



Mildura Rural City Council

DRAFT NICHOLS POINT

RESIDENTIAL DEVELOPMENT PLAN

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www.mildura.vic.gov.au

108-116 Madden Avenue Mildura
76-84 Deakin Avenue Mildura
Telephone (03) 5018 8100
Facsimile (03) 5021 1899
Email planning.services@mildura.vic.gov.au

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Introduction

PLAN AREA

Nichols Point is a township with a population of approximately 1000 people, situated within irrigated farmland 2 kilometres east of Mildura, comprising a variety of housing types, a general store, recreation reserve and primary school with the River Murray forming the western boundary of the settlement. The settlement includes the following services:

- Primary School
- General Store and Post Office
- Presbyterian Church
- Scout Hall
- Recreation Reserve
- Tennis Club
- Riverside Golf Club
- Sandilong Park Racecourse

The Development Plan applies to land located between Karadoc Avenue to the north west, Irymple Avenue to the south and either side of Fifth Street to the south of Tireel Drive and midway towards Cureton Avenue in the north east.

- The principal road network which serves the Development Plan area is set out on a grid pattern and is currently made up of:
- Fifth Street which is the main arterial road which runs through the centre of the plan area, northwest to southeast, and provides the principal connection between Nichols Point and Mildura.

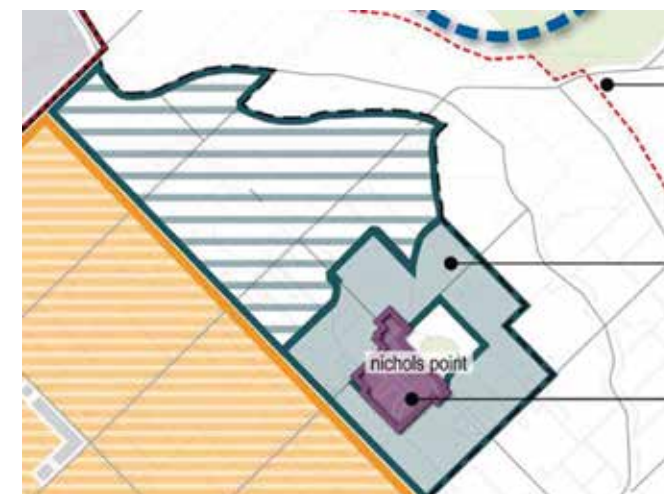
- Koorlong Avenue which runs through the centre of the plan area along a north east to south west alignment and provides connection with Irymple.

A ridge runs in a north/south direction across the Fifth Street/ Koorlong Avenue junction with the land falling away either side towards Sandilong Basin in the east and in a westerly direction across the ridge. The Issues and Context Plan illustrates the fall of the land.

Outside of the Development Plan Overlay and Neighbourhood Residential Zone the Nichols Point Primary School and former school sites are zoned within the Public Use Zone 2



(Education), the Recreation Reserve is within the Public Parks and Recreation Zone, the store and Post Office is zoned as Mixed Use and the existing residential development along Tireel Drive and Leng Close is within the General Residential Zone and the wider area is typically zoned Farming. The future growth area identified by the MHSS is located to the north west of Nichols Point as shown on the map below.



What is a development plan?

A Development Plan is a document which co-ordinates land uses, development, subdivisions and infrastructure requirements for a defined area.

The Development Plan is structured in the following manner:

- Introduction – the introduction sets out the process in which the production of the development plan has gone through, what the Development Plan comprises and why one is required.
- Planning Context – explains how the Development Plan responds to State and Local Policy and identifies the policies of relevance to the plan.
- The Development Plan, this section will be made up of a sections:
 - Character of the area
 - Appearance of residential areas
 - Streets and Drainage
 - Access and Movement
 - Former Primary School

WHY DO WE NEED A DEVELOPMENT PLAN?

Preparation of a Development Plan is required in order to facilitate the proper and orderly development of an area, and involves the consideration of numerous key elements included by not limited to the following:

- Development of residential areas
- Infrastructure
- Public realm
- Open space
- Access and movement

The subject land is located under a Development Plan Overlay (DPO) identified by the Mildura Planning Scheme within which Clause 43.04-1 states that:

A permit must not be granted to use or subdivide land, construct a building or construct or carry out works until a development plan has been prepared to the satisfaction of the responsible authority.

The introduction of the Victoria Planning Provisions Amendment VC100 to all Victorian Planning Schemes in July 2013 brought about the need to replace the former Nichols Point Development Plan given the amended Low Density Residential Zone allows a minimum lot size of 0.2 hectares for the subdivision of land connected to reticulated sewerage rather than the previous minimum of 0.4 hectares, upon which the former Nichols Point Development Plan was based.

Planning Scheme Amendment C89, through the Mildura Housing Settlement and Strategy (MHSS), rezoned the then LDRZ land around Nichols Point to the Neighbourhood Residential Zone (Schedule 1) along with applying Development Plan Overlay (Schedule 6). Schedule 1 to the Neighbourhood Residential Zone further reduces the minimum lot size to 1800m².

BACKGROUND

Preparation of the Nichols Point Residential Development Plan by Mildura Rural City Council was required following

recommendations of the aforementioned Mildura Housing and Settlement Strategy and Planning Scheme Amendment C89 which rezoned land in the plan area from the Low Density Residential Zone, with a minimum lot size of 0.4ha or 0.2ha where connection to sewer is available, to the Neighbourhood Residential Zone which has a minimum lot size of 1800m².

The Development Plan has been produced in stages and has been informed by the gathering of evidence and information along with the community's response to the earlier Issues and Options and Preferred Option consultations. This final plan sets out State and Local planning policy of relevance to Nichols Point and responds to feedback received from the community, developers, planning consultants, service providers and community organisations.

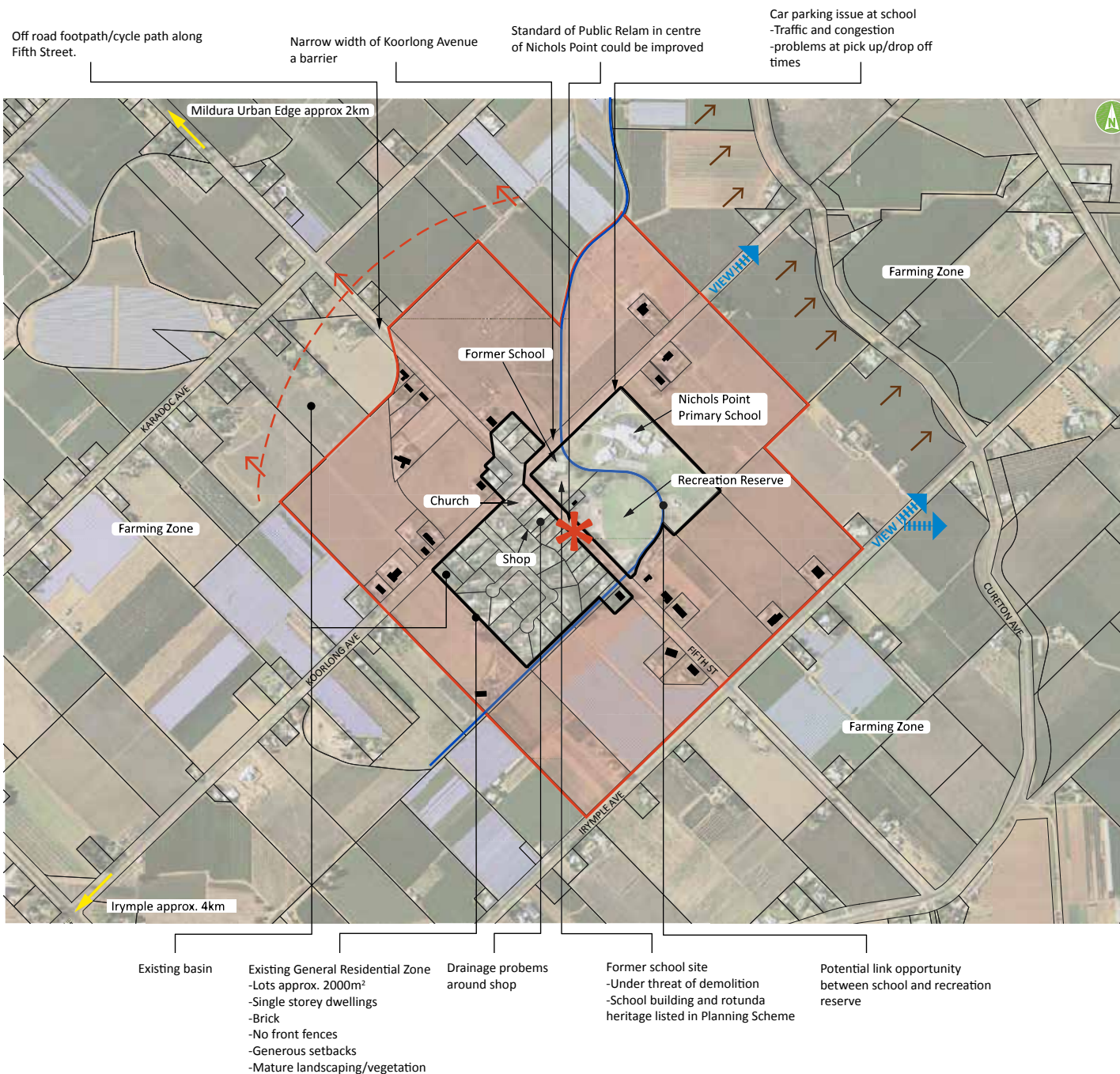
Production of the Development Plan commenced with an early evidence gathering/preliminary stage which took place in August 2015 and progressed through to the adoption of the final document by the Council in May 2016.

In September 2015 an Issues and Options paper was published which identified the key challenges and issues that preparation of the Development Plan would need to address. It provided a range of options for considering different ways of developing Nichols Point and included a number of questions.

The feedback received from individuals and groups, together with the feedback gained at a community workshop and meetings with various stakeholders and other Council services during this stage was used to develop a preferred option.

A Preferred Option stage, which identified a preferred vision for the development of Nichols Point, was carried out in March 2016 during which several submissions were received which helped to inform the progress of the plan to its final draft stage.

Some of the predominant issues highlighted through earlier consultations are shown on the following map:



GENERAL ISSUES & OBSERVATIONS

- Infrastructure issues with population increase
- Public amenities require upgrade
- Recreation reserve highly valued, could it accommodate a tennis club
- Protect cultural heritage
- Retain rural character
- Open channel acts as a barrier to development
- New Development Plan Overlay encourages retention and development of channel
- Gravel footpaths working well
- Children safe zones for walking between bus stop and school
- Lack of community centre
- Kerbs needed along Fifth Street
- Upgrade bus routes as the area grows
- Stormwater could be utilised for irrigating green areas
- Plan for bike paths
- How will farming activities affect new areas

LEGEND

- Development Plan Area
- Dwellings
- Open Irrigation Channel
- Future Growth
- Key Vista
- Centre
- Fall (topography)

ISSUES AND CONTEXT PLAN NICHOLS POINT, VICTORIA



Stages in preparation of the plan

The below table sets out the stages in preparing the Development Plan.

Stage	How this was achieved/future procedures
Evidence gathering/Preliminary stage	Reviewed existing planning controls and policies and carried out consultation
Issues and Options Stage	Identified the issues and challenges that the Development Plan must address and carried out consultation
Preferred Option	Preferred approach for the Development Plan shapes the final version of the plan and carried out consultation
Draft for adoption	Considered almost the final document
Adoption of Final Plan	Council meeting

Planning Context

Planning policies contained within the Development Plan need to be established in the context of State and Local policies and guidance. Several elements of State and Local policy can help guide the identification of the issues contained throughout the document. Key elements of planning policy are outlined below:

- **State Planning Policy Framework**
All planning schemes in Victoria include the State Planning Policy Framework (SPPF) which has been developed by the State Government. Councils must take these policies into account and give effect to them when making planning decisions. State planning policies aim to provide for the fair, orderly, economic and sustainable use and development of land.
- **Municipal Strategic Statement**
The Municipal Strategic Statement (MSS) is currently Clause 21 and Clause 22 of the Mildura Planning Scheme and outlines the key strategic planning, land use and development objectives for the Mildura Rural City Council area, and the strategies and actions for achieving the objectives. It includes statements about a wide range of areas and issues and outlines key issues and trends and includes the following policies of relevance to Nichols Point and its development.

CLAUSE 21.04-1 SETTLEMENT HIERARCHY

The objective of this clause is to:
To recognise the different roles and functions of settlements within the Rural City of Mildura.

- The proposed revision to Clause 21.04-1 through C89 recognises that the growth and development of the Main Urban Area of Mildura over time will impact on the settlements of Irymple and Nichols Point and seeks to ensure this evolution does not compromise the identity of these settlements through the objective of recognising the different roles and functions of settlements within the municipality.

CLAUSE 21.07 BUILT ENVIRONMENT AND HERITAGE

- Clause 21.07 through C89 proposes to include a new policy on 'New Residential Development' which recognises that the growth of new residential areas within Mildura, in particular how the built environment develops, plays a key role not only in defining a 'sense of place' or character, but in the municipality's environmental performance and the physical and mental health of Mildura's current and future residents. The new policy will seek to ensure new residential development considers the longer term impacts of how the built environment evolves and supports the long term sustainability of the municipality.

CLAUSE 21.10 LOCAL AREAS

- The revised clause 21.10-1 includes Nichols Point in an area identified as the Main Urban Area which recognises that Nichols Point has a distinct neighbourhood character as a result of its larger lots and landscape character. Existing and future plans see a significant expansion of the township to facilitate further development of lower

density housing options. The policy goes on to ensure that the longer term role of Nichols Point as part of the Main Urban Area is recognised along with ensuring that the existing neighbourhood character is protected.

CLAUSE 32.03 LOW DENSITY RESIDENTIAL ZONE (LDRZ)

In July 2013 the introduction of the Victoria Planning Provisions Amendment VC100 to all Victorian Planning Schemes introduced reformed zones and allowed a minimum lot size of 0.2 hectare within LDRZ for the subdivision of land connected to reticulated sewerage rather than the previous minimum of 0.4 hectares, upon which the previous Nichols Point Development Plan was based.

- **Zoning and Overlays**
The land within the Development Plan area was zoned within the Low Density Residential Zone however following the Ministerial approval of Planning Scheme Amendment C89 the land is now within the Neighbourhood Residential Zone (Schedule 1). The land is also subject to the Development Plan Overlay which requires a Development Plan to be prepared prior to a planning permit being granted to use or subdivide land, construct a building or construct or carry out works.

PLANNING SCHEME AMENDMENT C89

Planning Scheme Amendment C89 implemented the strategic intent of the Mildura Housing and Settlement Strategy 2013 (MHSS), which set out the Council's plan for

managing residential development in response to the current and future housing needs of the municipality. As discussed earlier the amendment also introduced the following:

CLAUSE 32.09 NEIGHBOURHOOD RESIDENTIAL ZONE (NRZ):

The Neighbourhood Residential Zone provides more limited opportunities for development than the former Residential 1 Zone and requires new development to respect exist neighbourhood character. Within the Neighbourhood Residential Zone a planning permit is required to subdivide. Schedule 1 to Clause 32.09 Neighbourhood Residential Zone (NRZ):

The Schedule states the minimum lot size for subdivision is 1800 square metres and requires a minimum street setback of 10 metres.

Schedule 6 to Clause 43.04 Development Plan Overlay:
Schedule 6 to the DPO sets out requirements for the Development Plan which will cover the Nichols Point Neighbourhood Residential Area.

MILDURA HOUSING AND SETTLEMENT STRATEGY (MHSS)

The MHSS, implemented through C89, identifies that the location where the significant amount of anticipated growth will take place within a 'main urban area' made up of the settlements' of Mildura, Irymple and Nichols Point.

The LDRZ land around Nichols Point was recommended by the MHSS to be rezoned to the Neighbourhood Residential Zone (Schedule 1) along with the application of Development Plan Overlay (Schedule 6). Schedule 1 to the Neighbourhood Residential Zone identifies the minimum lot size for subdivision as 1800m² and a minimum street setback of 10 metres.

The MHSS identified that work undertaken as part of the 2007 Development Plan process has only considered a density of development at 4000m² lots and due to this a new Development Plan is needed to ensure that the drainage and other infrastructure are properly provided.

THE DEVELOPMENT PLAN

This section of the document sets out the Nichols Point Development Plan and discusses the policies in the context of State and Local planning policy.

THE CHARACTER OF NICHOLS POINT

With the indicative capacity of land within the plan area been around 200 lots, the Development Plan recognises the challenge of facilitating residential development within a growing Nichols Point while also protecting existing residential character and amenity.

The importance of the distinctive character of Nichols Point was identified throughout the stages of preparing this plan. The rural setting, landscaping and village-like character which sets Nichols Point out as a distinctive settlement became apparent through the early contextual analysis, site investigations, consultation events and was further reinforced by the responses to the consultation stages.

This environment and the character derived from it has helped create a strong sense of place which is recognised by both the local community and visitors to the area. This part of the document aims to preserve, create and enhance this environment to improve the sense of place around the Nichols Point area. The Development Plan recognises that the development of the recently rezoned land offers an opportunity to further improve the quality of life for the community of Nichols Point. Good design of these areas can be uplifting, can help to improve quality of life and if applied innovatively, can help to deliver many of the outcomes identified by the Council and the community.

This is supported by State Planning Policy Framework through Clause 15.01-1 Urban design which recognises the importance of delivering high quality environments by

including the objective “to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity.”

Early consultation stages in the preparation of this plan provided questions inviting comments on the character of Nichols Point, examining what aspects are considered important to the character of the area and how these can be retained whilst developing the new residential areas. Through the responses to these consultations there was support for policy to recognise both the landscape and village character, by ensuring this is recognised and acknowledged in new developments.

The plan recommends that areas around the boundary of the plan area could be suitable for larger lots which would also create transition and land use conflict buffer between the residential and the current farming areas until the time when the land surrounding the plan area is developed as part of the Mildura East Growth Area.

CHARACTER STATEMENT AND OBJECTIVES

New development should consider its wider surroundings and developments in prominent positions such as ‘gateways’ to the settlement must be of particularly high quality design that will serve to reinforce a positive perception about the quality of place.

- All development proposals and subdivisions will need to demonstrate that they:
- Make clear functional and physical links with the existing settlement and surrounding area and have not been designed as ‘standalone’ additions;
- Complement the existing character of the built and natural environment;
- Lots around the boundary of the plan area should include where appropriate larger lots to both aid transition and provide a potential conflict buffer between residential and agricultural areas.

All development and subdivision proposals must be accompanied by a permit application which includes as a minimum:

- An assessment of the overall context for the proposal;
- An indicative plan, including a building envelope(s) in order to demonstrate the proposed layout, coverage and form (if applicable)
- In the case of developments not of a residential nature; a set of clear design principles, accompanied by elevation drawings (if required), which justify the scale and appearance of the proposal.



AN EXAMPLE OF THE EXISTING CHARACTER WITHIN NICHOLS POINT

APPEARANCE OF RESIDENTIAL AREAS

Well-designed developments respond to the character and setting of their surroundings and make a positive contribution to making places better for people. It has already been established that Nichols Point has a distinct local character and it is therefore important that any new development in the plan area is capable of achieving a high standard of design with development encouraged to enhance local character.

Both State and Local Planning Policy attach great importance to the design of the built environment. Good design is a key aspect of sustainable development, it is intrinsic to good planning and should contribute positively to making places better for the community. This is reflected through Clause 15.01-1 (Urban design) which looks to create urban environments that are safe, functional and provide good quality environments with a sense of place and cultural identity. The objective of Clause 15.01-2 (Urban design principles) is 'to achieve architectural and urban design outcomes that contribute positively to local urban character and enhance the public realm while minimising detrimental impact on neighbouring properties.'

Clause 21.10 Local Areas, within the MSS, recognises the distinct neighbourhood character of Nichols Point and requires this is reflected in this Development Plan. In order to achieve this at a local level a set of design guidelines, derived from both consultation responses and planning policy, have been included in the plan with the intention of both retaining and enhancing the character of Nichols Point.

The guidelines are to be used in conjunction with Rescode which is a Victorian residential standard which prescribes requirements for the siting and design of dwellings and subdivisions. Whilst the provisions of Rescode will apply to the design of subdivisions and dwellings throughout the new residential areas of Nichols Point, the intention is for these guidelines to provide additional, more 'localised', guidance in order to ensure new developments are of a high standard and are responsive to and protective of Nichols Points highly valued village like, 'green and leafy' character.

At a local level an issue which is becoming increasingly common in lower density residential areas is the construction of sheds in front gardens and the impact this has on both immediate streetscape and neighbourhood character. This has been identified by both the Council's Statutory Planning Department and was also reflected through responses received to the consultation in preparing this document, which suggested that carports/garages or sheds should not feature predominately.

Fencing was a prominent issue in the responses received to both the early consultation and later stages of preparation; with no front fencing the general consensus, along with no side fencing past the front building line.

Responses to the consultation indicated that dwellings no higher than one storey should be encouraged, consistent with existing neighbourhood character and in order to maintain the village like feel. Whilst one storey dwellings are

to be encouraged it is considered that lots a minimum size of 1800m² will be of sufficient size to accommodate two storey dwellings without impacting upon the established character.



AN EXAMPLE OF RECENT RESIDENTIAL DEVELOPMENT IN KINGS BILLABONG

APPEARANCE OF RESIDENTIAL AREAS cont.

RESIDENTIAL DESIGN GUIDELINES

BUILDING HEIGHT

- Houses are low scale One to two storeys, one storey encouraged in order for consistency with the existing character of Nichols Point.
- Where dwelling includes two or more storeys recessed upper levels are preferred to reduce the appearance of building bulk.
- Roofs to be pitched, hipped or gabled.

BUILDING FRONTAGE

- Dwelling must be setback a minimum of 10 metres from the street
- Garage/car port has an additional front setback return of 1 metre
- Position front entrance to address the street
- Long stretches of wall should be activated with façade features such as porticos and or verandas
- Habitable rooms to address the street in order to provide a level of passive surveillance
- Sheds and/or outbuildings are discouraged within the front setback

LANDSCAPE AND FENCING

- A minimum of two canopy trees to be provided per dwelling.
- Fencing to the front of the building line is discouraged, however if required must be a maximum of 0.5 metres and constructed with post and wire.

GUIDANCE FOR DEVELOPMENT WITHIN RESIDENTIAL AREAS

All development should be well designed and of a high quality that responds positively to both its environment and the challenge of climate change, whilst also contributing to local distinctiveness and sense of place.

This will be achieved by:

- Ensuring that development is well designed to respect the character, identity and context of Nichols Point and its surroundings
- Ensuring that development on the edge of

settlement is of high quality design that respects and enhances landscape character

- Ensuring that development contributes positively to an area's character, history and identity in terms of scale, height, density, layout, appearance, materials, and the relationship to any adjacent buildings and/or landscape features
- Ensuring that development achieves a satisfactory relationship to adjacent development and does not cause unacceptable effects by reason of visual intrusion, overlooking, shadowing, overbearing effect, noise, light pollution or other adverse impacts on local character and amenity

- Ensuring that public and private spaces are well-designed, safe, attractive, complement the built form and provide for the retention of significant landscape features such as mature trees
- Ensuring that developments are easy to move through and around, incorporating well integrated car parking, pedestrian and cycle routes
- ensuring that developments are designed to minimise opportunities for anti-social or criminal behaviour and promote safe living environments
- Promoting developments that are accessible to all users

STREETS AND DRAINAGE

The Nichols Point Residential Development Plan aims to create neighbourhoods which provide safe, attractive and continuous connections throughout Nichols Point and on to wider area.

The street and road reserve represents one of the most integral components of Nichols Point's character which is established by the wide streets and emphasised by significant front setbacks and lack of front fences which contributes towards a very open feel to streets within the area.

Early consultation in preparing this plan reinforced that the type of road reserve and its appearance forms an important element of any residential development.

The former Development Plan for Nichols Point recommended that streets and open spaces should be designed in order to support "water sensitive urban design which would allow drainage infrastructure to be used as an aesthetic asset that naturally supports and irrigates a high standard of landscaping". Feedback received from consultation during plan preparation suggested that the idea of roads which incorporate drainage elements in order to act as a 'blueway' and generous amounts of landscape in order to create a 'greenway', were a positive inclusion in the previous plan. This is supported by Schedule 6 to the Development Plan Overlay which requires the new Development Plan to provide for the retention and development of the existing channel as a 'blueway'.

New streets within the plan area are to consist of a road reserve measuring 20 metres, an eight metre road edged

with concrete plinths and six metre wide reserve either side and incorporate landscaping within a shallow swale and footpath along one side. This option is consistent with the existing character of Nichols Point, retains both a rural feel and can provide the blueway concept through the provision of swales along with greenway through significant amounts of landscaping, required by the new DD06. The width of the roads and footpaths will support a network of off and on road walking and cycling opportunities.

Whilst located outside of the plan area, during the preparation of the plan the need for improvements to the current public realm along Fifth Street between Koorlong Avenue and Irymple Avenue, particularly in relation to its appearance and capacity for drainage around the store and recreation ground areas, arose. The Council has identified treatment to both the highway and associated drainage is to take place to improve both the bitumen and the drainage.

The stormwater drainage model included in this plan allows for the inclusion of swale drains, which reflect the 'blueway' model along with landscaping, which was identified as a contributor toward the existing valued character of Nichols Point, provide the opportunity to further develop the 'blueway' and 'greenway' concept.

In preparing the Development Plan a stormwater management model was developed which includes drainage basins, capable of holding 1 in 100 year events, located around the plan area which are fed by both rising mains and pipes. The location of the basins respond to the

fall of the land, natural contours and historic flood patterns and are shown on the stormwater management plan. The stormwater management areas are designed as 'detention basins' which will temporarily store water up to a certain level prior to outfall through pipes and swales.

Whilst the proposed stormwater management areas and swales will contain the majority of stormwater events and provide adequate filtration Mallee Catchment Management Authority have provided in-principle support for stormwater, resulting from the new developments to discharge into Sandilong Wetland, however further information on the risk management approach and associated mitigating strategies relevant to the ongoing management and monitoring of water quality at Sandilong Wetland will be required through the production of a drainage plan for any proposed subdivisions.

In preparing the plan stormwater management objectives and possible opportunities for integration with public open space were examined. Resulting from this, a key objective of the plan is to ensure all stormwater management areas are integrated within the residential fabric, with landscape treatment in order to prevent the areas appearing as standalone holes in the ground, with the inclusion of graded sides which are curved rather than straight and set within public open space.

New residential subdivisions will include a well designed prominent entrance feature(s) in order to emphasise sense of place. The entrance feature to the development could

comprise of either a landscape area, signage, logo/symbol or feature landscaping.

An existing Development Contributions Plan (DCP) is in place for Nichols Point which forms part of the Mildura Planning Scheme and includes a number of projects within the plan area. The DCP is a way by which the Council can charge new development in the greenfield areas for contributions towards planned infrastructure projects. It is a certain and transparent means by which some of the costs towards the on-going provision of adequate development and community infrastructure can be recovered by the Council. Money received through the DCP will go towards a varied range of projects including road works, intersections, drainage infrastructure and cycle paths.

The street layout and drainage provision is shown on the map which follows the Access and Movement section



WIDE STREETS AND GENEROUS SETBACKS IN TIREEL DRIVE

ACCESS AND MOVEMENT

Improving road and pedestrian connectivity between Nichols Point, Mildura and the wider Mildura East Growth Area and enabling people to move safely in and around Nichols Point is critical to the development of the settlement and in ensuring Nichols Point is able to support the level of growth proposed. This means the anticipated growth and development taking place in Nichols Point will need to be accessible and be linked to the wider area. In addition to this a key objective of the Municipal Spatial Strategy policy 21.09 is to develop a safe and efficient traffic, transport, freight and pedestrian network. Ensuring this is achieved is a task of the new Development Plan as the schedule to DPO 6 requires the new plan to allow for future longer term pedestrian and vehicular connections to the area identified through the Mildura Housing and Settlement Strategy as the Mildura East Growth Area.

It is envisaged Fifth Street will be the main entry to the Development Plan area from the North West and provide access to Mildura. Koorlong Avenue which runs from the South East will be the principal connection to Irymple and the future Mildura East Growth Area.

The ring road style street pattern will create a permeable grid which will allow easy and efficient movement through the new residential areas and the wider Nichols Point/Mildura East area, as well as providing a clear structure of accessible routes within those neighbourhoods.

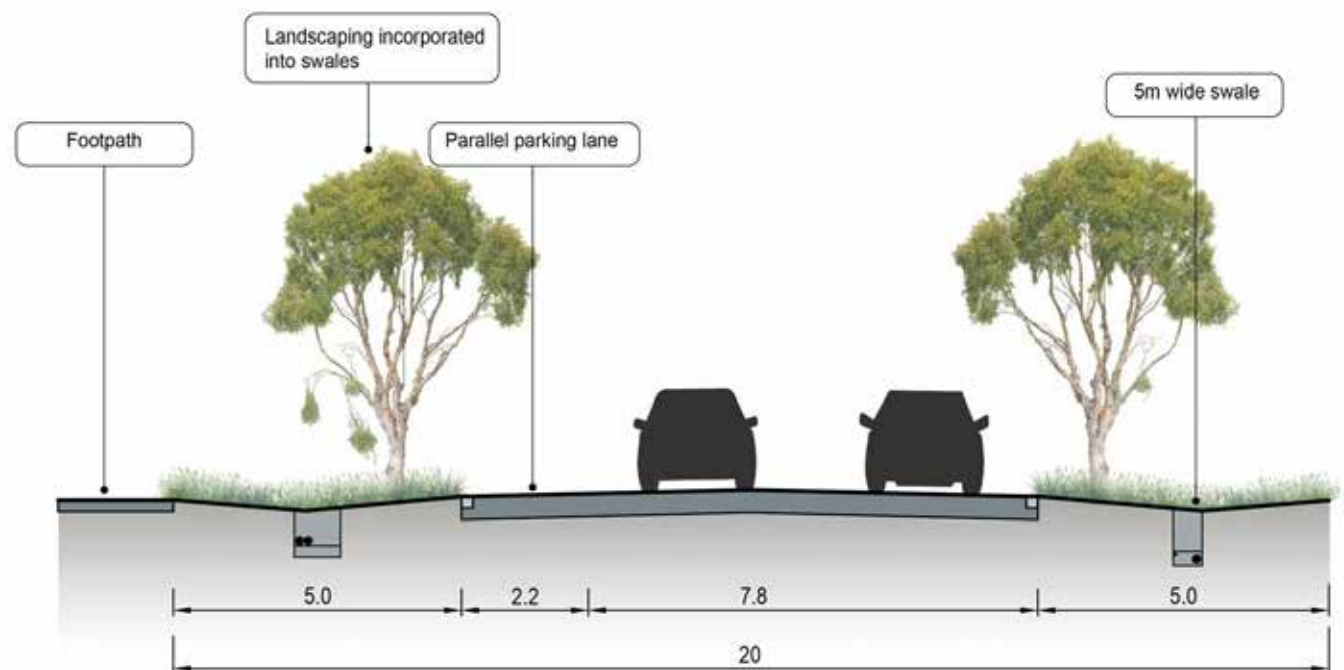
A further objective of the ring road style layout is to provide an alternative route from Koorlong Avenue to Fifth Street in order to reduce the pressure along both these streets, especially around the Primary School given traffic flow around this area is a recognised problem and was a common issue identified through the consultation stages. The plan also includes a street running along the north eastern boundary of the school site which will assist congestion around the school by creating an additional access and egress point and providing a parallel parking lane along the school side of the street. As shown on the cross section on the right.

