

MILDURA MURRAY

Riverfront Central Precincts Feasibility



Mildura Rural City Council



FEBRUARY 2010

02

CONCEPT REPORT

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THIS REPORT

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CONCEPT REPORT

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Preface

The Mildura Riverfront Central Precincts Feasibility assesses and develops the Mildura Riverfront 2005 Masterplan. The purpose of this further investigation is to provide a strategic basis to secure the proposed outcomes for both the Central Precincts and the entire Mildura riverfront. New opportunities have arisen since the 2005 Masterplan’s adoption with the removal of rail freight infrastructure now underway and government funding available to support the preservation of the Murray River.

The feasibility develops the Central Precincts identified in the 2005 Masterplan. Further investigation into the detailed design, feasibility and costing of the necessary public infrastructure to facilitate the identified private sector investment in the Precincts has been undertaken. This includes a detailed scoping analysis and costing of the key development opportunities proposed.

The feasibility process is outlined in five consecutive reports. The 2005 Masterplan is assessed against detailed site investigations, document research completed before and after the Masterplan’s adoption, and an analysis of current trends and issues.

A conceptual framework is then developed utilising the findings of the background assessment. It establishes the design principles to guide and govern the refinement of the Central Precincts Masterplan.

The Masterplan is refined through the design development phase outlining the recommendations for development of the Central Precincts. It presents the ideas behind the overarching vision for the project and a detailed breakdown of its components.

The Central Precincts feasibility recognises the project as unique opportunity within Mildura establishing a high quality mixed-use development of regional benefit. It proposes to maintain the existing qualities of the area, including both the natural elements and built structures, endeavouring to a create a vibrant and diverse riverfront that is rich with the social, economic and environmental experiences. It will promote a community that celebrates past, current and future contexts and one that contributes robustly and positively to the development of Mildura and its riverfront.



Image
Mildura and Murray River, 2005 Masterplan.

Executive Summary

This Concept Report records the outcomes of the conceptual development process and consultation for the Central Precincts Masterplan. The analysis of the site and the 2005 Masterplan undertaken within Background Report 01 has clearly identified the importance of the Central Precincts as a catalyst to strengthen Mildura’s relationship to the riverfront and improve the quality of the Murray River.

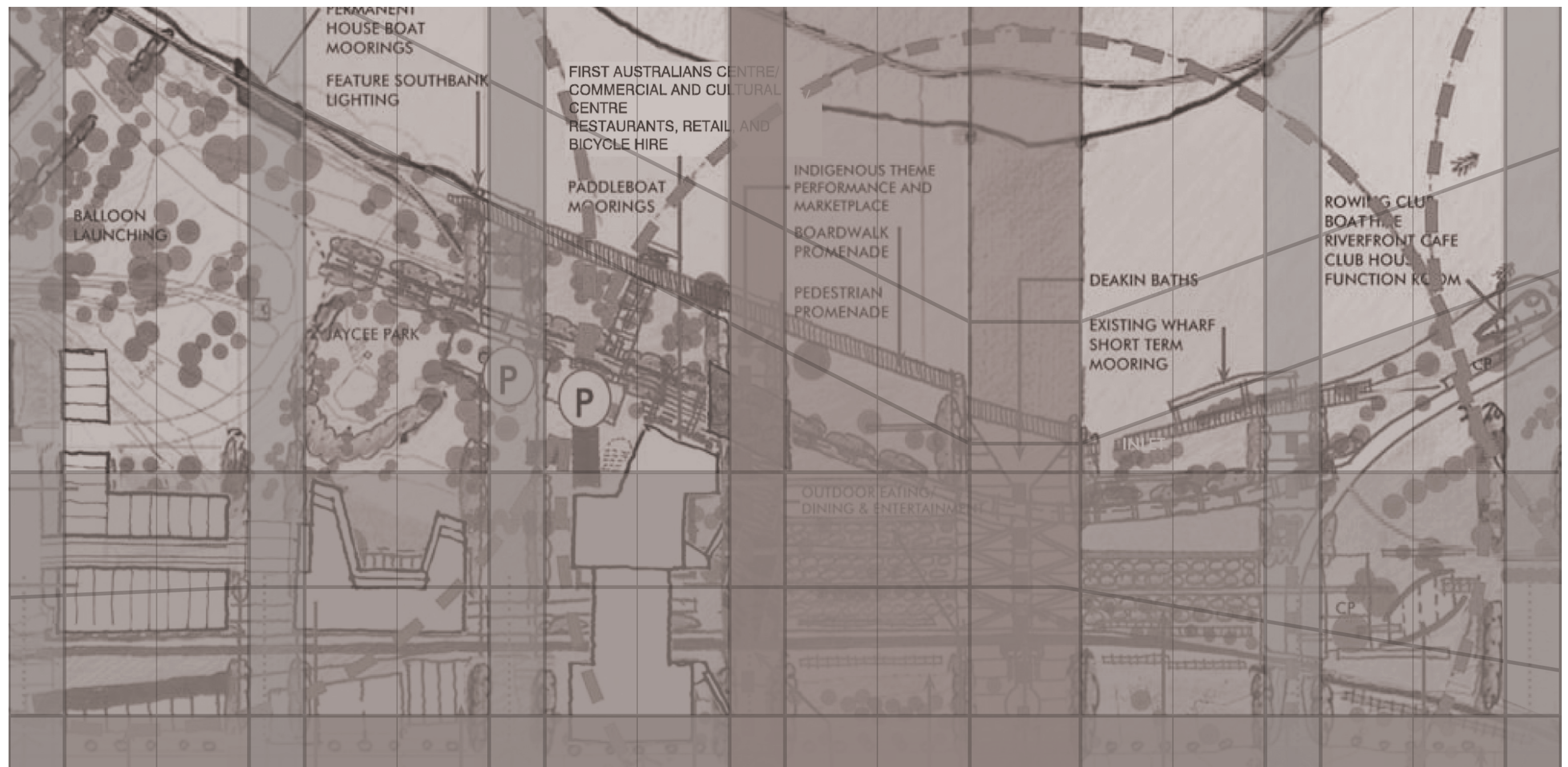
The report outlines the conceptual framework that establishes the key design principles to guide and govern the development of the project. Recognising the importance of the site’s history and unique environment ‘The Tapestry’ concept encapsulates the vision for the Masterplan. It responds to the context both at a micro and macro level referencing the surrounding farm land and taking cues from the layout of the CBD.

