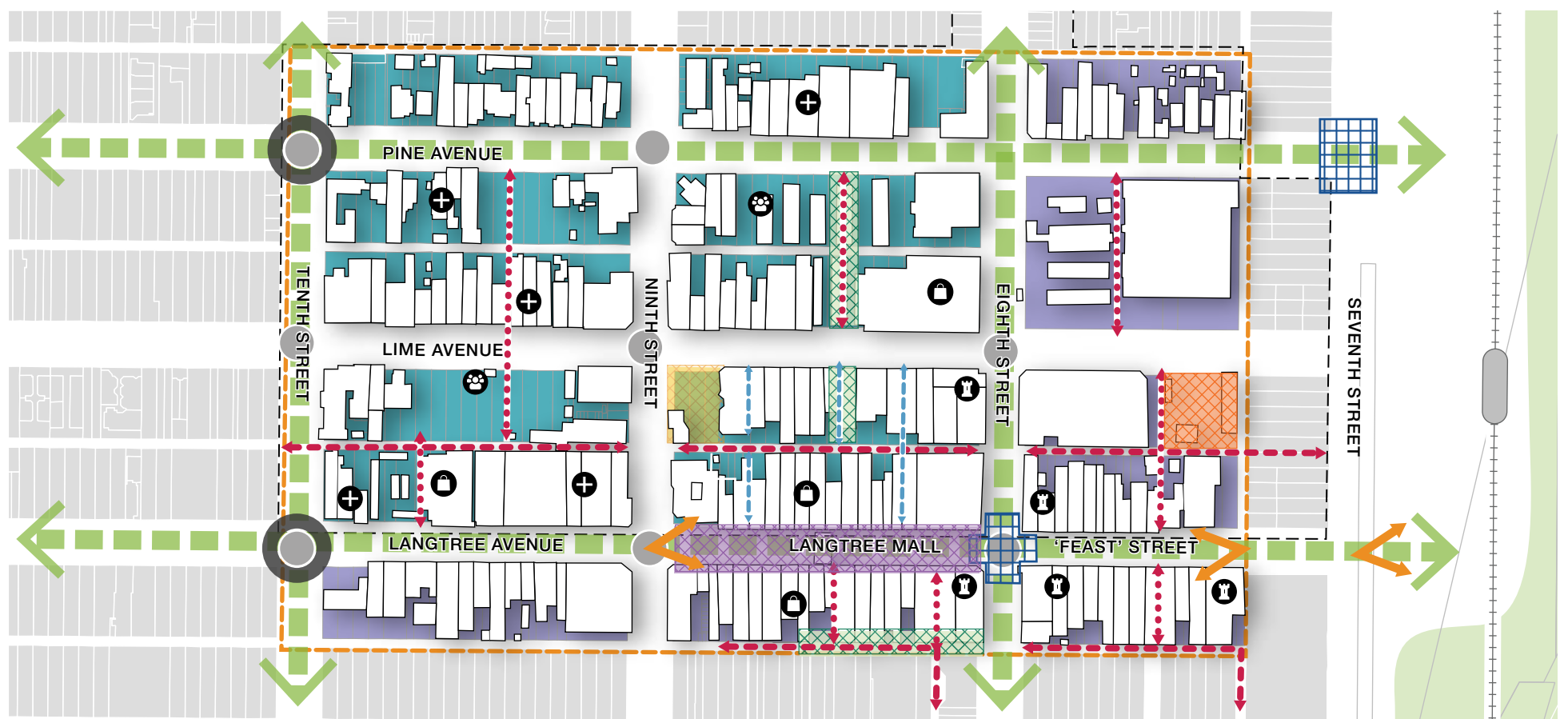
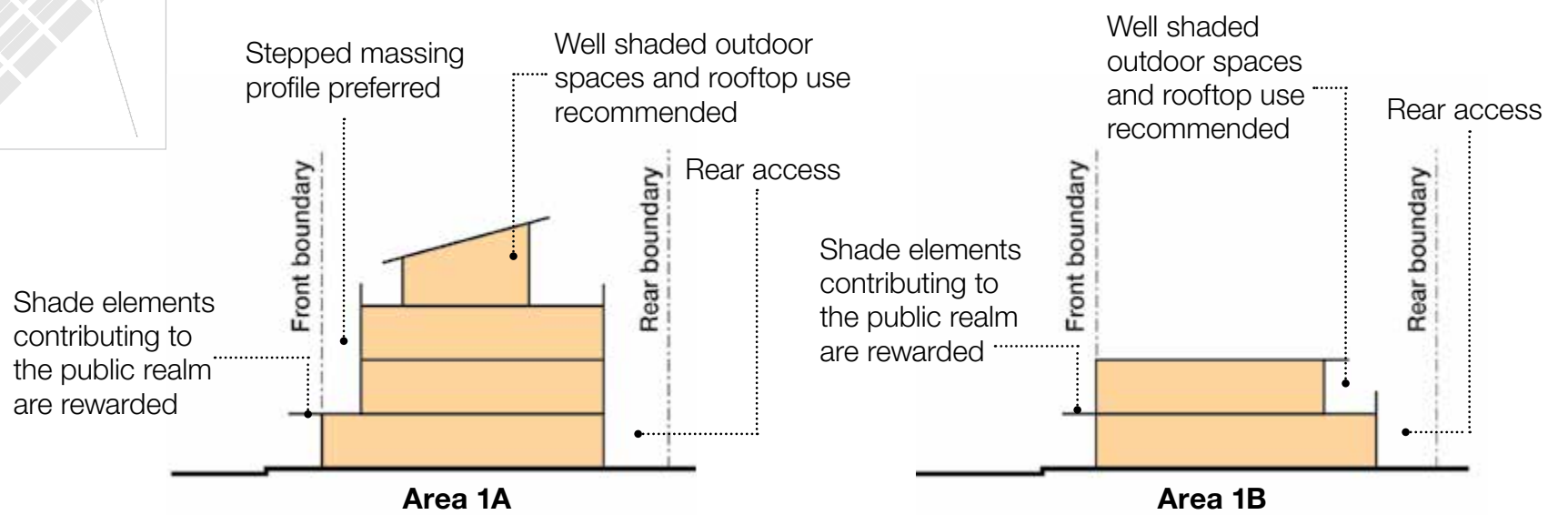
## Precinct Guidelines: Retail Core

## Summary:

Covering the central retail area from behind Seventh Street to Tenth Street, and from Langtree Avenue to Pine Avenue. This is referred to as the 'City Heart' area, and is the principal shopping centre within Mildura. The intent for this precinct is to reinforce and enhance this area to become a destination offering a lively blend of retail shopping, entertainment, arts and culture and residential uses, with a strong connection to the Riverfront.



Key Plan



## LEGEND

	Retail heart precinct		Medical facility		Mixed use		Priority active transport route
	Train line and station		Community space		Commercial office		Proposed mid-block connections
	Public open space		Historic site		Priority intersection upgrades		Laneways for priority pedestrian connection
	Built Form		Shopping		Public open space opportunity		
	Core retail area (City Heart)		Existing roundabout		New bus interchange		
	Langtree Mall		Views		Development opportunity		
	Arcades				Multi-storey carpark opportunity		



#	SUB-HEADING	DESIGN GUIDELINES
P1.1	Target uses	<p>Specialty Retail</p> <p>Food and beverage premises</p> <p>Mixed use development (ground floor retail, with office or residential uses above)</p> <p>Office premises and second floor conversions</p>
P1.2	Building Heights and Setbacks	<p><b>Building Height:</b></p> <p>Area 1A – 3 storeys (G+2)</p> <p>Area 1B – 2 storeys</p> <p><b>Building setbacks:</b></p> <p>Pine, Lime and Langtree Avenue: 0 metres</p> <p>Eighth, Ninth and Tenth Street: 0-3 metres *</p> <p>*with landscaped entries.</p>
P1.3	Plot Ratio	<p><b>Maximum site cover:</b> 80%</p> <p><b>Plot ratio bonuses:</b> up to 0.6% on maximum floor-to-area ratio of 2.4. Plot ratio bonuses can be earned through:</p> <ul style="list-style-type: none"> <li>• The creation of public arcades or through connections;</li> <li>• Contribution to the public realm (e.g vine covered pergolas); and</li> <li>• Sustainable / green design solutions.</li> </ul>
P1.4	Access and Parking	<ul style="list-style-type: none"> <li>• Primary vehicular access via laneways for properties fronting onto Langtree Avenue and Lime Avenue.</li> <li>• Vehicle access points should be shared or consolidated wherever possible and located to minimise impacts on active street frontages.</li> <li>• Provision for carparking to be in accordance with the rates outlined in the future Active Transport and Parking Strategy.</li> </ul>
P1.5	Connectivity	<ul style="list-style-type: none"> <li>• Improve level of connectivity between the Retail Heart Precinct and Riverfront.</li> <li>• Establish further mid-block links to Langtree Mall and Feast Street, from key carparking areas and other surrounding destinations.</li> <li>• Improve the streetscape along Feast Street to include traffic calming and further crossings, promoting a high level of pedestrian and cycle accessibility.</li> </ul>
P1.6	Views and Amenity	<ul style="list-style-type: none"> <li>• Protect the primary view corridor along Langtree Avenue towards the Riverfront.</li> <li>• Frame and protect long views towards built landmarks and heritage buildings, such as the T&amp;G Tower.</li> <li>• Shopfront upgrades and contribution to the public realm, in terms of shading and cooling elements, and amenity is highly recommended and shall be rewarded through the 'Reward and Recognition' program.</li> </ul>
P1.7	Built and Landscape Character	<ul style="list-style-type: none"> <li>• All new development and building works within the Retail Precinct to positively contribute to the activation and passive surveillance of the adjacent public realm.</li> <li>• Rooftop development for existing buildings and tenancies is encouraged within this precinct.</li> <li>• A stepped building profile is recommended to create a comfortable pedestrian scale at street level and allow for rooftop spaces and outdoor amenity.</li> <li>• Activate the rear parts of tenancies or subdivide buildings to provide further activities along Gallagher, Shillidays, Bowrings and Linton Lanes, and strengthen linkages to the central retail heart. The concept for these laneways should read as a connection sequent, presenting a strong level of visual connectivity, safety and outdoor comfort for users.</li> <li>• Planting – refer to general Place Design Guidelines.</li> </ul>
P1.8	Other	<ul style="list-style-type: none"> <li>• Establish a centrally located bus station which is well integrated with the central retail shopping area and allows for intermodal connections.</li> </ul>

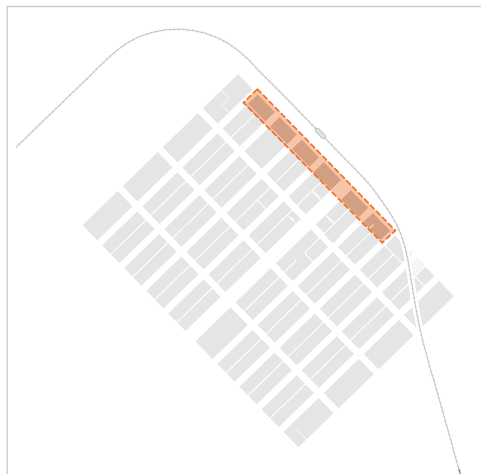
Table 2: Precinct Guidelines: Retail Core

## P2

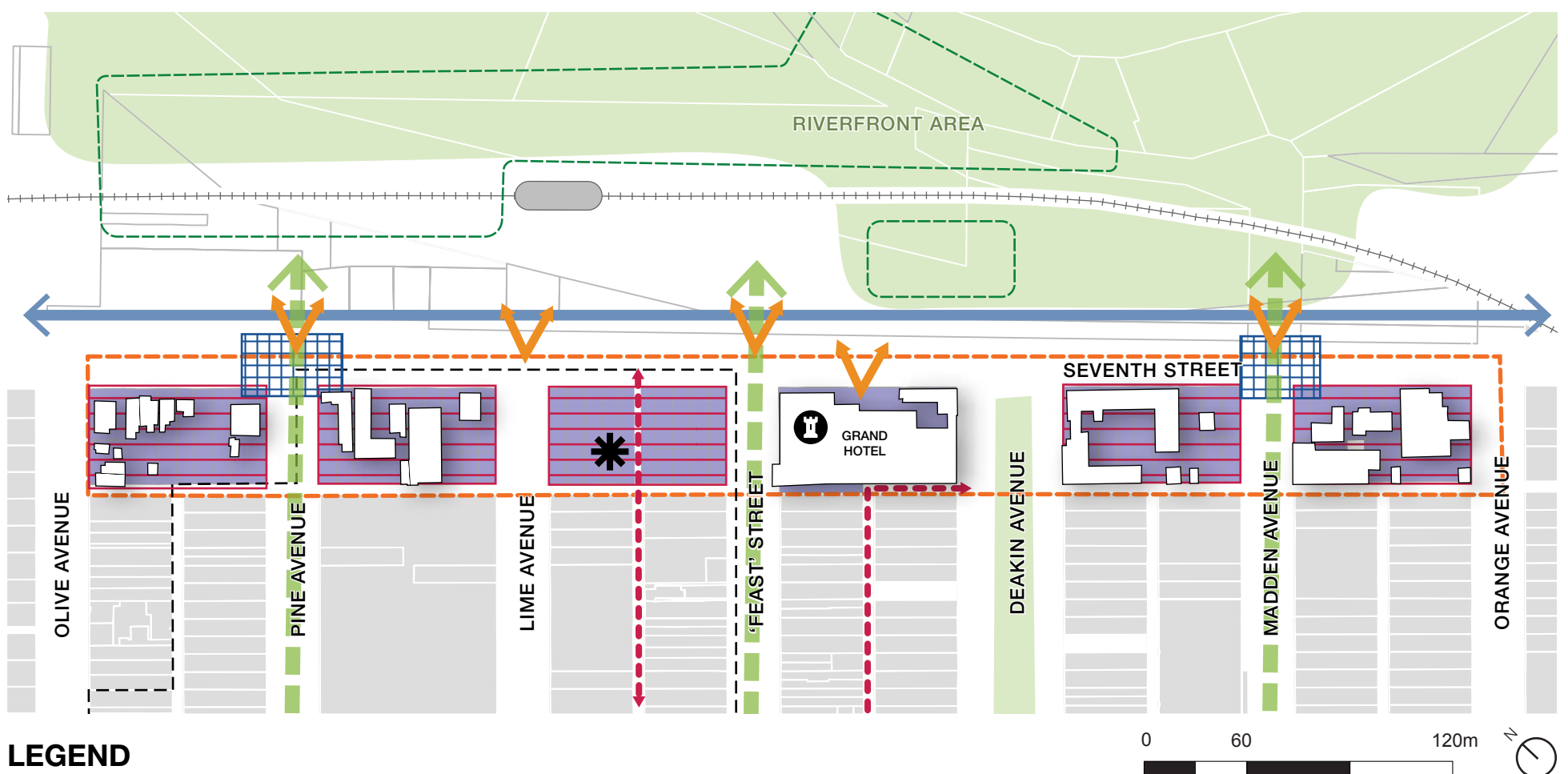
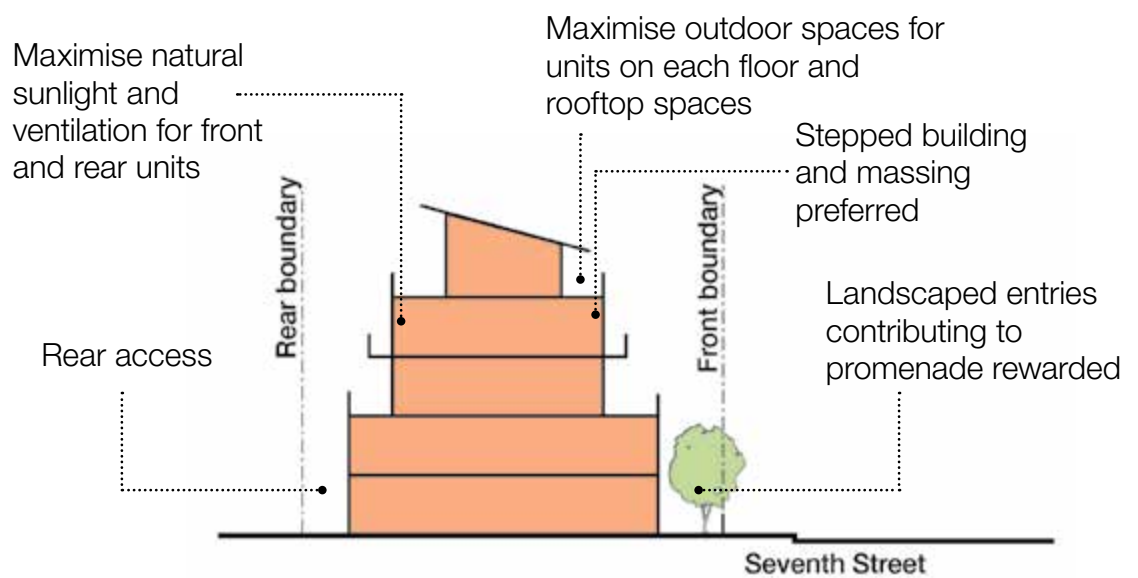
## Precinct Guidelines: Seventh Street Promenade

## Summary:

Seventh Street Promenade includes land fronting Seventh Street, from Olive Avenue south to Orange Avenue. At present this area offers some temporary accommodation, light industry and commercial uses, however is significantly underutilised. Capitalising on its location adjacent to the Riverfront, the intent is to transform this precinct to offer high quality accommodation and mixed use development, which creates a strong and striking interface with the Riverfront, and draws people back up into the CBD.



Key Plan



## LEGEND

- |                               |               |   |
|-------------------------------|---------------|---|
| Riverfront promenade precinct | Historic site | Mixed use                                   |
| Train line and station        | Views         | Priority intersection upgrades              |
| Public open space             |               | Development opportunity                     |
| Built Form                    |               | Priority active transport route             |
| Core retail area (City Heart) |               | Laneways for priority pedestrian connection |
| Riverfront stage 2 area       |               |   |
| Riverfront boulevard          |               |   |



#	SUB-HEADING	DESIGN GUIDELINES
P2.1	Target uses	Mixed Use Development (Ground floor with residential uses above) Temporary Accommodation Medium Density Residential
P2.2	Building Heights and Setbacks	<b>Building Height:</b> 4 storeys (G+3) <b>Building setbacks:</b> Langtree Avenue (inc. Feast Street): 0 metres All other street frontages: 3 metres
P2.3	Plot Ratio	<b>Maximum site cover:</b> 90% <b>Plot ratio bonuses:</b> up to 0.70% on maximum floor-to-area ratio of 3.6. Plot ratio bonuses can be earned through: <ul style="list-style-type: none"> <li>• Contribution to the public realm – e.g landscaped entries, vine covered pergolas; and</li> <li>• Sustainable / green design solutions.</li> </ul>
P2.4	Access and Parking	<ul style="list-style-type: none"> <li>• Primary pedestrian and cycle access shall be from Seventh Street.</li> <li>• Establish safe crossing points along Seventh Street, to promote efficient and safe movements between the CBD and Riverfront.</li> <li>• Utilise existing north-south laneways to provide suitable property access for land fronting onto Seventh Street.</li> <li>• Parking and vehicle access points should be avoided along Seventh Street. Vehicle access and egress points must be from the existing laneways or east-west streets, including Pine Avenue, Lime Avenue, Madden Avenue and Orange Avenue.</li> <li>• Provision for carparking to be in accordance with the rates outlined in the future Active Transport and Parking Strategy.</li> </ul>
P2.5	Connectivity	<ul style="list-style-type: none"> <li>• Promote strong linkages between the new pedestrian promenade within the Riverfront Stage 2 area and development within this precinct on the western side of Seventh Street.</li> </ul>
P2.6	Views and Amenity	<ul style="list-style-type: none"> <li>• Capitalise on views towards the Murray River and Riverfront area, to the east.</li> <li>• Create a strong and striking interface between the Riverfront and Retail Heart precinct.</li> </ul>
P2.7	Built and Landscape Character	<ul style="list-style-type: none"> <li>• The form and massing of buildings should maximise view opportunities of the Riverfront area but also create shade and comfort along the Seventh Street promenade.</li> <li>• Podium levels with suitable shade structures and elements to create comfortable spaces and promote outdoor liveability for temporary and permanent residents are highly encouraged.</li> <li>• Establish a high quality mixed use development at the corner of Langtree Avenue and Seventh Street, to create an iconic landmark and bookend to Langtree Avenue. The development should add to the vibrancy and quality of Feast Street, as a dining and entertainment area and create a strong interface with the Riverfront area.</li> <li>• Planting – refer to general Place Design Guidelines.</li> </ul>
P2.8	Other	N/A

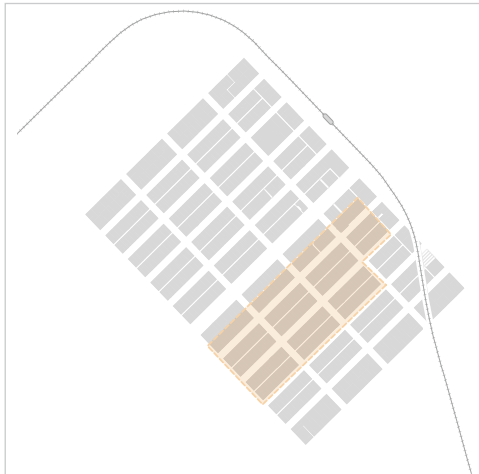
Table 3: Precinct Guidelines: Seventh Street Promenade

## P3

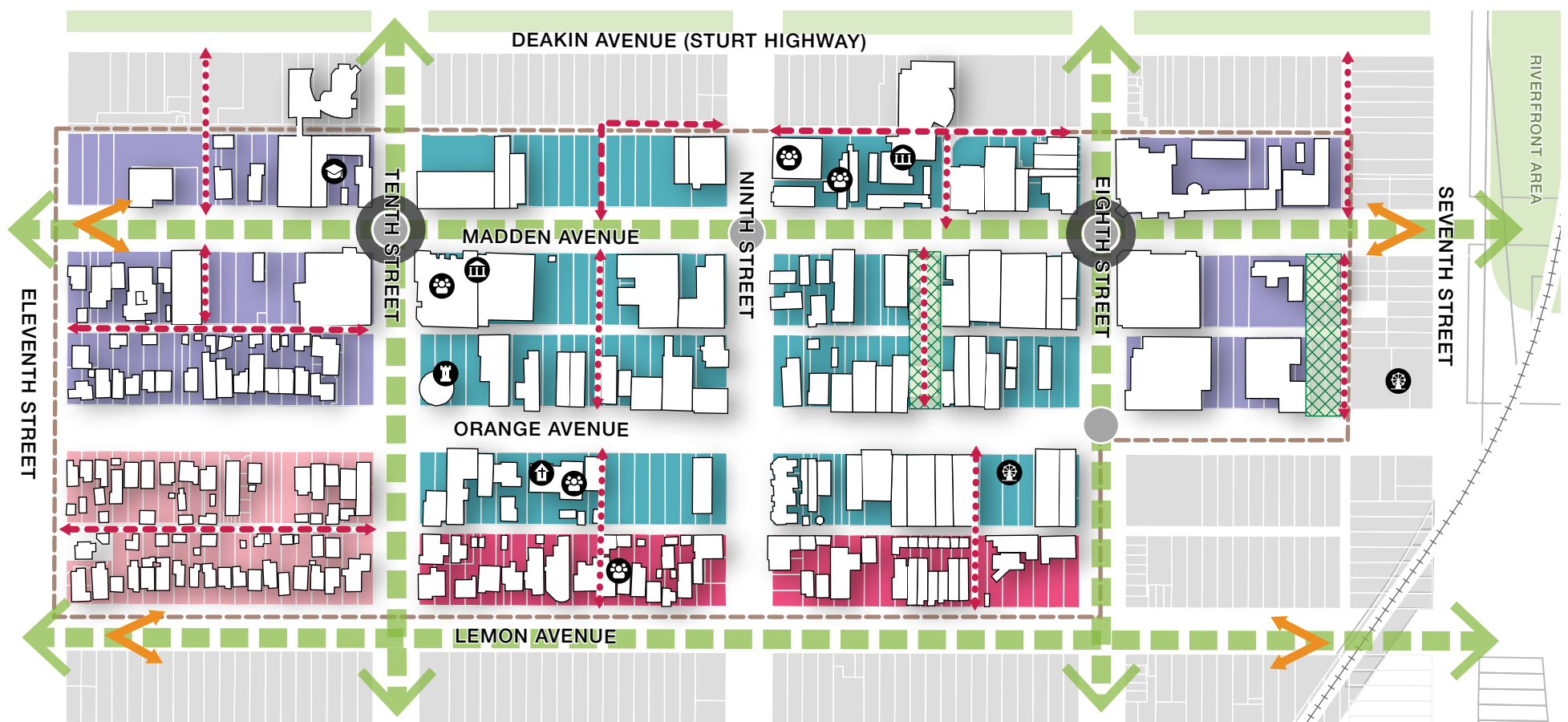
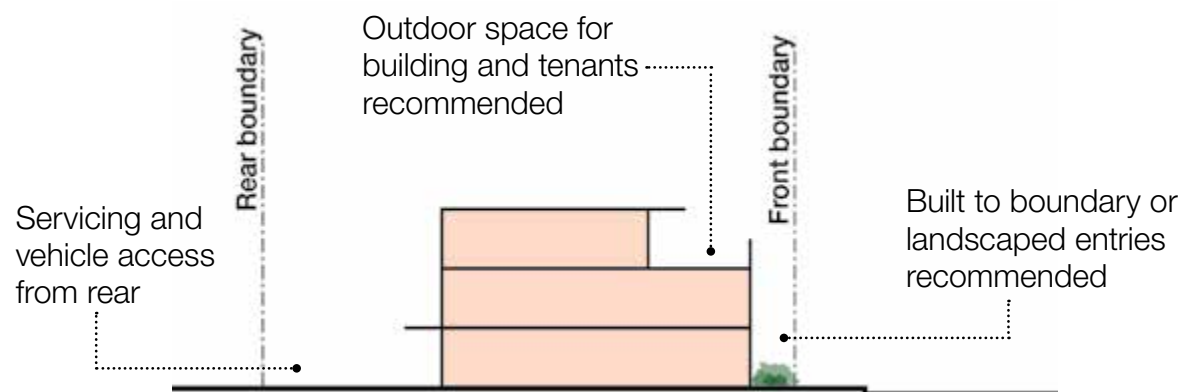
## Precinct Guidelines: Mixed use and Commercial

## Summary:

Comprising a significant portion of the CBD, south of Deakin Avenue between Deakin Avenue and Lemon Avenue, and the Seventh Avenue interface area and Eleventh Street to the west. This precinct comprises a mixture of light industry, commercial and government offices, with some residential development on the western periphery. The intent is to strengthen and diversify this precinct as an employment centre, and promote alternative CBD living opportunities.



Key Plan



## LEGEND

Mixed use and commercial Precinct

Train line and station

Public open space

Built Form

Views

Existing roundabout

Education facility

Civic building

Religious facility

Community space

Historic site

Residential - medium density

Mixed use

Commercial office

Public open space opportunity

Priority active transport route

Roundabout upgrades

Proposed mid-block connections

Laneways for priority pedestrian connection

0 60 120m





#	SUB-HEADING	DESIGN GUIDELINES
P3.1	Target uses	Mixed Use development (Ground floor offices with residential uses above) Office premises Educational institutions Child Care centres Food and Beverage Premises
P3.2	Building Heights and Setbacks	<b>Building Height:</b> 3 storeys (G+2) <b>Building setbacks:</b> Seventh Street and Eighth Street: 0-3 metres * Madden Avenue, Orange Avenue: 0-3 metres * All other street frontages: 3 metres Rail corridor: 8 metres *with landscaped entries.
P3.3	Plot Ratio	<b>Maximum site cover:</b> 80% <b>Plot ratio bonuses:</b> up to 0.6% on maximum floor-to-area ratio of 2.4. Plot ratio bonuses can be earned through: <ul style="list-style-type: none"> <li>• Creation of public through connections and linear open space contributions;</li> <li>• At least 50% of the housing stock to be designed to universal housing standard;</li> <li>• Contribution to the public realm e.g landscaped entries; and</li> <li>• Sustainable / green design solutions.</li> </ul>
P3.4	Access and Parking	<ul style="list-style-type: none"> <li>• Primary vehicular access via laneways for properties fronting onto Langtree Avenue and Lime Avenue.</li> <li>• Vehicle access points should be shared or consolidated wherever possible and located to minimise impacts on active street frontages.</li> <li>• Provision for carparking to be in accordance with the rates outlined in the future Active Transport and Parking Strategy.</li> <li>• On street parking permitted for tenancies of less than 150 m<sup>2</sup>, except uses which generate a high vehicle turnover (e.g Café)</li> </ul>
P3.5	Connectivity	<ul style="list-style-type: none"> <li>• Promote strong through block connections through arcades or walkways. The creation of linear parks to facilitate mid-block movements to the Retail Heart and other key destinations north are recommended.</li> <li>• On street connectivity should be enhanced through priority crossings and intersection upgrades.</li> <li>• Contribute to public open space are also highly encouraged within this precinct, to earn plot ratio bonuses.</li> </ul>
P3.6	Views and Amenity	<ul style="list-style-type: none"> <li>• Enhance views along the primary streetscapes, particularly the Active Transport Routes along Madden Avenue and Lemon Avenue.</li> <li>• All new development should enhance the amenity of the local streetscape and provide semi-public and public space, through the creative use of structures, planting and built form design.</li> <li>• Podium levels with suitable shade structures and elements to create comfortable spaces and promote outdoor liveability for temporary and permanent residents are highly encouraged.</li> </ul>
P3.7	Built and Landscape Character	<ul style="list-style-type: none"> <li>• A modular, campus-style building form is preferred in this precinct, over a single solid form, to promote permeability and to optimise climatic conditions for the building itself and exterior open spaces.</li> <li>• Podium levels to create comfortable spaces for temporary and permanent residents, is highly encouraged with suitable shaded structures and elements.</li> <li>• Planting – refer to general Place Design Guidelines.</li> </ul>
P3.8	Other	<ul style="list-style-type: none"> <li>• Amalgamation of land lots to create larger land holdings is highly encouraged.</li> <li>• Infill and adaptive re-use of existing building stock is recommended to support the diversification of uses and CBD living options in proximity of the Retail Heart.</li> </ul>

Table 4: Precinct Guidelines: Mixed use and Commercial

## P4

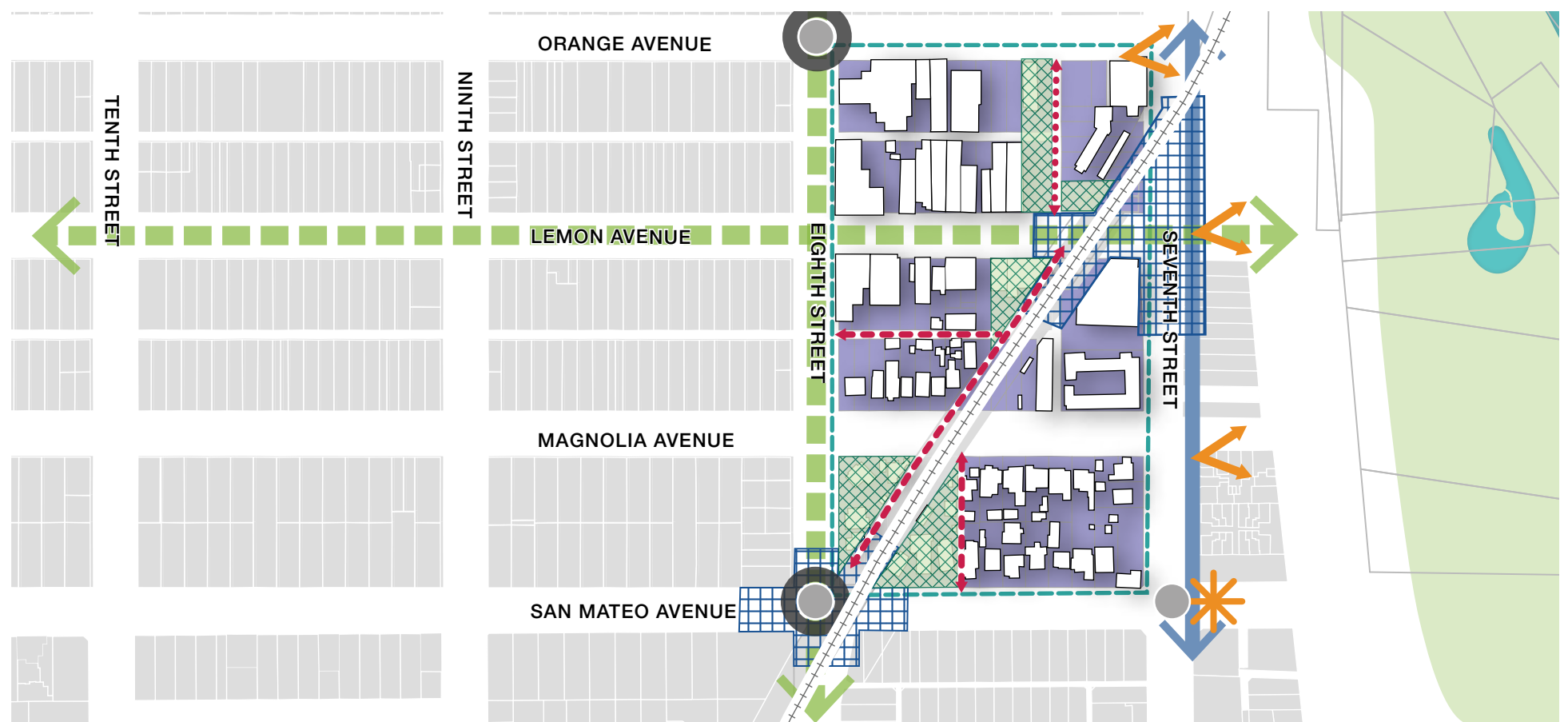
## Precinct Guidelines: Creative Industries

## Summary:

The Creative Industries precinct encompasses the land from San Mateo Avenue north to Orange Avenue, between Seventh and Eighth Street. This area currently consists of a range of entertainment uses, along with light industry workshops and warehouses, commercial offices and residential dwellings. The intent for this precinct, is to capitalise on an underutilised area to create a dynamic industry precinct for niche activities, centred around Mildura's key industries – solar, agriculture, viticulture, arts and creative works.



Key Plan



## LEGEND

	Creative industries precinct		Mixed use		Roundabout upgrades
	Train line and station		Priority intersection upgrades		Arrival statement
	Public open space		Public open space opportunity		
	Built Form		Priority active transport route		
	Views		Proposed mid-block connections		
	Existing roundabout		Laneways for priority pedestrian connection		
	Riverfront boulevard				



#	SUB-HEADING	DESIGN GUIDELINES
P4.1	Target uses	Workshops Art Gallery / Exhibition spaces Co-sharing office spaces Office premises (particularly technology and key industry sectors – Agri-tech, Agriculture, Viticulture, Solar Energy etc) Food and beverage premises
P4.2	Building Heights and Setbacks	<b>Building Height:</b> 3 storeys (G+2) <b>Building setbacks:</b> Primary frontage: 0-3 metres* All other street frontages: 3 metres* *with landscaped entry
P4.3	Plot Ratio	<b>Maximum site cover:</b> 60% <b>Plot ratio bonuses:</b> up to 0.2% on maximum floor-to-area ratio of 1.8. Plot ratio bonuses can be earned through: <ul style="list-style-type: none"> <li>• Creation of public through connections and linear open space;</li> <li>• Contribution to the public realm; and</li> <li>• Sustainable / green design solutions.</li> </ul>
P4.4	Access and Parking	<ul style="list-style-type: none"> <li>• Consolidate vehicle parking needs for the precinct on site, allowing for shared access and use by business owners and tenants within the precinct.</li> <li>• Provide for a bus stop as part of the shared parking area, to enable a future connection to the Retail Heart and promote public transport use.</li> <li>• Vehicle access should be via Lemon or Orange Avenue, or other internal laneways.</li> <li>• Provision for carparking to be in accordance with the rates outlined in the future Active Transport and Parking Strategy.</li> </ul>
P4.5	Connectivity	<ul style="list-style-type: none"> <li>• Working with VicTrack, upgrade intersections and consider active crossing points or removal of the level crossing, to enable safe cross corridor connectivity and movements towards the Riverfront.</li> <li>• The overall master plan for the precinct is to provide for mid-block movements, north to the Retail Heart and Mixed Use and Commercial Precinct, and east to the Riverfront area.</li> </ul>
P4.6	Views and Amenity	<ul style="list-style-type: none"> <li>• Capitalise on views towards the Murray River and Riverfront area, to the east.</li> <li>• All new development should enhance the amenity of the local streetscape and provide semi-public and public space, through the creative use of structures, planting and built form design.</li> </ul>
P4.7	Built and Landscape Character	<ul style="list-style-type: none"> <li>• A modular, campus-style building form is preferred in this precinct, over a single solid form, to promote permeability and to optimise climatic conditions for the building itself and exterior open spaces.</li> <li>• A well shaded, centrally located plaza space, providing a shared zone for outdoor dining and pedestrian movements around the precinct.</li> <li>• Planting – refer to general Place Design Guidelines.</li> </ul>
P4.8	Other	<ul style="list-style-type: none"> <li>• Work with Mildura Arts Centre and local artists, to develop a strong integrated art concept for this precinct, showcasing its intent for Creative industries and emerging niche-businesses.</li> </ul>

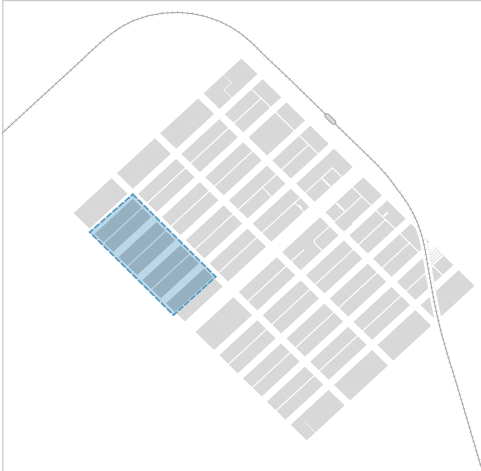
Table 5: Precinct Guidelines: Creative industries

## P5

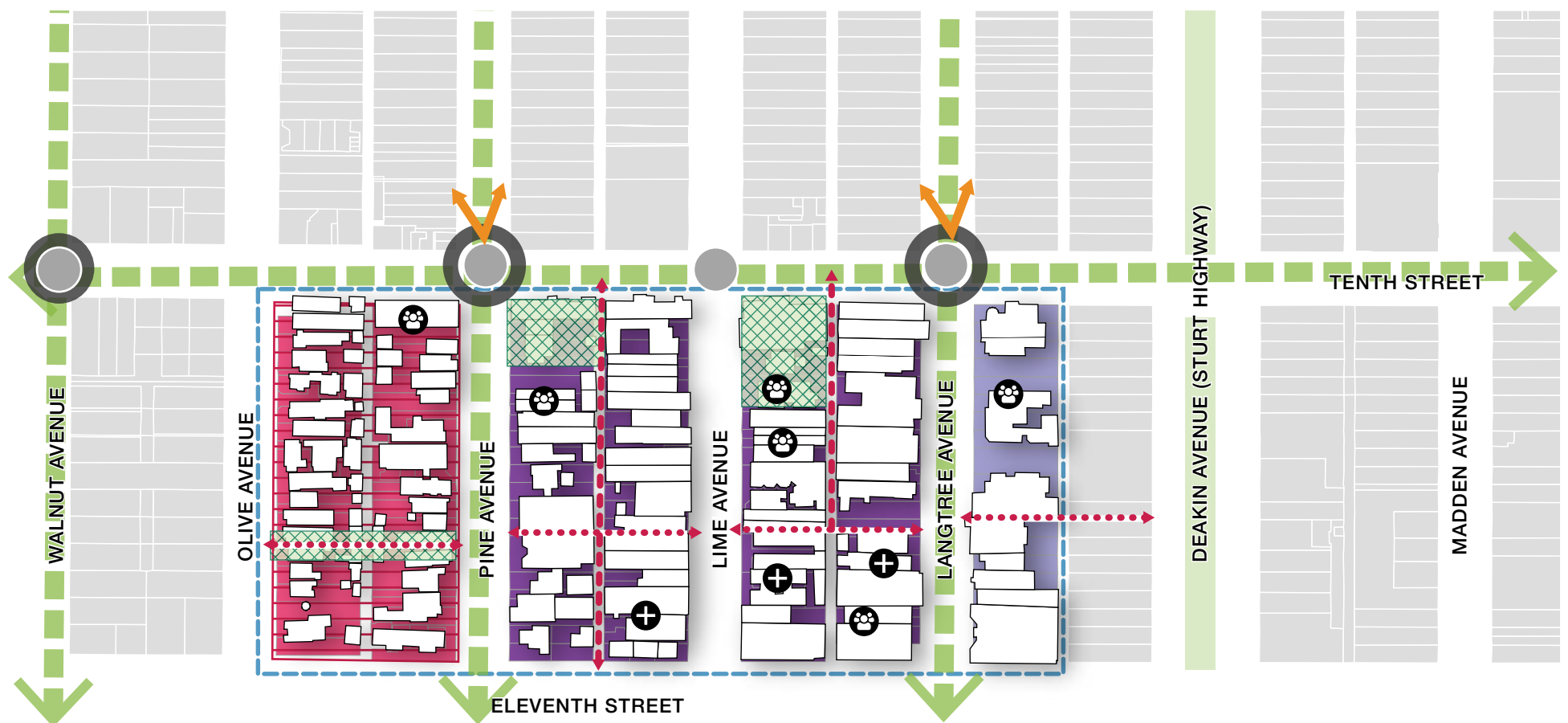
## Precinct Guidelines: Health and Wellbeing

## Summary:

The Health and Wellbeing Precinct includes land on the southern edge of the CBD, north of Deakin Avenue and extending to Olive Avenue, between Tenth and Eleventh Street. A number of medical premises are present within this area already, and the intent is to strengthen this service cluster, providing for a range of related activities and diverse, age-friendly housing options.



Key Plan



## LEGEND

- |  |                               |  |                               |  |                                 |
|--|-------------------------------|--|-------------------------------|--|---------------------------------|
|  | Health and wellbeing precinct |  | Public use - health           |  | Roundabout upgrades             |
|  | Public open space             |  | Mixed use                     |  | Priority active transport route |
|  | Built Form                    |  | Residential - medium density  |  | Existing roundabout             |
|  | Views                         |  | Development opportunity       |  | Community space                 |
|  |                               |  | Public open space opportunity |  | Medical facility                |



#	SUB-HEADING	DESIGN GUIDELINES
P5.1	Target uses	<p>Aged Care / Assisted Living Facilities</p> <p>Retirement Housing</p> <p>Medical centres</p> <p>Alternative therapy centres</p> <p>Medical research institutions</p> <p>Gyms and fitness centres / wellbeing centres</p>
P5.2	Building Heights and Setbacks	<p><b>Building Height:</b></p> <p>Area 5A: 3 storeys (G+2)</p> <p>Area 5B: 4 storeys (G+3)</p> <p><b>Building setbacks:</b></p> <p>Langtree Avenue and Lime Avenue: 0-3 metres *</p> <p>Eleventh Street: 5 metres</p> <p>All other street frontages: 0-3 metres *</p> <p>*with landscaped entries.</p>
P5.3	Plot Ratio	<p><b>Maximum site cover:</b> 80%</p> <p><b>Plot ratio bonuses:</b> up to 0.6% on maximum floor-to-area ratio of 3.2. Plot ratio bonuses can be earned through:</p> <ul style="list-style-type: none"> <li>• Creation of public through connections and linear open space contributions;</li> <li>• Contribution to the public realm;</li> <li>• At least 50% of the housing stock to be designed to universal housing standard; and</li> <li>• Sustainable / green design solutions.</li> </ul>
P5.4	Access and Parking	<ul style="list-style-type: none"> <li>• Primary vehicle access and parking generally encouraged from laneways.</li> <li>• Provision for carparking to be in accordance with the rates outlined in the future Active Transport and Parking Strategy.</li> <li>• On site parking required only for development in excess of 200 m<sup>2</sup> or uses generating a high vehicle turnover.</li> </ul>
P5.5	Connectivity	<ul style="list-style-type: none"> <li>• Promote strong through block connections through arcades or walkways. The creation of linear parks to facilitate mid-block movements to the Retail Heart and other key destinations north are recommended.</li> <li>• Provide mid-block connections to Priority Active Transport routes along Pine Avenue and Langtree Avenue.</li> <li>• Provide enhanced mid-block connections between the residential areas and medical / wellbeing premises within this precinct.</li> </ul>
P5.6	Views and Amenity	<ul style="list-style-type: none"> <li>• Enhance views along the primary streetscapes, particularly the Active Transport Routes along Pine Avenue and Langtree Avenue.</li> <li>• All new development should enhance the amenity of the streetscape and semi-public and public space, creating shade and amenity through the creative use of elements and built form design.</li> </ul>
P5.7	Built and Landscape Character	<ul style="list-style-type: none"> <li>• A modular, campus-style building form is preferred in this precinct, over a single solid form, to promote permeability and to optimise climatic conditions for the building itself and exterior open space areas.</li> <li>• Podium levels with suitable shade structures and elements to create comfortable spaces and promote outdoor liveability for temporary and permanent residents are highly encouraged.</li> <li>• Planting – refer to general Place Design Guidelines.</li> </ul>
P5.8	Other	<ul style="list-style-type: none"> <li>• The design of new development and improved streetscapes must ensure pathways, new spaces, dwelling units and common areas are designed to universal design standards, to promote suitable access for all.</li> </ul>

Table 6: Precinct Guidelines: Health and Wellbeing

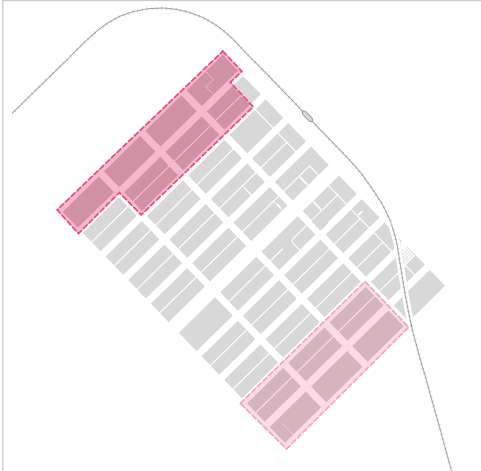


## P6

## Precinct Guidelines: CBD Living

**Summary:**

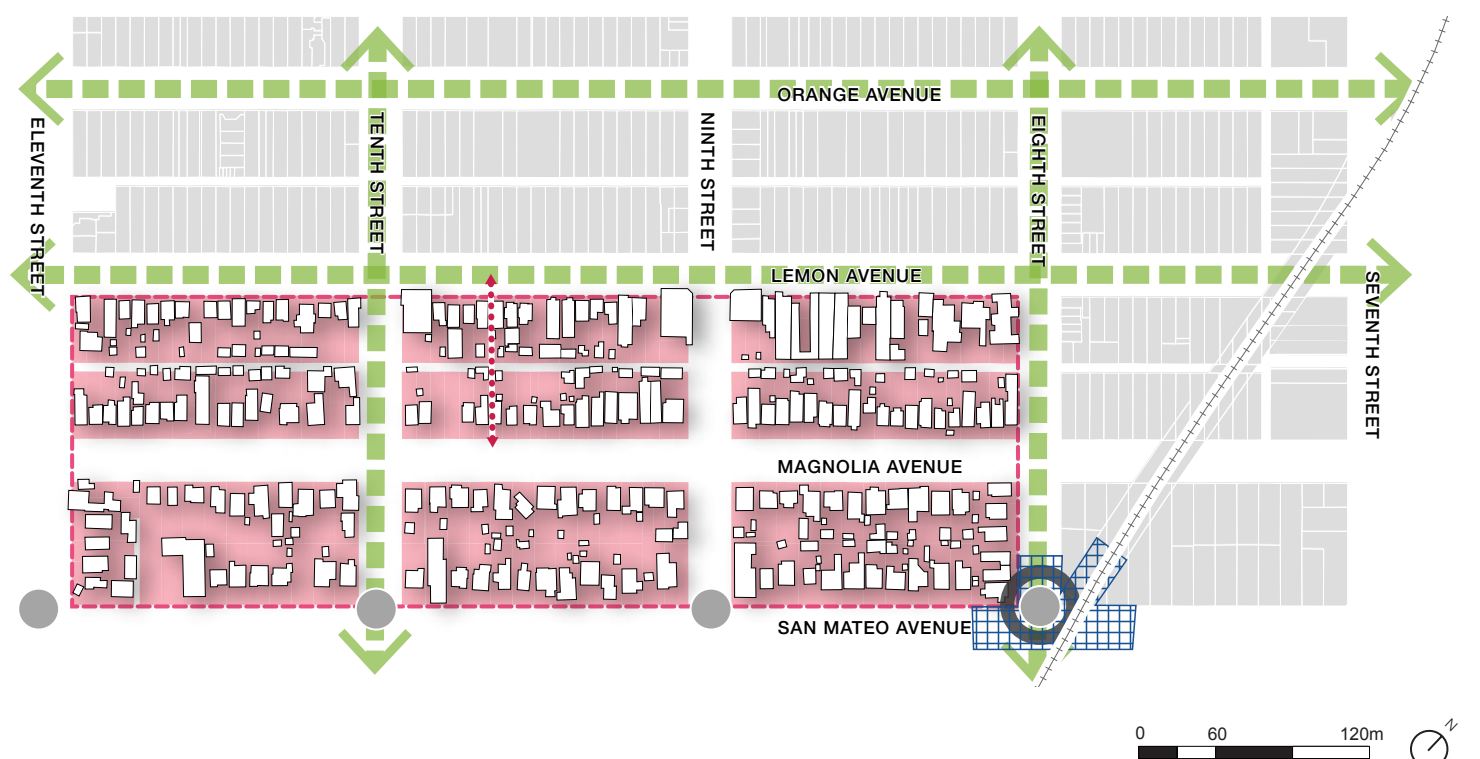
The CBD Living West and East Precinct is located on the periphery of the CBD, and provides for various low density housing options. The intent is to allow for some further medium density housing along the southern edge of this precinct, to support highly accessible housing, in proximity of the Retail Heart, medical facilities and areas of employment.



Key Plan

**LEGEND**

- CBD Living precinct
- Public open space
- Built Form
- ↔ Views
- Existing roundabout
- Residential - low density
- Residential - medium density
- Priority intersection upgrades
- ..... Proposed mid-block connections
- Roundabout upgrades
- Priority active transport route
- Riverfront boulevard



#	SUB-HEADING	DESIGN GUIDELINES
P6.1	Target uses	Single Detached Dwellings Apartment Complex Villas Townhouses / Duplexes
P6.2	Building Heights and Setbacks	<b>Building Height:</b> Area 6A: 2 storeys (G+1) Area 6B: 3 storeys (G+2) Area 7A: 2 storeys (G+1) Area 7B: 3 storeys (G+2) <b>Building setbacks:</b> Primary frontage: min. 3-5 metres Side boundaries: min. 3 metres Rear setback: min. 5 metres
P6.3	Plot Ratio	<b>Maximum site cover:</b> 50% <b>Plot ratio bonuses:</b> up to 0.1% on maximum floor-to-area ratio of 1.5. Plot ratio bonuses can be earned through: <ul style="list-style-type: none"><li>• Contribution to the public realm and public open space; and</li><li>• Sustainable / green design solutions.</li></ul>
P6.4	Access and Parking	<ul style="list-style-type: none"><li>• Refer to CBD Living Guidelines.</li></ul>
P6.5	Connectivity	<ul style="list-style-type: none"><li>• Refer to CBD Living Guidelines.</li></ul>
P6.6	Views and Amenity	<ul style="list-style-type: none"><li>• Refer to CBD Living Guidelines.</li></ul>
P6.7	Built and Landscape Character	<ul style="list-style-type: none"><li>• Refer to CBD Living Guidelines.</li></ul>
P6.8	Other	<ul style="list-style-type: none"><li>• Refer to CBD Living Guidelines.</li></ul>

Table 7: Precinct Guidelines: CBD Living

# 8 Acknowledgements



MRCC and GHD would like to acknowledge a number of individuals and organisations who have contributed to the development of this CBD Plan, in particular those who attended and participated in stakeholder and community consultation sessions, and online via Social Pinpoint.

Although it is not possible to list all individuals separately, your contributions to shaping the future of Mildura's CBD is greatly appreciated.

The contributions of the following groups are in particular acknowledged:

- Mildura Rural City Councillors
- Internal Departments of Mildura Rural City Council
- Mildura Regional Development
- Mildura City Heart, Greening Mildura
- Mallee District Aboriginal Services (MDAS)
- Victorian Police
- CDC Victoria (Bus operators) and Buslink
- Members of industry groups
- Members of the general community and community group representatives

# Appendix A

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N/A	Position balconies and windows away from surrounding residential properties and promote views towards the public realm	GHD	110
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3	Langtree Mall and shade structure, emulating aerialview over Mildura	GHD	GHD	Page III
4	Murray River	MRCC/ Mildura Regional Development	Robert Klarich	Page IV-V
5	View over the broader Mildura area	GHD	GHD	Page 7
6	View along Eighth Street	GHD	GHD	Page 7
7	Langtree Mall	GHD	GHD	Page 9
8	Feast St	GHD	GHD	Page 9
9	Council offices	GHD	GHD	Page 9
10	Historic rotunda	GHD	GHD	Page 9
11	Deakin Avenue	GHD	GHD	Page 9
12	Seventh Street	GHD	GHD	Page 9
13	Water tank park	GHD	GHD	Page 9
14	Riverfront Markets	GHD	GHD	Page 9
15	The 'Art Vault'	GHD	GHD	Page 9
16	Community service	GHD	GHD	Page 9
17	Feast' Street	GHD	GHD	Page 9
18	Shade in the mall	GHD	GHD	Page 9
N/A	Cultural heritage	GHD	GHD	Page 10
N/A	Riverfront setting	GHD	GHD	Page 10
N/A	Arts and creative thinking	GHD	GHD	Page 10
N/A	Local produce	Flickr: 25597558714	Mallee Farmscapes	Page 10
N/A	Infrastructure and service offering	GHD	GHD	Page 10
N/A	Leader in innovation	Sunraysia Daily	Sunraysia Daily	Page 10
N/A	Governance arrangements	GHD	GHD	Page 11
N/A	Retail mix	GHD	GHD	Page 11
N/A	Developable land stock	GHD	GHD	Page 11
N/A	Mobility	GHD	GHD	Page 11
N/A	Useable and comfortable public open space	GHD	GHD	Page 11
N/A	Housing diversity	GHD	GHD	Page 11
19	Vision page image	GHD	GHD	Page 14-15
20	A resilient regional centre	Unsplash - #783083	Brad Stallcup	Page 17
21	Places to roam andhave unique experiences	Unsplash - #642499	Kyle Nieber	Page 17
22	Collaborative partnerships	Pxhere - #213281	No attribution.	Page 17
23	Comfortable, climatic responsive settings (Noosa Junction Station, 2015)	<a href="http://www.barkdesign.com.au/public/noosa-junction-station/">http://www.barkdesign.com.au/public/noosa-junction-station/</a>	GHD	Page 17
24	Be at the forefront of innovation	Unsplash - #609875	Brooke Cagle	Page 17
25	Celebrate the local home grown character	Unsplash - #419077	Elle Hughes	Page 17
26	A distinct and dynamic Activity hub	GHD	Katie Williams	Page 19
27	A compact and Connected CBD	<a href="https://unsplash.com/photos/KEhNcoCldbk">https://unsplash.com/photos/KEhNcoCldbk</a>	Zachary Staines	Page 19
28	An inclusive and people focused CBD	<a href="https://unsplash.com/photos/BVLVJ6YErSc">https://unsplash.com/photos/BVLVJ6YErSc</a>	Dane Deaner	Page 19
29	A resilient and sustainable CBD	GHD	Katie Williams	Page 19
30	A smart and collaborative CBD	GHD	GHD	Page 19
31	An expressive and memorable CBD	GHD	GHD	Page 19
32	Retail Heart Precinct - overlooking Langtree Mall	GHD	GHD	Page 22
33	Riverfront Promenade Precinct - along Seventh Street	GHD	GHD	Page 22
34	Health and wellbeing precinct	GHD	GHD	Page 22
35	Central CBD - desired character	GHD	GHD	Page 24

#	IMAGE TITLE	SOURCE	CREDIT/ATTRIBUTION	PAGE #
36	CBD Frindge Street Character	GHD	GHD	Page 24
37	Destination Laneways	GHD	GHD	Page 24
N/A	To make the CBD more comfortable install drinking fountains	Unsplash - #500081	Vita Marija Maurenaite	Page 30
N/A	Refresh the active transport and parking plan	<a href="http://architectus.co.nz/en/projects/hastings-street-streetscape">http://architectus.co.nz/en/projects/hastings-street-streetscape</a>	No attribution.	Page 30
N/A	Refresh the active transport and parking plan	GHD	GHD	Page 30
N/A	Integrate the existing heritage train with all new arts and cultural facilities	Pixabay - 778406	No attribution.	Page 30
N/A	Integrate the existing heritage train with all new arts and cultural facilities	Pexels - #1116984	Creative Commons no attribution required	Page 30
N/A	"Green Design" rewards and recognition program - showcase exemplary climate responsive design"	GHD	GHD	Page 30
N/A	Establish an implementation action group	Unsplash - #678685	Shridhar Gupta	Page 30
N/A	Host regular industry talks	GHD	GHD	Page 30
N/A	Host regular industry talks	GHD	GHD	Page 30
N/A	Langtree Avenue Placemaking Project	GHD	GHD	Page 31
N/A	Active CBD intersection upgrade	<a href="https://unsplash.com/photos/nphovVuT9OE">https://unsplash.com/photos/nphovVuT9OE</a>	Flo Karr	Page 31
N/A	Linear Parkway concept	GHD	Carmen Du	Page 31
N/A	Eco home pilot project	<a href="https://architectureau.com/articles/nsw-governments-1-billion-deal-for-affordable-housing/">https://architectureau.com/articles/nsw-governments-1-billion-deal-for-affordable-housing/</a>	Steve Back	Page 31
N/A	Creative industries precinct and interactive learning hub	GHD	GHD	Page 31
N/A	Destination Laneways Project	GHD	Marty Rowland	Page 31
38	Engage the community through flexible creative programs and retail opportunities	<a href="https://iheartbendigo.com.au/tag/visual-artists-bendigo/">https://iheartbendigo.com.au/tag/visual-artists-bendigo/</a>	No attribution.	Page 34
39	Support events to draw people to the CBD	GHD	GHD	Page 34
40	Promote high quality design which contributes to the public realm	<a href="https://renewalsa.sa.gov.au/projects/bowden/bowden-hero-1580x800/">https://renewalsa.sa.gov.au/projects/bowden/bowden-hero-1580x800/</a>	Renewal SA, the Government of South Australia	Page 34
41	Build on local arts/music scene	GHD	GHD	Page 34
42	Activate outdoor space for various uses	pixabay.com	No attribution.	Page 34
43	High quality climate responsive housing	<a href="https://architectureau.com/articles/whitmore-square-eco-house/">https://architectureau.com/articles/whitmore-square-eco-house/</a>	Peter Bennets	Page 34
44	Support pop-up retail in unused space	<a href="https://www.spacemarket.com.au/">https://www.spacemarket.com.au/</a>	Elizabeth Looker	Page 34
N/A	Shared Zone	GHD	GHD	Page 36
N/A	Wayfinding Zone	GHD	GHD	Page 36
N/A	Places for people	GHD	GHD	Page 37
N/A	Decorative lighting	GHD	GHD	Page 37
N/A	Second floor activation	GHD	GHD	Page 37
N/A	Wayfinding Lighting	GHD	GHD	Page 37
N/A	Vertical Markers	GHD	GHD	Page 37
45	Well integrated and comfortable bus interchange	GHD	GHD	Page 43
46	Create plaza spaces with well shaded areas and seating	GHD	GHD	Page 43
47	Dynamic traffic calming solution, combining high quality public realm and a shared zone for all transport modes	GHD	GHD	Page 43
N/A	Pedestrian crossing signage	GHD	GHD	Page 44
N/A	Raised wombat crossing	GHD	GHD	Page 44
N/A	Clear line markings	GHD	GHD	Page 44
N/A	Bike Lane	GHD	GHD	Page 44

#	IMAGE TITLE	SOURCE	CREDIT/ATTRIBUTION	PAGE #
48	Activate rooftops for leisure and entertainment	GHD	Marty Rowland	Page 48
49	Incorporate formal and incidental indigenous and cultural elements to a stronger sense of place	<a href="https://www.foreground.com.au/public-domain/street-design-stories/">https://www.foreground.com.au/public-domain/street-design-stories/</a>	Dan Schultz	Page 48
50	Public art in laneways can create enticing linkages	<a href="http://www.cityartsydney.com.au/artwork/rush/">http://www.cityartsydney.com.au/artwork/rush/</a>	City Art Sydney	Page 48
51	Ensure Mildura CBD remains an inclusive and welcoming area for all	MRCC	Bernadette George	Page 48
52	A new palette of activities for a broad range of ages, cultures and interests	Pxhere - #719348	No attribution.	Page 48
N/A	Nature Play Elements	GHD	GHD	Page 50
N/A	Fitness Equipment	GHD	GHD	Page 50
N/A	Shared bike and vehicle lane	GHD	GHD	Page 50
N/A	Community Garden	GHD	GHD	Page 50
53	Provide cool, well shaded environments to sit and relax	GHD	GHD	Page 56
54	Solar powered bins with smart technologies to monitor capacity	GHD	GHD	Page 56
55	Provision of quality retirement housing in a highly accessible locations	<a href="https://architectureau.com/articles/nsw-governments-1-billion-deal-for-affordable-housing/">https://architectureau.com/articles/nsw-governments-1-billion-deal-for-affordable-housing/</a>	Steve Back	Page 56
56	Clear ways to incorporate new solar charging technologies (Platio)	Platio online	Platio	Page 56
57	Urban cooling through pergolas covered with vines, which grow well in the local climate	GHD	GHD	Page 57
58	Support the provision of quality, affordable housing	GHD	GHD	Page 57
59	Solar powered electric charge points	GHD	GHD	Page 57
60	Strong branding for 'Mildura City Heart' to support CBD businesses	GHD	GHD	Page 62
61	Smart infrastructure can enhance the resident and visitor experience of the CBD	Getty Images - 925239558	No attribution.	Page 62
62	Emerging autonomous buses make transport highly accessible and efficient	<a href="http://www.truckandbus.net.au">www.truckandbus.net.au</a>	No attribution.	Page 62
63	Support entrepreneurs and small businesses	Pexels - #935756	GHD	Page 63
64	Working collaboratively can promote shared ownership and participation	GHD	GHD	Page 63
65	Co-working spaces provide flexible spaces and facilities for a range of businesses of various sizes	Unsplash - #678685	Shridhar Gupta	Page 63
66	Support Mildura's profile as the solar capital of Australia	<a href="http://www.energyaustralia.com.au">www.energyaustralia.com.au</a>	No attribution.	Page 63
N/A	Flexible co-working space	<a href="https://unsplash.com/photos/NSFG5sJYZgQ">https://unsplash.com/photos/NSFG5sJYZgQ</a>	Tim Gouw	Page 65
N/A	Public space for a variety of uses and users	GHD	Katie Williams	Page 65
N/A	Outdoor spaces for shows/exhibitions	GHD	Matthew Kneale	Page 69
N/A	Dynamic and interactive show rooms	GHD	Katie Williams	Page 69
N/A	Fun and educational play spaces	GHD	Katie Williams	Page 69
67	Laneway activation to create engaging places	GHD	GHD	Page 70
68	Celebrate Mildura's food and wine industry throughout the seasons	Pexels - #696219	No attribution.	Page 71
69	Continue to support a diverse range of music and other events within the CBD	Sunraysia Daily	No attribution.	Page 71
70	Incorporate dynamic art installations which tell Mildura's story	<a href="http://www.migrationheritage.nsw.gov.au/projects/">http://www.migrationheritage.nsw.gov.au/projects/</a>	No attribution.	Page 72
71	Provide comfortable and memorable journeys	MRCC	Bernadette George	Page 73
72	Promote the CBD as the primary location for community and public events	<a href="https://concreteplayground.com/melbourne/event/white-night-bendigo-2018/">https://concreteplayground.com/melbourne/event/white-night-bendigo-2018/</a>	No attribution.	Page 73



#	IMAGE TITLE	SOURCE	CREDIT/ATTRIBUTION	PAGE #
73	Build on Mildura CBD's identity and character	<a href="https://www.aspect-studios.com/au/project/junction-place-wodonga/">https://www.aspect-studios.com/au/project/junction-place-wodonga/</a>	No attribution.	Page 73
N/A	Shared laneways	GHD	GHD	Page 74
N/A	Activate laneways with public art	GHD	GHD	Page 74
N/A	Tree species selection	GHD	GHD	Page 100
N/A	Consistent surface treatments	GHD	GHD	Page 100
N/A	Provide a consistent and unified suite of street furniture	GHD	GHD	Page 101
N/A	Provide bike parking adjacent to key locations	GHD	GHD	Page 101
N/A	Incorporate public art which evokes meaning	GHD	GHD	Page 103
N/A	Celebrate Mildura's indigenous cultural heritage	GHD	GHD	Page 103
N/A	Provide consistent signage and wayfinding throughout the CBD	GHD	GHD	Page 103
N/A	Provide traffic calming methods to reduce hooning on local roads	MRCC	Bernadette George	Page 104
N/A	Provide wombat crossings to reduce traffic speeds within the CBD	GHD	GHD	Page 105
N/A	Buffer zone between bike land and parking lane	GHD	GHD	Page 105
N/A	Transport intergration	GHD	GHD	Page 106
N/A	Transport intergration	GHD	GHD	Page 106
N/A	Carparking	GHD	GHD	Page 106
N/A	Ensure innovative and dynamic adaptive re-use of existing building stock	GHD	GHD	Page 109
N/A	Promote design which is responsive to its context	GHD	GHD	Page 111
N/A	Carparking should be located to the rear of the building wherever possible	GHD	GHD	Page 111
N/A	Passive design	<a href="https://www.foreground.com.au/public-domain/street-design-stories/">https://www.foreground.com.au/public-domain/street-design-stories/</a>	Dan Schultz	Page 112
N/A	Ideal orientation of buildings	GHD	GHD	Page 112
N/A	Location of openings for cross and natural ventilation	GHD	GHD	Page 112
N/A	Horizontal shading on north, east and west facing façades should be at 70o	GHD	GHD	Page 113
N/A	Maximum glazed area for façades	GHD (Adapted from "Central Melbourne Design Guide")	GHD	Page 113
N/A	Solar powered energy efficienet CBD living	Real Estate.com news online	No attribution.	Page 114
N/A	Encourage solar powered carparking	Platio online	Platio	Page 114
N/A	Promote adaptive re-use throughout the CBD	GHD	GHD	Page 115
N/A	Ensure new developments achieve a high level of amenity	GHD	GHD	Page 117
N/A	Encourage well designed medium density housing	<a href="https://renewalsa.sa.gov.au/projects/bowden/bowden-hero-1580x800/">https://renewalsa.sa.gov.au/projects/bowden/bowden-hero-1580x800/</a>	Renewal SA, the Government of South Australia	Page 117

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3	Precinct Guidelines: Seventh Street Promenade	GHD	121
4	Precinct Guidelines: Mixed use and Commercial	GHD	123
5	Precinct Guidelines: Creative industries	GHD	125
6	Precinct Guidelines: Health and Wellbeing	GHD	127
7	Precinct Guidelines: CBD Living	GHD	129





**DRAFT REPORT  
PREPARED FOR COMMENT**