The street pattern contained in the Development Plan provides the opportunity to link the plan area to the future 'neighbourhood residential' growth area identified in the Mildura Housing and Settlement Strategy (shown on the map on Page 6). The drainage basin on the western edge of the plan area will be incorporated into an area of public open space with the plan including a road along its south eastern boundary which, along with any houses fronting the street, will provide a level of natural surveillance.

Given the new residential areas wrap around the existing core of Nichols Point there is the opportunity for new development on the edge of the plan area to improve the interface with both the existing areas and the area to the west identified as the Mildura East Growth Area which the new Development Plan Overlay requires in order to allow for future longer term pedestrian and vehicular connections to this area. In order to achieve this, the design of developments in this area will be required to respond to the interface with

the Mildura East Growth Area along with provision for future connection to Mildura East.

The irrigation channel, which runs from the northern corner of the plan area through the settlement down to the south west, was highlighted through the consultation process as both a potential barrier to development and connectivity with the recreation ground and also a health and safety risk. Discussions with Lower Murray Water indicated that there are no immediate plans for the filling in of the channel therefore the plan proposes to initially bridge the channel with footbridges to allow connection between the new developments by pedestrians and cyclists. At a time when the irrigation channel is filled in the footbridges would be replaced with a bridge which would also allow vehicular movement. At a time the channel is filled in the route of the channel could form part of the wider tracks and trails network.



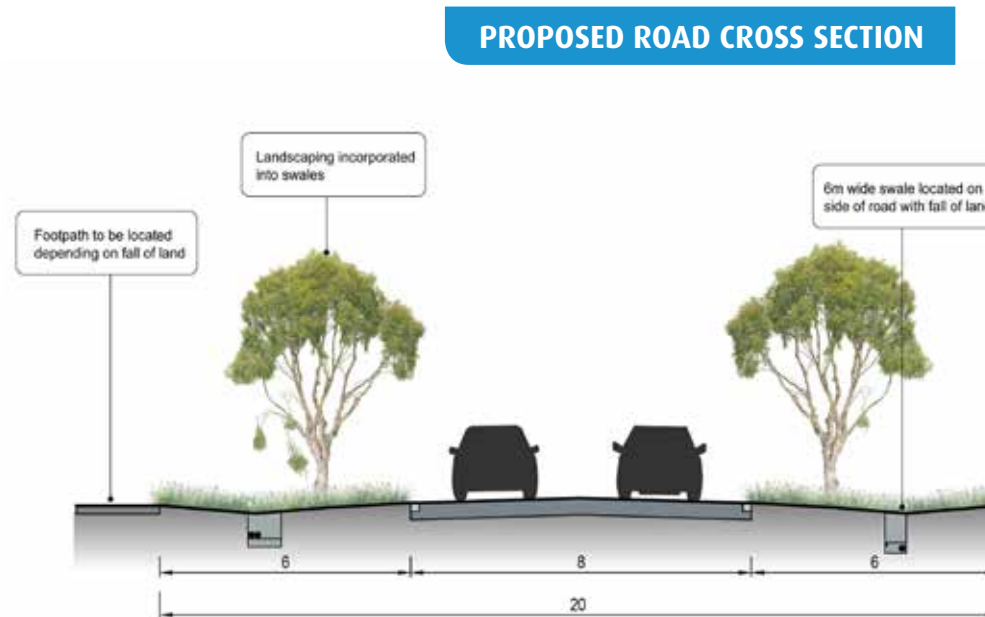


OPEN IRRIGATION CHANNEL

ACCESS AND MOVEMENT cont.

THE ACCESS AND MOVEMENT OBJECTIVES OF THE PLAN ARE:

- To improve traffic circulation and the amenity of Nichols Point, particularly around Koorlong Avenue and Fifth Street.
- Vehicular routes within new developments must be planned to coincide with and not to overwhelm the network of public streets and places.
- Ensure traffic impacts associated with new residential development are adequately addressed.
- Ensure development along the south western boundary of the plan area is designed to allow future integration with and pedestrian and vehicular connection to the Mildura East Growth Area.
- Ensure replacement of existing irrigation channel with underground pipe remains high priority with future opportunities.



DEVELOPMENT PLAN LEGEND EXPLANATION

- Stormwater Pipe (Gravity) – underground pipe which utilises gravity to discharge stormwater runoff.
- Rising Main – a drain through which surface water runoff is pumped from a pumping station to join the wider drainage network.
- Swale – a shallow channel used to transport and slow down the flow of stormwater.
- Road – road.
- Access Way – future vehicular connection between developments at a time when irrigation channel is filled in.
- Future Connection with Growth Area – future vehicular link to the Mildura East Growth Area.
- Stormwater Management Area – area of public open space which also incorporates a shallow sided drainage basin.



Mildura Rural City Council

REV	DATE	REVISION DETAILS	APPROVED	SCALE	SIZE	PRELIMINARY NOT FOR CONSTRUCTION	PROJECT	NICHOLS POINT STRATEGY				
J	26.04.16	PRELIMINARY CONCEPT	B.RIELLEY	1:3000	A1							
D	14.01.16	PRELIMINARY ISSUE	B.RIELLEY	DRAWN M.PENDLEBURY								
E	19.01.16	PRELIMINARY ISSUE	B.RIELLEY	DESIGNED		APPROVED	DATE	TITLE	PROPOSED STORMWATER MANAGEMENT AREAS			
F	20.01.15	PRELIMINARY ISSUE	B.RIELLEY									
G	29.01.16	PRELIMINARY ISSUE	B.RIELLEY	CHECKED								
H	08.03.16	PRELIMINARY ISSUE	B.RIELLEY									
I	02.04.16	PRELIMINARY ISSUE	B.RIELLEY									
DRAWING No.		249484	327	DRG	CC	06						

FORMER PRIMARY SCHOOL SITE/OPEN SPACE

The former Primary School site is a substantial early brick building located on the eastern side of the Fifth Street/Koorlong Avenue junction opened in 1907 and currently represents a significantly underutilised asset since the school was closed in 2007.

The site, which includes two buildings covered by the Mildura Planning Scheme Heritage Overlay, has come under threat of demolition with the preparation of a new Development Plan providing an opportunity to investigate the future of the site. The importance of the site to Nichols Point has been illustrated through the responses to all stages of this document all of which recommended that the site should be developed into an important and much needed community asset for Nichols Point. Early suggestions for the type community use included maternal child health facilities, child care centre, meeting space for community groups and organisations and the incorporation of the site into the existing recreation reserve. From the responses to the previous stages of the Development Plan preparation along with support of planning policy, in the form of Schedule 6 to the Development Plan Overlay and the previous Development Plan, a preferred option for the former school site was developed to use the site to create a hub of public uses in the former school buildings. In this way the site would provide a community heart and public open space at a key position within Nichols Point which would support the anticipated growth of Nichols Point along with the new residential areas.

As would be expected with a former school site, the land is centrally located in respect to both the existing and future

residential areas and is within easy walking distance of other community facilities such as the current school, post office/store and recreation reserve and it is considered that the site through its size, location, accessibility and form, when fully developed and utilised can add tremendous social, community and physical benefit to Nichols Point.

The development and reuse of the site has the potential to provide a catalyst for broader development around Nichols Point, the site will play a significant role in the on-going development of the settlement through a balance of community uses, open space, and potentially commercial activities in the centre of the village centre.

Based on the above the Development Plan makes the recommendation that the Council purchase the former school site to use as a community hub which will have the potential to provide future integrated services and facilities for the Nichols Point community. Using the site as a community hub would provide the community with ownership of important public facilities whilst providing an adaptive reuse of former school and create open space, infrastructure and facilities and reinforce this area as the community heart of the growing Nichols Point settlement. The extent of the site and size of the existing buildings on site provide the option for the re-use to include a private commercial opportunity, for example a café, ancillary to the community facilities which would further increase the number facilities in Nichols Point to meet the needs of the existing and future residents.

The reuse and further development of the site can extend to the public realm, streetscape network and the large area of recreation space to the south east of the site. Council ownership of the site would, with the exception of 177 Fifth Street, result in the Council having a significant land holding with major road frontage from the Fifth Street/Koorlong Avenue junction in a south easterly direction which in turn would contribute to the upgrade of the public realm throughout the centre of Nichols Point and would greatly transform public amenity and improve the general appearance of Nichols Point. At the same time the existing amenity and character aspects of the existing 'heart' will be preserved.

Council ownership of the site allows the heritage element of the site to be retained given Section 16 of the Planning and Environment Act, which exempts Ministers and Government departments from the requirements of the Planning Scheme, would no longer apply therefore protecting the character of the site and wider area.

Utilising the site as a community asset is supported by Clause 11.02 (Urban growth) of the Planning Scheme which has an objective to ensure a sufficient supply of land is available for residential, commercial, retail, industrial, recreational, institutional and other community uses with a strategy to support this which seeks to ensure the ongoing provision of land and supporting infrastructure to support sustainable urban development.



FORMER PRIMARY SCHOOL

Support for using the site as a community hub in the Planning Scheme MSS is provided the form of the second objective of Clause 21.04-2 (Residential land supply) which is to provide a sufficient residential land supply to meet market demands. This is supported by a strategy which requires the preparation of Outline Development Plans that identify the need for, and location of, community facilities in growth areas.

Utilising the former school site to house community facilities such as maternal child health facilities, child care centre, health centre, meeting spaces along with a possible private venture such as a cafe would provide Nichols Point with a community asset, in a key central location and recognise the needs for a variety of user groups for passive and active

recreation, leisure and formal and informal space. This is particularly important given there are no immediate plans to expand the adjoining Nichols Point recreation ground facility and along with the land around the drainage basin south east of Karadoc Avenue the land associated with the former school site represents the next most likely provision of open space for the settlement.



108-116 Madden Avenue Mildura
76-84 Deakin Avenue Mildura
Telephone (03) 5018 8100
Facsimile (03) 5021 1899
Email planning.services@mildura.vic.gov.au