The report identifies the potential for cultural, commercial and residential activities within the Central Precincts and outlines the possibilities for improving access to the riverfront from the CBD. It develops a series of Urban Design principles to inform the direction of the project including: regional scale and context; vistas and connections; economical outcomes; pedestrian flows; water sensitive urban design; vehicular movement. In addition to this strong emphasis is placed on establishing an all encompassing sustainable design approach for the Central Precincts area.

The report develops a series of project user briefs for the built form outcomes and public domain areas. These briefs have been prepared in conjunction with feedback from community consultations and user interest groups.

The report concludes with a summary of the findings from the consultation process. The feedback and discussions with the community, project reference group, steering group and key stakeholders has been essential for the conceptual development of the Central Precincts area.

Image
Conceptual development.



1.0 Conceptual Framework

Following the detailed background investigations and the need to advance the 2005 Masterplan, a conceptual framework has been developed.

The conceptual framework is a series of design ideas that are explored in the development of the project and establishes a reasoned basis for the inception of the design process. It distills the information from the preceding background analysis forming a set of key design principles to guide and govern the project.

This section outlines the process and research undertaken in developing the conceptual framework for the development of the Masterplan.

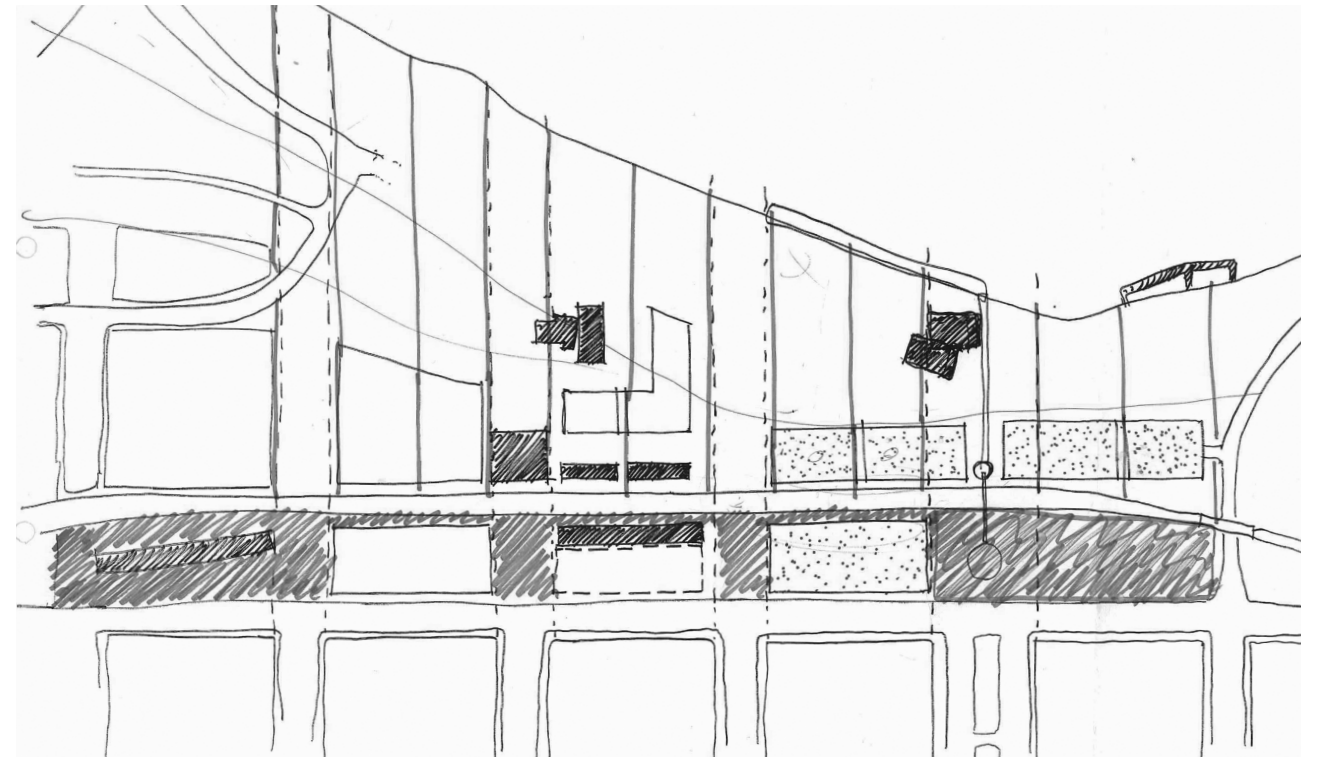


Image
Central Precincts conceptual development
sketch drawing.

1.1 Historical concepts

1.1.1 Murray River History

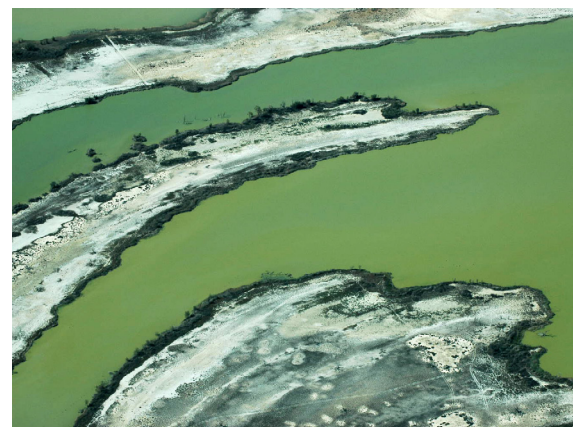
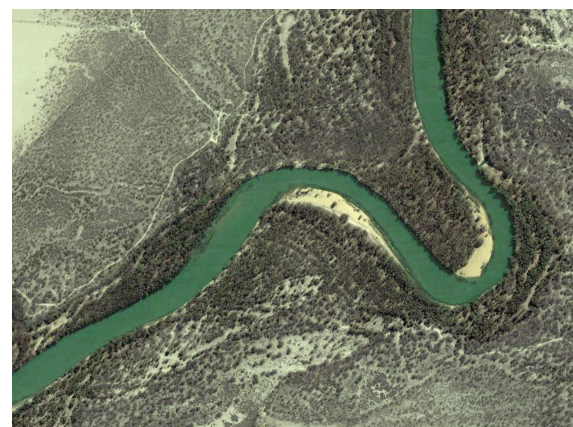
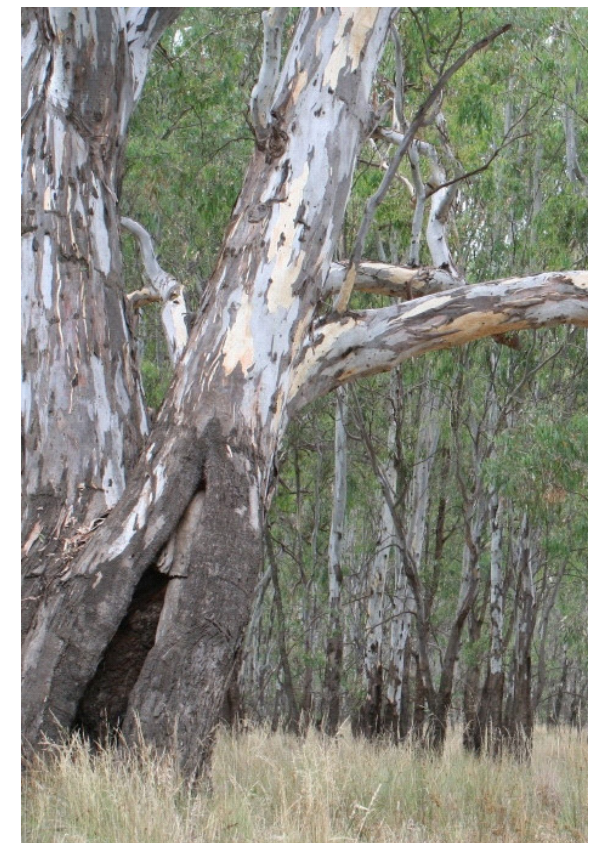
Approximately 200 million years ago Australia was formed as a result of Gondwanaland slowly dividing and drifting apart over a long period of time. Between 2.5 and 0.5 million years ago, the Murray River was created through major geological movement. At this time, the Murray River terminated at what was known as Lake Bungunia. Subsequent further earth movement drained Lake Bungunia and linked the river to the Indian Ocean. This ended the Murray Basins 'wet period' and produced conditions comparable to those we experience today.

Millewah, the aboriginal name for the Murray River, was first recorded in 1836. