

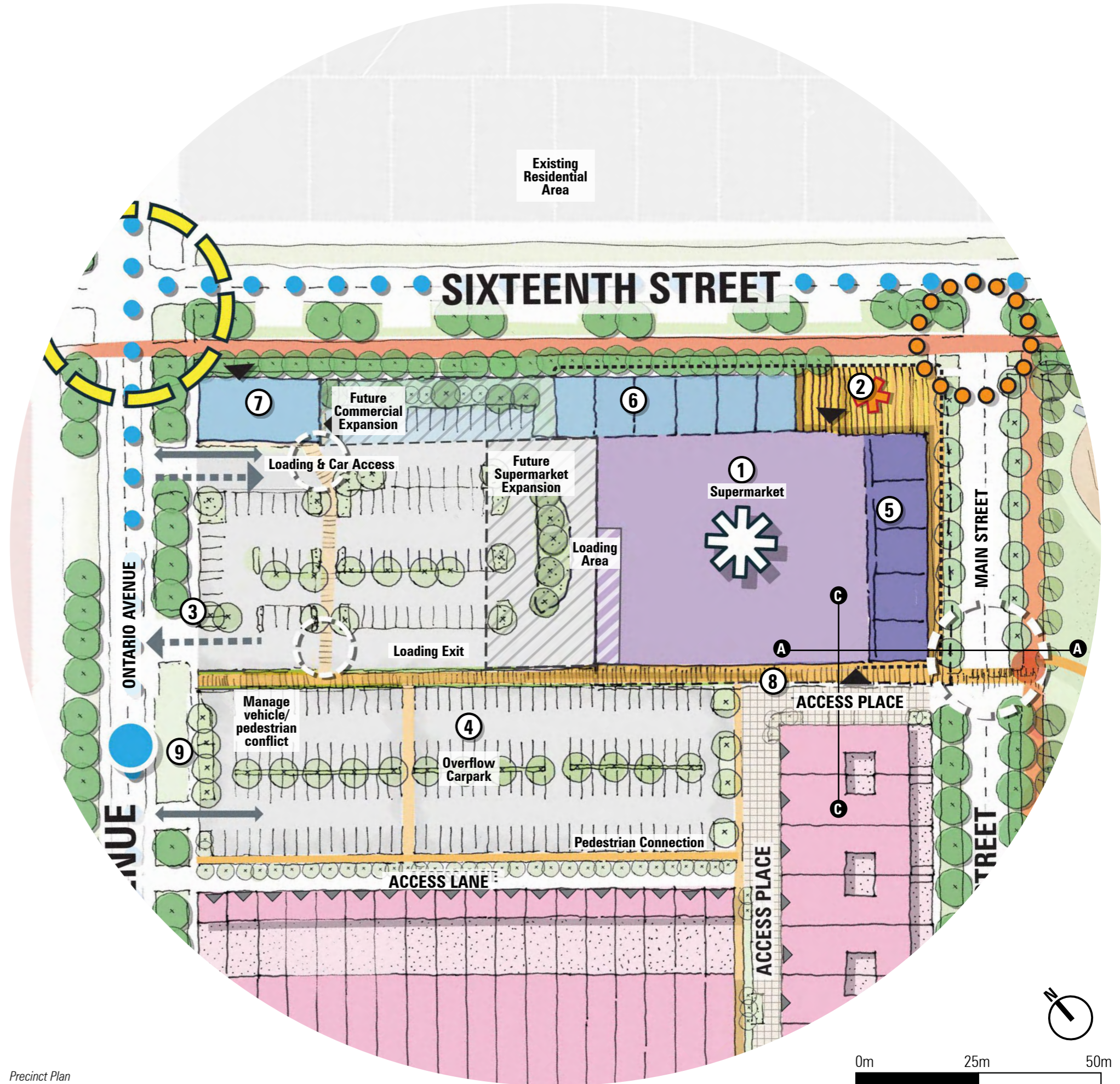
Precinct 1: Commercial Heart

Precinct Description

The Commercial Heart will be a vibrant anchor into the Mildura South Growth Area offering a range of retail, commercial and service based uses, benefiting from direct connections with the future Sixteenth Street Greenway and Village Green. The precinct will accommodate car parking and vehicle access from Ontario Avenue, to facilitate a pedestrian-oriented 'main street' setting to the internal Main Street.

Precinct Strategies

1. In the short-medium term, deliver a Neighbourhood Activity Centre comprising a **mid-sized supermarket** (of 2200-2500m²) addressing Sixteenth Street and the Main Street. This retail anchor will be 'sleeved' by specialty retail and commercial uses to take advantage of visual exposure along these streets. Pedestrian access to the supermarket should be from Main Street, with an opportunity for an additional entry from the Access Place.
2. Establish a **new public plaza** at the corner of Sixteenth Street and Main Street incorporating outdoor seating, public art, shade structure/awnings and end of trip facilities for cyclists.
3. Position **car parking and loading facilities** associated with commercial uses behind the retail frontage, with access off Ontario Avenue. Dedicated pedestrian crossings through the car park should be established to manage pedestrian safety.
4. **Future-proof** the NAC for potential floorspace expansion by retaining a minimum 4,000sqm land holding, which can be used for car parking, or other interim multi-purpose functions such as open space, markets or temporary activities. Future expansion including a full line supermarket should continue to activate Sixteenth Street and retain 'back of house' (loading, car parking) off Ontario Avenue.
5. Position **fine grain speciality shops** and hospitality uses to the Main Street and built to the street (and plaza) boundaries. These uses will benefit from outlook to the public open space and opportunity to activate the public realm, including a new public plaza. Outdoor dining should be encouraged to establish a vibrant, inviting entry into the NAC.
6. **Non-retail and commercial uses** are to be positioned to the Sixteenth Street Greenway, benefiting from green outlook while acknowledging the role of the street as a critical cycle corridor.
7. Position a **free-standing commercial form/ medical centre** at the Ontario Avenue and Sixteenth Street junction to provide a visual anchor to the NAC. Built form should be built to the street boundaries, with pedestrian entries directly accessible off the footpath. Car parking should be located to the side, or rear with landscape screening to manage its visual presentation along Sixteenth Street.
8. Establish a **continuous, legible and safe pedestrian connection** from Ontario Avenue to the Main Street through the car park via a 10m wide Access Place between the commercial precinct and future medium density residential land. This link should be provided with passive surveillance, well-lit and universally accessible.
9. Advocate for a new **bus stop** at on Ontario Avenue, providing access via the new pedestrian link to the Main Street.
10. Acknowledge the sloping topography of the precinct through **onsite detention and storage of stormwater within at-grade car parks** to manage flooding impacts to surrounding commercial and retail development



Precinct Plan

Design Guidelines

Building Massing and Design

- The preferred maximum building height is 2 storeys, or 8m. There is opportunity to increase building height at the corner of Ontario Avenue and Sixteenth Street to 3 storeys, or 12m to demarcate this key junction of the NAC.
- Ensure the massing of the primary commercial building appears as a 'suite of forms' to street frontages, offering division and grain as well as a mix of colours and material treatments to avoid the appearance of a singular, monotonous form. This includes ensuring tenancies comprises individual entries to the street and are located along pedestrian desire lines.
- Establish a minimum of 2 pedestrian entries into the supermarket with the primary entry from the Main Street and Sixteenth Street intersection and the secondary access from the Access Place and Main Street intersection.
- Utilise materials and finishes which exhibit depth, texture and fine grain details that exhibit commercial character including (but not limited to) glazing, brick, stone, vertical cladding, powder-coated seam cladding or corrugated iron and textured precast concrete. Aluminium cladding products should generally be avoided or used sparingly.
- New development should incorporate weather protection, or canopy, extending over the public realm (to the back of kerb) as part of the building design to allow for continuous undercover walkways for pedestrians. This includes to Sixteenth Street, Main Street and Access Place. Consider integrating landscape within canopies (i.e. climbing species).
- The design of commercial buildings should incorporate highly functional and adaptable spaces to accommodate various uses over time. This may include allowing for the consolidation of tenancies to accommodate to the needs of new local businesses.

For further guidance, refer to **Section 5.1 (Buildings in Activity Centres)** of the Urban Design Guidelines for Victoria.

Building Setbacks

- Setback built form to the corner of Sixteenth Street and the Main Street to accommodate a public plaza as an entry feature to the NAC.
- Position built form to boundary along the Main Street (excluding the plaza) and to the Access Lane to accommodate outdoor dining and a pedestrian footpaths outlook to the public open space.
- Position built form to boundary along Sixteenth Street (0m setback). Allow for the expansion of non-retail and commercial uses along the Sixteenth Street frontage to connect with the free-standing form at the corner with Ontario Avenue overtime.
- Built form to the corner of Ontario Avenue and Sixteenth Street should be built to the street boundaries along Sixteenth Street and Ontario Avenue to hold the junction.
- Position built form to boundary to the Access Place, providing outlook to the pedestrian path between Ontario Avenue and Main Street.

Building Presentation to Streets

- A minimum 70% of the street frontage should be transparent glazing and minimise the presentation of visible 'blank' walling along Sixteenth Street and Main Street.
- Ensure pedestrian entries (to all uses) are designed and sited to avoid steps or complicated ramp structures at building frontages. Any required level transitions are to be level transition contained within the building envelope.
- To the Access Place and linear pedestrian link, the supermarket interface should seek to provide transparent glazing where possible. Where glazing cannot be achieved (due to internal storage or services) consider the integration of textured materials, art murals, tree planting/ landscape buffers and super-graphics to minimise blank walls and enhance the commercial precinct's identity when viewed from the public realm.
- Encourage operable glazed frontages to the Main Street, where hospitality uses are proposed to encourage active uses to 'spill' out onto the footpath.
- New commercial and retail buildings should be designed to respond to the fall of the land ensuring pedestrian entries are void of steps at doorways which inhibit accessibility or alternatively provide over engineered ramp structures which detract from the building design.
- Establish a decorative semi-transparent fence or screen with landscape buffers (including trees) to the perimeter of the loading and unloading area to screen views from the commercial car park and minimise pedestrian/ vehicle conflict.
- Encourage uses which operate during evening periods to maximise the use of the NAC outside of daytime business hours, providing light spill and activity within the public realm.



Example of a mixed use Supermarket form addressing multiple street frontages



Example of Supermarket form providing entries and outlook to car park

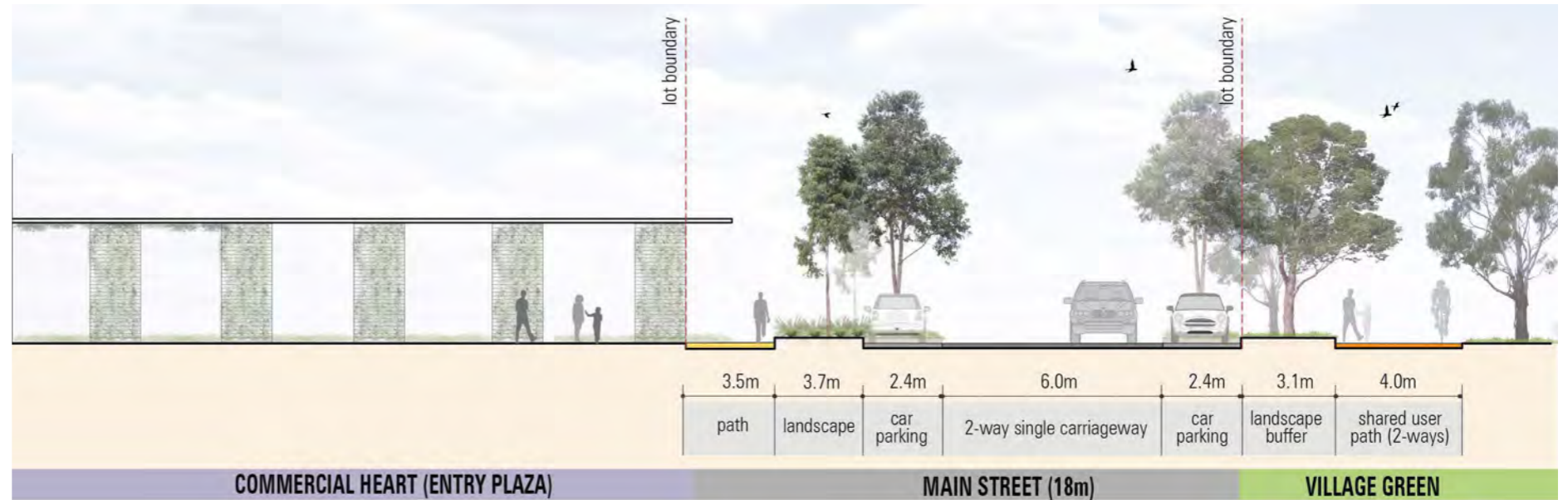


Example of fine grain frontages to open plaza

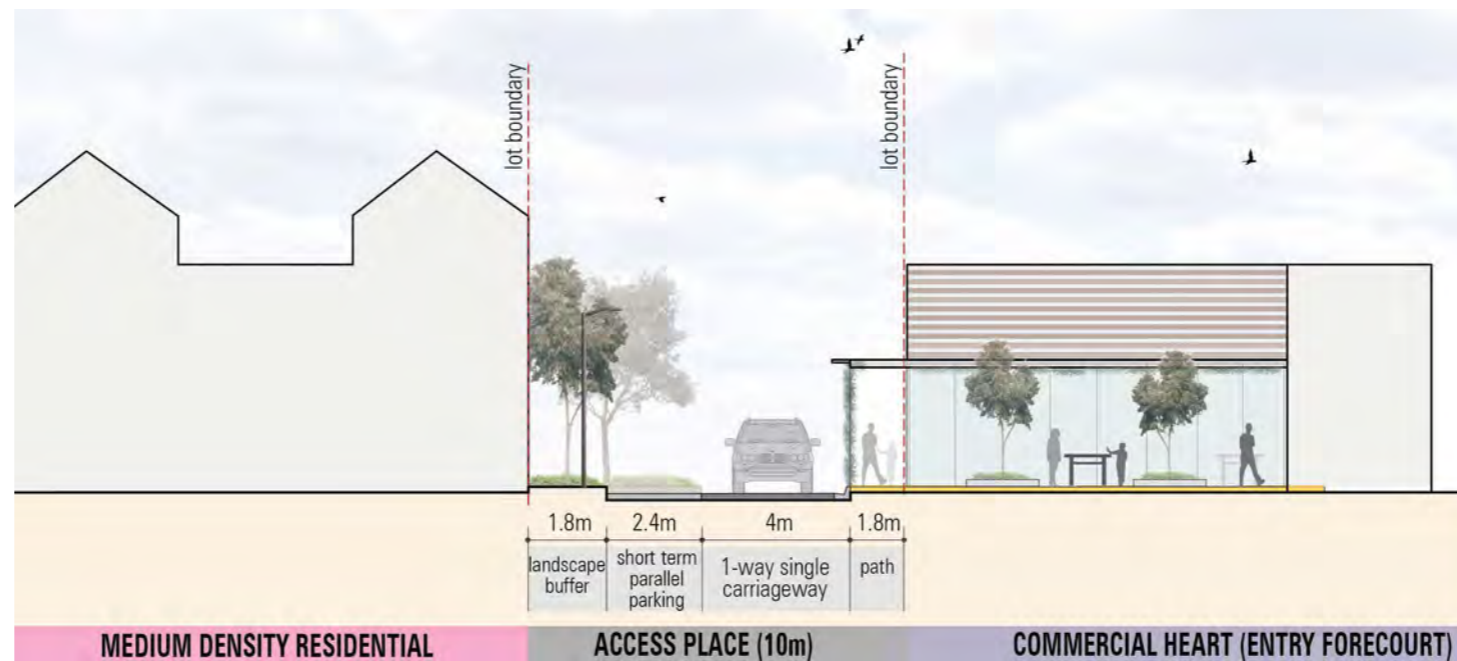
Vehicle access and parking

- Avoid new crossovers to Sixteenth Street to ensure pedestrian and cycle safety is maintained, acknowledging the road is identified as a future pedestrian and cycle corridor (in accordance with Amendment C100).
- Position all vehicle crossovers into at-grade parking and loading areas from Ontario Avenue.
- Designate a loading access and car parking access shared crossover from Ontario Avenue to the south-west of the Ontario Avenue and Sixteenth Street intersection. Position a second dedicated egress crossover, for heavy vehicles only from Ontario Avenue to the south, ensuring loading and unloading operations can be maintained in a forward direction (loop format).
- Facilitate a continuous and raised east - west pedestrian footpath between Ontario Avenue and the main street. The pedestrian path should include low level landscape and pram ramp access to designated pedestrian paths within the car park.
- Manage potential pedestrian vehicle conflict along the pedestrian link (between Ontario Avenue and the main street) by restricting vehicle movement across this path and instead providing separate crossovers to the south of Ontario Avenue.
- Provide short-term loading bays to service specialty retail and disabled parking along the Access Place.
- Implement dedicated pedestrian crossings through the car park between Sixteenth Street and the linear pedestrian link to the Main Street.
- Establish a raised (wombat) crossing at the Main Street extending from the Access Place pedestrian link, connecting to the Village Green.
- Implement a landscaped pinch point between the Access Lane and at-grade car park to restrict rat-running while prioritising pedestrian access and prioritise pedestrian movement.
- Ensure the Access Place is managed as a 'slow' street (10km/h) including 1-way traffic short-term parking and landscape buffer to the residential interface.
- Integrate secure bike parking and a bike station to the Main Street public plaza and within the Access Place.
- Provide short-term parallel parking to both sides of the Main Street, framed with canopy trees and landscape to either side of the road reserve.

For further guidance, refer to **Section 2.7 (On-Street Parking)** and **Section 2.8 (Car Parking Lots)** of the Urban Design Guidelines for Victoria.



Section AA - Proposed Main Street configuration



Section CC - Proposed access place configuration

Landscape & Public Realm

- The landscape palette within this precinct should reference the horticultural surrounds of the locality, balanced with native, drought tolerant species to provide for lower maintenance landscape offering.
- Frame car parking to street frontages including Ontario Avenue and Sixteenth Street with generous landscape setbacks (minimum 2m wide) to screen views to impermeable surfaces and provide shade to the public realm.
- Provide high quality landscaping including trees within the car park to provide shade and amenity, noting residential interfaces to the south-west.
- Implement distinctive surface treatments within streetscapes and car parks to define pedestrian priority areas, outdoor dining, plazas and shared zones.
- Implement a special pavement zone along the Access Lane to the west of the supermarket, providing opportunities for temporary road closures and encourage slow vehicle movement.
- Implement a minimum 3.5m footpath plus a minimum 2.5m nature strip along the internal Main Street incorporating canopy trees and under-storey planting, maintaining views to the Village Green.
- Ensure the Main Street, comprises seating areas at building entries and along pathways for street engagement and amenity.
- Restrict footpath trading (other than outdoor dining) along Sixteenth Street and the main street to maintain pedestrian view lines and minimise footpath disruption through the precinct.
- Establish a minimum 1.5m wide landscape buffer to the residential interface along the Access Place (opposite the commercial building) providing canopy trees and shrubs to this edge.
- Ensure any required retaining walls are designed to be no greater than 1m in height and are treated with textured materials which complement the preferred character of the Activity Centre.

For further guidance, refer to **Section 3.2 (Streets Spaces and Plazas) & Section 6 (Objects in the Public Realm)** of the Urban Design Guidelines for Victoria.

Stormwater Management

- The below ground piped system located within Sixteenth Street, Ontario Avenue and within the NAC area shall be designed to convey a 1 in 5 year storm event (all precincts).
- The overland flow path for volumes above the 1 in 100 year event to be conveyed out into Sixteenth Street and Ontario Avenue (all precincts).
- Onsite detention storage for a 1 in 100 year storm event must be designed to be accommodated within the NAC area, such as car park areas and/or development footprints.



Example of Supermarket car-park with dedicated pedestrian crossings



Example of a shade structure with integrated climbing landscape.



Example of an outdoor dining space at frontage to main commercial building footprint

Precinct 2: Alternative Residential

Precinct Description

The Alternative Residential Precinct comprises a variety of high quality medium density dwelling types offering alternative lifestyle options that cater to a variety of household types including down-sizers and young families. Future residents will benefit from amenity, services and public transport within a walking distance, minimising over-reliance on car trips. Living population in the NAC will contribute to its day and night activation and vibrancy.

Precinct Strategies

1. Establish a **mix of medium density residential terraces and townhouses** (up to 3 storeys) along the Main Street of the NAC, comprising rear loaded laneway access, as well as ground and upper level private open spaces benefiting from outlook to future public open space and walking distance to key services and facilities.
2. Implement a 10m wide Access Place, extending between the commercial precinct and Local Access Street, offering **pedestrian access and visitor parking** to attached dwellings with park frontages. This road will be 1 way for east-bound traffic.
3. Implement an east-west 18m **Local Access Street** between Ontario Avenue and the Main Street providing outlook and access to future dwellings. Dwellings will provide passive surveillance onto the public realm, set within a native planting regime in nature strips and footpaths to both sides of the street.
4. Establish **medium density townhouses** (up to 3 storeys) fronting the local access street with rear loaded access adjacent to the commercial car park.
5. Support **semi-detached townhouses** at the south western corner at the intersection with Helen Road and Ontario Avenue, in transition between the NAC and detached residential precinct beyond.



Precinct Plan

Building Siting and Design

- Standard single storey detached dwellings within the NAC are generally discouraged.
- Lot sizes will generally be between 300 to 350sqm and should accommodate attached, or detached townhouses with sufficient area for secluded private open space (a minimum 35sqm).
- Townhouses of 2-3 storeys should be encouraged with a mix of 2 and 3 bedroom dwellings that cater to a range of household types.
- Buildings should be setback a minimum 5m from the street frontage accommodating front gardens including a minimum of one canopy tree (mature height of 8m).
- Dwelling entries must be clearly defined and identifiable from the street including separate pedestrian pathways to front doors.
- Dwelling orientation and separation, including upper level setbacks must be designed to maximise direct sunlight into private open space and public footpaths.
- Dwelling siting and setbacks must minimise reliance on window or balcony screening to mitigate overlooking issues.
- Utilise materials and finishes which are suited to a residential context and exhibit depth, texture and fine grain details including (but not limited to) bricks, stone or painted and natural lightweight panel/ cladding system (non-reflective).
- Roofing materials should include low profile or slimline tile roofing or powder-coated corrugated iron.
- Attached dwellings should adopt a varied palette of materials and façade articulation that enables visual breaks and dwelling definition.

For further guidance, refer to **Section 5.3 (Higher Density Residential Buildings)** of the Urban Design Guidelines for Victoria.

Fencing & Services

- Dwellings should have no, or low front fences (1m high or less) and should be visually permeable. Where fencing along side boundaries are visible from the public realm, it should be 1m high, or less.
- Side fencing along pedestrian footpaths and roads should be visually permeable.
- Ensure service infrastructure such as air conditioning units are concealed and are not visually prominent from the street. Locate infrastructure services to minimise acoustic impact on adjacent properties.
- Private open space should be clear of site services.
- Dedicated bin collection areas should be located to the rear or along secondary side streets.

Private open space and landscape

- Ensure all dwellings are provided with adequately sized private open space in the form of ground level courtyard, balcony or upper level courtyard/ rooftop area.
- Ensure private open space is highly functional and incorporates canopy vegetation and a pergola to support use during peak summer months.
- Provide 50% permeable surfaces to front setbacks, incorporating garden beds, lawn areas, gravel and permeable paving.
- Encourage the integration of plants that are drought resistant and easy to maintain.
- Ensure any required retaining walls within private open space are designed to be no greater than 1m in height and are treated with textured materials or integrated with landscape.

Public realm and landscape

- The landscape palette for this precinct should adopt a native theme referencing the Murray River and lake surrounds, including large native trees within nature strip to provide shade and amenity.
- Grassed verges are generally discouraged in favour of native, drought tolerant species.
- Incorporate paving bands along laneways to define entries into garages and provide visual breaks along the linear concrete surface.

Stormwater Management

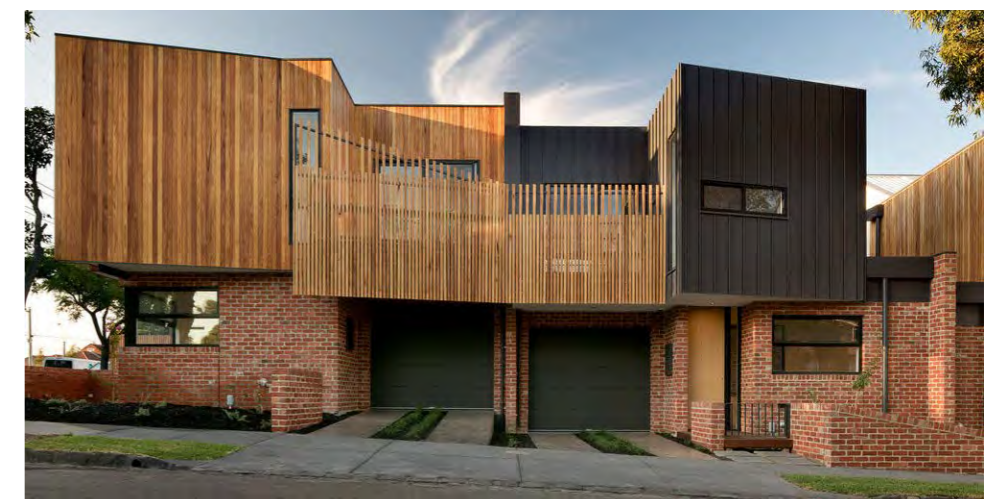
- Onsite detention storage for a 1 in 100 year storm event must be designed to be accommodated within the NAC area, such as gardens or swales within nature strips, permeable paving along on-street car parking and individual water collection within residential lots (rain water tanks).



Example of highly sustainable park frontage attached townhouses.



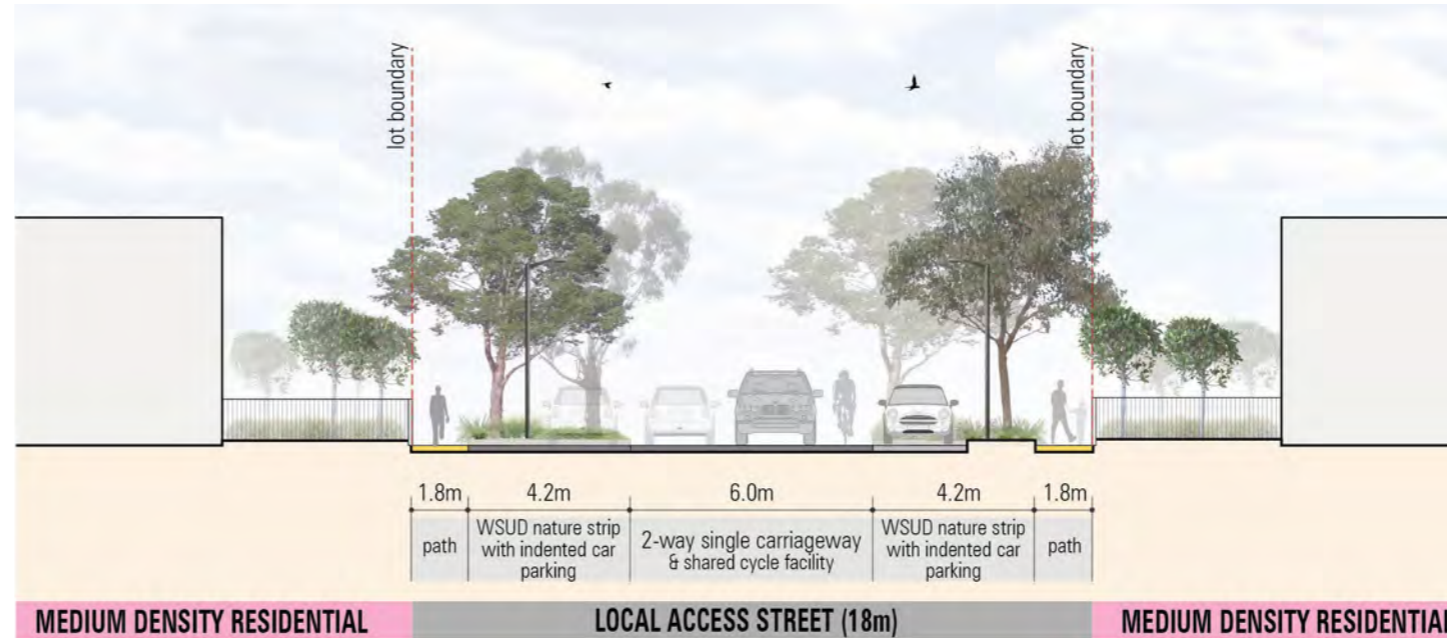
Example of an alternative housing product with limited crossovers from the primary street frontage.



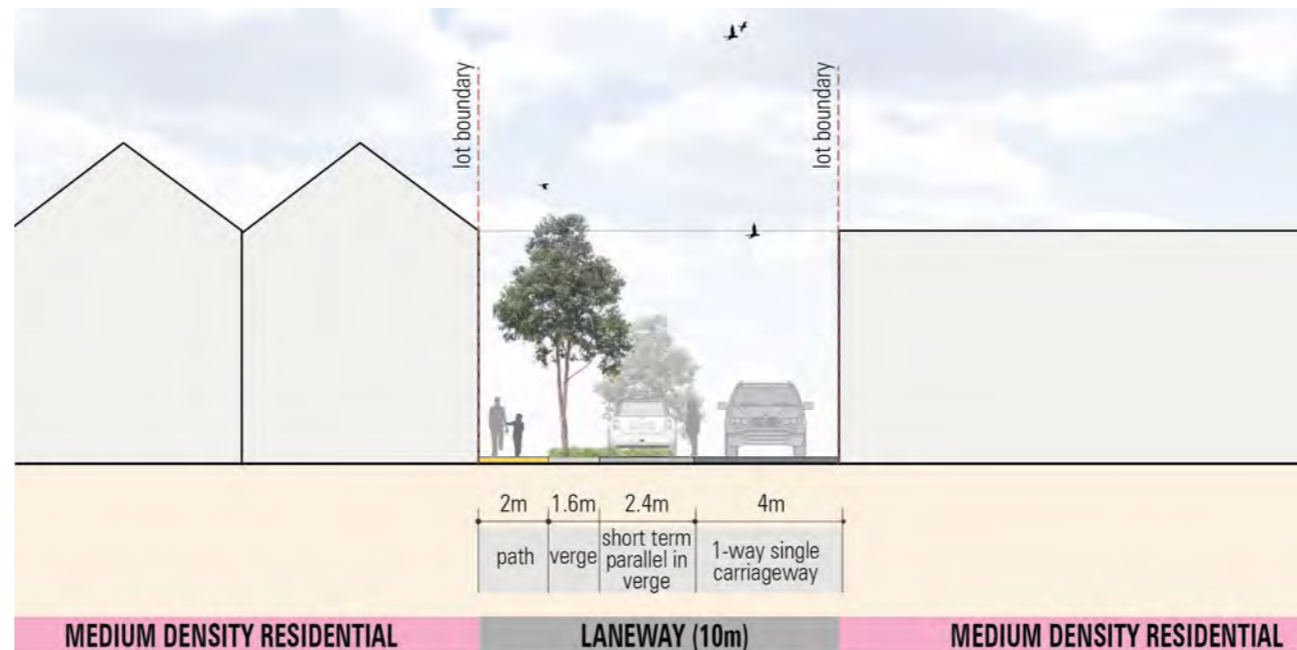
Example of attached duplex style dwellings with a combined crossover.

Vehicle access and movement

- Car parking and garages should be located away from pedestrian priority streets, or be designed to be recessive in the streetscape. Rear-loaded housing types are highly supported.
- Vehicle crossovers and driveways must be designed to prioritise the safety of pedestrians and minimise pedestrian- vehicular conflict.
- Tandem parking (within front setback) should not compromise the opportunity to establish landscaping within the front gardens.
- Provide 1 on street visitor car space for every 2 dwellings.
- Minimise the number of crossovers from residential lots onto Helen Road (designated secondary access road) by implementing an access lane to the rear of lots to protect cyclist safety.
- Restrict vehicle access onto Helen Road from the access lane (with landscape pinch point at intersection) to minimise rat running through the NAC and maintain pedestrian safety between Ontario Road and Village Green.
- Ensure the Local Access Street provides a minimum 1.8m wide pedestrian path and 4m wide nature strips to both sides of the street.
- Ensure crossovers are no greater than 4m wide. The consolidation of cross-overs are encouraged.
- Ensure driveways utilise materials and finishes, reflective of the surrounding landscape character Suitable materials include paving, exposed aggregate and coloured concrete incorporating paving bands. Permeable paving is highly encouraged.



Section CC - Proposed local access street



Section DD - Proposed access place

Precinct 3: Integrated Community Hub

Precinct Description

The Integrated Community Precinct will be a highly sustainable and functional precinct offering a wider range of services for a diverse population. The precinct will benefit from a direct frontage to Village Green and key pedestrian and cycle connections from the future Elsey Parkway. Uses established within the precinct will include a balance of public and private offerings, dependant on the nature of investment within the NAC over a medium-long term period while the residential area at its periphery is established.

Precinct Strategies

1. Establish **free-standing community buildings** positioned to address Elsey Parkway and the Village Green, offering outlook, pedestrian connectivity and potential expansion of uses during special events.
2. Support the development of **highly adaptable and functional** community buildings which can accommodate a diverse mix of uses both inside and outside. Uses may include privately owned community-based functions such as early childhood learning centres while allowing shared uses after hours.
3. Facilitate the integration of community uses which operate during both **day and evening** periods to maximise activation and surveillance within the NAC.
4. Ensure new community buildings **achieve benchmark measures Environmental Sustainable Design** and adopt low carbon footprint, integrating renewable energy, sustainable materials and passive heating/cooling to better manage long term maintenance costs for government and private community use providers.
5. Vehicle access is to be provided via a **single, crossover from Elsey Parkway** to a consolidated car parking servicing both buildings.
6. Provide **clear pedestrian connections** from surrounding precincts, through the public open space to the community buildings.
7. Acknowledge location of the precinct at the highest point in the NAC through management of **onsite detention and storage** of stormwater to avoid flooding of surrounding residential and commercial areas.



Precinct Plan

Design Guidelines

Building Siting and Design

- New buildings should not exceed 3 storeys in height and avoid overshadowing of footpaths and outdoor communal spaces.
- Buildings should be designed in the round to minimise visual exposure of 'back of house' from Elsey Parkway and the Main Street.
- Buildings should be setback a minimum 5m setback to Elsey Parkway and Helen Road to accommodate new landscape, wrapping from the public open space and car park edge between buildings and public footpaths.
- Buildings should be setback a minimum 3m setback to Public open space to accommodate landscape and open space areas for community uses.
- Ensure pedestrian entries (to all uses) are designed and sited to avoid steps or complicated ramp structures at building frontages. Any required level transitions are to be level transition contained within the building envelope.
- Building should incorporate operable façades to the public open space interface, allowing the expansion of uses for special community events.
- Encourage no fencing along the street frontage. Where fencing is to be provided for functional reason, it should be permeable to avoid inactive, blank walls and encourage passive surveillance to the surrounding public realm.
- Buildings should be designed to allow for flexibility and adaptable spaces to accommodate a range of uses.

Vehicle access and parking

- Avoid multiple crossovers to street frontages or crossovers within close proximity to the Helen Road and Elsey Parkway intersection which disrupt pedestrian and cycle paths.
- Refer to General Design Guidelines for design and management of at-grade car parking.

For further guidance, refer to **Section 2.7 (On-Street Parking)** and **Section 2.8 (Car Parking Lots)** of the Urban Design Guidelines for Victoria.

Landscape & Public Realm

- Frame street frontages to Helen Road and Elsey Parkway with generous landscape setbacks, comprising low shrubs and grasses as well as staggered canopy vegetation, to screen views to impermeable surfaces and provide shade to the public realm.
- Incorporate native and where possible indigenous species as part of the planting regime within all setbacks.
- Provide wayfinding signage along pedestrian paths at Elsey Parkway and within the public open space to entries of community buildings and various uses.
- Fencing to the public open space should be semi-transparent to allow outlook and passive surveillance between uses.
- Provide multiple (gated) access points from the Village Green to community uses to manage both connectivity and privacy between precincts (particularly for early childhood centres).

Stormwater Management

- Manage onsite water detention and storage for a 1 in 100 year storm event within the site including car parking areas and/or within the building footprint (rain water tanks).



Example of outdoor community spaces and facilities



Example of a low carbon footprint early childhood learning centre



Example of a community building screened with native landscape and trees

Precinct 4: Village Green

Precinct Description

The Village Green will be an inviting public open space in a highly accessible location at the edge of the future Greenway and Elsey Parkway. The open space will offer a range of active recreational and passive recreational activities, benefiting from direct abuttal with community uses and outlook from commercial and residential uses. The public open space will include canopy vegetation offering shade and respite to local residents, while accommodating community events during evenings and weekends to maximise the function of this important public asset.

Precinct Strategies

1. Establish precincts for uses within the public open space with the east functioning as an **active recreation** precinct, benefiting from direct connections to the Greenway and the Commercial Heart, while the south east offering **passive recreation** and contemplative spaces benefiting from direct outlook from the Lifestyle living precinct.
2. Establish **gradual shift in landscape character** within the park between the Commercial Heart Precinct, referencing the horticultural operations of the surrounds, toward the Lifestyle Living Precinct, referencing a rural native palette of the Murray River.
3. Position a **Nature Play** space to the north-east of the precinct benefiting from direct pedestrian connection and views from the Commercial Heart.
4. Establish an **outdoor gym station** adjacent to the Greenway and Parkway junction providing a bike station and rest area to maximise exposure and connections to residential areas.
5. Establish a **formal picnic, seating area** between the Playground and Greenway to facilitate passive surveillance and accommodate rest areas for families in the neighbourhood.
6. Establish a **flexible event space** between the Community Hub and Greenway comprising a large and open lawn area.
7. Implement a 3m wide **shared user path** along the boundary of the precinct, adjacent to the Main Street, providing off-road cycle connections between the Greenway and Helen Road to key destinations.
8. Establish a **linear passive recreation area** between the Community Hub and Lifestyle Living Precinct offering generous garden beds and canopy planting for shade and green outlook.
9. Implement key **pedestrian pathways** through the Precinct, connecting the Parkway with the Main Street at the Commercial Heart and local street.
10. Acknowledge the sloping topography of the precinct through **onsite detention and storage** of stormwater to avoid flooding of adjacent residential and commercial areas.



Precinct Plan

0m 25m 50m

Design Guidelines

Siting and Design

- Support the realisation of a small pavilion, or shade structures and public toilets. These structures should be located closer to other activity to benefit from passive surveillance while not dominating the Village Green.
- Future pavilions/ shelter should be designed as lightweight structures maintaining views between and avoiding the presentation of high blank walls to the public realm.
- Position the nature playspace to the north-east of the Village Green to benefit from pedestrian connectivity and outlook from the active retail uses of the Commercial Heart.
- Position park benches and flexible seating nodes (i.e. seating rocks or logs) surrounding by landscape to the periphery of the nature play area to allow parental/guardian surveillance.
- Establish a low and permeable fence and gate to the perimeter of the nature playspace to restrict children from running onto the street. Position the playground access to the inside of the Village Green (south).
- Avoid siting substations or service-related infrastructure in public open space.
- Position an outdoor gym to the intersection with the Parkway and Sixteenth Street encouraging arrival by walking and cycling. The outdoor gym should incorporate free-standing equipment and exercise facilities.

For further guidance, refer to **Section 3.3 (Local Parks)** of the Urban Design Guidelines for Victoria.

Landscape & Vegetation

- Establish lawn area in key locations including to the park frontage of the community precinct. Utilise drought tolerant, native planting or permeable surfaces such as compacted gravel where possible to avoid reliance on frequent maintenance and water.
- All grassed areas should be designed with slopes no steeper than 1:6 to manage ongoing maintenance such as mowing.
- Establish low planting in garden beds within the park, particularly to the interface with the community precinct as well as surrounding the nature playspace, picnic area and outdoor gym, to maintain views throughout the precinct.
- Establish tree planting every 10m along the shared user path adjacent to the Commercial Heart to provide views between retail uses and Village Green.
- Establish tree planting every 5m along the shared user path adjacent to the Residential Precinct to provide green outlook from dwellings and shaded recreation.
- Incorporate a mix of deciduous and evergreen canopy vegetation between the Community and Residential Precincts to provide a balance of shade and sunlight throughout the year.



Example of a nature play space



Example of pedestrian paths surrounded by native landscape



Example of an outdoor gym station



Example of a multi-functional path network providing active and passive uses

Public Realm

- Ensure the use of colour and materials for playground and public furniture elements has regard to the landscape character of the surrounds.
- Encourage the use of exposed aggregate or paving for new pedestrian paths in the park. Avoid the use of plain concrete.
- Implement a mix of lighting types including low level bollard, in-ground lighting and pole lighting along footpaths and at key activity areas at the north of the Village Green. Ensure lighting adjacent to the Residential precinct limits excessive spill or reflection into dwellings.

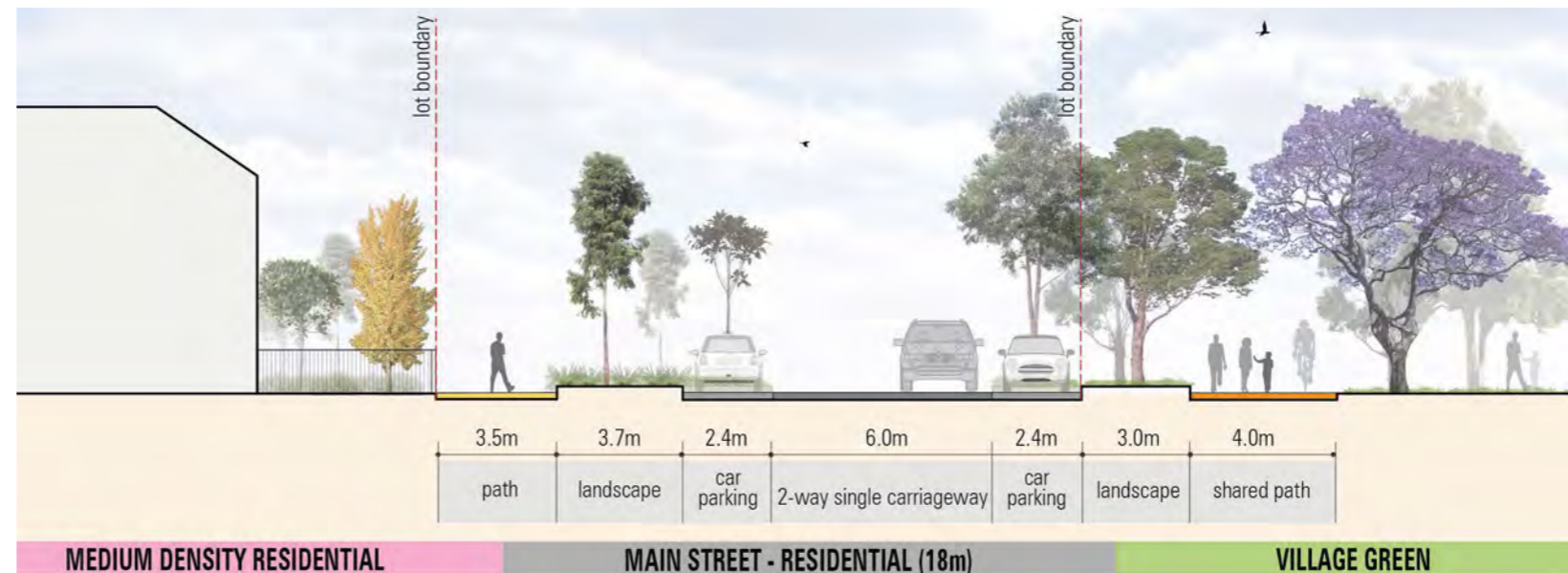
For further guidance, refer to **Section 6 (Objects in the Public Realm)** of the Urban Design Guidelines for Victoria.

Stormwater Management

- Manage onsite detention and storage for a 1 in 100 year storm event within permeable areas of the Village Green.

Access and Movement

- Establish 2 pedestrian crossings along the Main Street, including at the Access Lane adjacent to the Commercial Heart and the Local Access Street adjacent to the Alternative Residential Precinct, providing direct pedestrian and safe pedestrian access between precincts (and uses).
- Establish warning signs to cyclists along shared user path to give way to pedestrians crossing Main Street to the Village Green. Treatments could include painted surfaces and pole signs.
- Ensure pedestrian crossings are clearly defined along the Main Street integrating signage and where possible raised treatments (i.e. wombat crossings).
- Establish parallel parking to the Main Street at the park interface to
- Establish 2 landscaped pinch-points along the Main Street (removing 1 parallel car park to each side of the street) between Helen Road and the Access Lane to reduce the width of the road and visual extent of parallel car parking.
- Establish bike parking at key uses within the public open space including at the playground and outdoor gym.
- Investigate opportunity for roundabout at Helen Road and Main Street intersection to calm traffic along Helen Road. This will need to consider the transition of the Helen Road eastbound bike lane onto footpath level. Alternatively a T-intersection could be accommodated in tandem with a right-turn lane.



Section FF - Proposed Main Street (Alternative Residential to Village Green)



Example of a raised wombat crossing with landscape pinch-points



Example of a mid-block pinch-point



Example of a shared user path within public open space

Design Themes

The facilitation of a high-quality arrival experience and legible navigation through the future NAC is integral in ensuring a sense of place is achieved, framed by its unique regional landscape attributes. The NAC should exhibit a strong presence at the Sixteenth Street and Ontario Avenue junction, welcoming people on all modes of transport including pedestrians and cyclists.

The Masterplan has identified 3 key design themes which can influence design language, material and landscape palette for the precinct.

Murray River Heritage

The Murray River is a significant environmental and cultural asset of the Mildura Region. It is the longest river in Australia, supporting an extensive ecosystem of flora and fauna with evidence of Aboriginal occupation from over 20,000 years ago.

While views to the river cannot be experienced from within study area, its proximity to Lake Hawthorn and Lake Ranfurly to the north, provide exceptional landscape and material palette references. This character can be established within the residential and community interface streets as well as within the adjacent public open space (to the west of the NAC).

Horticultural Surrounds

The introduction of irrigation within the region in the late 19th century facilitated a rapid expansion of farming for the production of fruit and vegetables, establishing as a critical economic and employment contributor for Mildura.

Acknowledging the most recent use of the land as a vineyard and existing horticultural operations at the periphery of the Mildura South Growth Area, references to this unique character can be recognised within the public realm, particularly surrounding the Greenway and commercial area and potentially to vacant sites in the interim.

Greenway Interface

The proposed Sixteenth Street Greenway provides a useful reference for the future design of the public realm in the NAC. The ambition of the Greenway is to provide relatively uninterrupted pedestrian and cycle movement along the southern side of the road reserve, framed by new canopy vegetation, linear native under-storey planting and dry river bed swales.

This proposed treatment lends itself to expand into the adjacent public open space and Main Street within the NAC, to enhance the wayfinding experience of the study area as a pedestrian and cycle focused centre.

MURRAY RIVER HERITAGE



HORTICULTURAL SURROUNDS



GREENWAY INTERFACE



PART 4: IMPLEMENTATION RECOMMENDATIONS

The following section outlines a brief discussion on a range of issues, considerations and recommendations associated with the implementation of the Masterplan.

Issues & considerations

One of the key strengths of the Masterplan lies in its ability to set a template to guide and influence development approvals within the neighbourhood activity centre and the balance of the Masterplan area. It also functions to identify areas of public works and community facilities, such as the Integrated Community Hub (Precinct 3) and the Village Green (Precinct 4).

A key issue for the masterplan to contemplate relates to the potential funding of various civil and community infrastructure. In a typical Precinct Structure Plan process, during the rezoning of the land for future urban development it involves the preparation of the Development Contributions Plan Overlay (DCPO) which outlines a range of required developer contributions required to deliver identified civil and community infrastructure. From a review of the current planning controls a DCPO currently applies to the land, and sets out required financial contributions to be applied to future development.

However, a quite important consideration for the current Masterplan is that the public and community facilities outlined for Precincts 3 & 4 were not previously identified nor costed within the DCPO. This means there is no formal mechanism for Council to charge a developer contribution towards the cost of these identified facilities.

With regard to the proposed Integrated Community Hub (Precinct 3), the Masterplan designates that it is intended to be a: *'highly adaptable and functional community building which can accommodate a diverse mix of uses both inside and outside. Uses may include privately owned community-based functions such as early childhood learning centres while allowing shared uses after hours'*.

In order to further inform the size and type of community hub building required, as well as the intended future uses, it is necessary to undertake a detailed analysis of required community infrastructure. This additional piece of work would function to determine the size and requirements based on current and future needs and demand as the Mildura South growth front progressively develops. However, without this work having been completed, it creates uncertainty for Council regarding exactly what community facilities are needed to be delivered, as well as the financial ability to deliver such facilities to meet current and future demand.

Yet, in considering the broader question of the timely facilitation of development within the Masterplan area, Council does have an option to take a leading role. For example, Council could choose to take the lead in the facilitation of the Masterplan by opting to solely fund and develop such community facilities early. Should Council opt for this approach, it would function as a catalyst to encourage the timely development within the balance of the Masterplan area, particularly as it would be likely to stimulate sales and development of private land for residential development in the knowledge that community facilities are already in place, or in the process of being developed. However, should Council not be in a financial position to facilitate community infrastructure in this matter, there is potential to look at other public/ private partnership models to assist with its timely delivery.

Beyond such considerations, the Masterplan will act best as a mechanism to assess development proposals and functions as an advocacy tool for Council.

Potential staging

The potential staging of development within a PSP or Masterplan becomes a much greater consideration when dealing with large land parcels or development fronts, so as to ensure the appropriate sequencing of development relative to the roll out of civil infrastructure (power, gas, water sewerage etc). Due to the more compact size of land within the Masterplan area, sequencing of development is of lesser concern, although some initial investigations with servicing authorities is warranted.

Assuming that civil infrastructure does not raise any staging or sequencing issues, potential staging is more related to timing of the establishment of commercial and community facilities. Often a significant criticism of residents moving into new residential estates is the time lag between the completion of housing and the development of commercial and community facilities.

For obvious reasons commercial businesses are clearly not interested in developing and opening shops in the absence of an established commercial catchment. However, to avoid a potential delay in commercial businesses being established, Council could investigate a range of financial incentives such as rate reductions to encourage the earlier establishment of commercial businesses.

Likewise, as briefly discussed in the section above, Council could opt to facilitate the early development of the Integrated Community Hub (Precinct 3) and/ or the Village Green (Precinct 4).

Recommended actions

To ensure the masterplan has the greatest success of implementing its vision, this section identifies a number of recommended actions and specific projects across short, medium and long timeframes:

- Short term – 0 to 2 years
- Medium term – 3 to 5 years
- Long term – 6+ years

Each action has been further defined by the following categories to assist with their planning and delivery:

- Precinct – the precinct/s to which the action relates.
- Tool – how the action is to be implemented.
- Responsibility – person, department, or agency responsible for implementation.
- Requirement – whether or not the action is a mandatory action for Council, or could be actioned on a discretionary basis.
- Funding source – potential funding source to implement action.

Action	Precinct	Tool	Responsibility	Requirement	Funding Source
Short Term					
Following public consultation, finalise the Masterplan for formal endorsement and adoption by Council in accordance with the UGZ.	All	Council meeting	Council Planning Department	Mandatory	N/A – facilitated as part of normal Council functions
Develop an internal monitoring and review process, and embed within Council processes to ensure outcomes of masterplan are achieved and workable.	All	Internal Council processes	Council Planning Department (in consultation with relevant departments)	Mandatory	N/A – facilitated as part of normal Council functions
Liaise within servicing authorities (water, sewerage, power, gas, telecommunications), to establish if there are any technical servicing issues which would inform or influence staging of development within the Masterplan area.	All	Advocacy (with all relevant servicing agencies)	Council Planning Department (or otherwise as delegated to other Council departments),	Discretionary	N/A – facilitated as part of normal Council functions
Work closely with developers/ permit applicant to ensure surrounding residential subdivision approvals acknowledge the peripheral road network established under the Development Plan, Precinct Structure Plan and reinforced in Masterplan.	All	Advocacy (with developers / permit applicants)	Council Planning Department	Discretionary	N/A – facilitated as part of normal Council functions
Planning Department to proactively work with developers / permit applicants to ensure guidelines and strategies outlined in the masterplan are actively worked into schematic design/s.	Precinct 1 and 2	Advocacy (with developers / permit applicants)	Council Planning Department	Discretionary	N/A – facilitated as part of normal Council functions
Undertake community infrastructure analysis to establish the current and future needs and demand for community facilities, and to determine the type and timing of delivery of required facilities.	Precinct 3	Strategy	Council Community Infrastructure & Services Department	Mandatory	Council funds may need to be allocated, otherwise facilitated as part of normal Council functions
Investigate Council's ability to acquire land for Precinct 3 early and to potentially facilitate the development of the Integrated Community Hub.	Precinct 3	Internal Council processes	Council Assets, Community Infrastructure & Services Departments	Discretionary	Council funds may need to be allocated, otherwise facilitated as part of normal Council functions
Investigate the potential for Council to lease/sell community hub land to accommodate privately operated facilities.	Precinct 3	Internal Council processes & commercial negotiations	Council Assets, Community Infrastructure & Services Departments	Discretionary	Council funds may need to be allocated, otherwise facilitated as part of normal Council functions
Seek the early purchase/ acquisition of land bounded by Sixteenth Street, Main Street, Eley Parkway and Precinct 3 to facilitate the early development of the active elements of the Village Green, including the nature playspace, picnic facilities, and outdoor gym.	Precinct 4	Advocacy and negotiation with landowners	Council Assets, Community Infrastructure & Services Departments	Discretionary	Council funds, or other sources of grant funding
Develop parking demand and management strategy for the centre to inform car parking requirements.	All	Strategies	Council Planning Department	Discretionary	Council funds may need to be allocated, otherwise facilitated as part of normal Council functions
Investigate undertaking a formal amendment to the existing DCPO to capture additional funds required to development community infrastructure elements to be delivered in line with the Masterplan.	Precincts	Planning Scheme Amendment	Council Planning Department	Mandatory	N/A – facilitated as part of normal Council functions

Medium Term					
Undertake ongoing monitoring and review of the Masterplan implementation in line with the process developed and established in the short term.	All	Council internal processes	Council Planning Department (in consultation with relevant departments)	Mandatory	N/A – facilitated as part of normal Council functions
Ensure subdivision and development applications are generally in accordance with guidelines and strategies of masterplan.	Precinct 1 and 2	Development applications	Council Planning Department	Mandatory	N/A – facilitated as part of normal Council functions
Tender Expression of Interest for private operator and developer for community hub and potential for Public Private Partnership with Council.	Precinct 3	Tender	Council Community Buildings Department	Discretionary	N/A – facilitated as part of normal Council functions
Develop masterplan for village green and tender for construction.	Precinct 4	Public space	Council Parks Department	Mandatory	Council funds, grants or other sources of grant funding
Determine potential for Council development of public car parking site as incentive for commercial development based on current market demand for supermarket development.	Precinct 1	Capital Works	Capital Works	Discretionary	N/A – facilitated as part of normal Council functions
Investigate opportunities for Council to be able to provide economic incentives such as rates reductions to secure an anchor tenant and early development the supermarket site.	Precinct 1	Advocacy with developers / permit applicants	Council Economics Department & land owner	Discretionary	N/A – facilitated as part of normal Council functions
Work with PTV and bus operators to explore location of bus stops and interchanges and design and deliver infrastructure.	Precinct 1 and 3	Advocacy	Council, PTV, Bus operator	Mandatory	N/A – facilitated as part of normal Council functions
Planning permit for subdivision and development to condition the construction of local streets, public realm, and infrastructure, as determined by public works list, generally in accordance with Master Plan and Council Engineering Department requirements.	Precinct 1 and 2	Development applications	Council Planning Department, Council Infrastructure Department, developer	Mandatory	Developer works
Facilitate the acquisition of the balance of Precinct 4, bounded by Main Street, Helen Road and Precinct 4, and undertake completion of passive recreational areas.	Precinct 4	Advocacy and negotiation with landowners	Council Assets, Parks and Recreation	Mandatory	Council funds, or other source of grant funding
If the early acquisition and development of the northern active area of Precinct 4 is not possible, facilitate the acquisition of the entirety of Precinct 4, and undertake the full development of Precinct 4.	Precinct 4	Advocacy and negotiation with landowners	Council Assets, Parks and Recreation	Mandatory	Council funds, or other source of grant funding
Long Term					
Undertake ongoing monitoring and review of the Masterplan implementation in line with the process developed and established in the short term.	All	Council internal processes	Council Planning Department (in consultation with relevant departments)	Mandatory	N/A – facilitated as part of normal Council functions
Rezone land within activity centre to ensure consistency with completed activity centre development (C1Z, RGZ, PPRZ, PUZ).	All	Planning Scheme Amendment	Council Planning Department	Mandatory	N/A – facilitated as part of normal Council functions

Monitor and Review

The Masterplan has been developed based on the latest and most up-to-date information available and in line with Council aspirations. Due to the nature of a masterplan, it will likely be subject to change as new information becomes available; as various stages of development are negotiated with private developers; and with changing Council directions.

Key influences that may result in changes to the masterplan are:

- Future changes in retail and commercial demand.
- The provision of community facilities in line with need & demand analysis.
- A lack of development occurring on the ground within a given timeframe.

It is important then that the Master Plan is subject to review at various intervals and as different stages are implemented so as the document is workable and flexible enough to adapt to change.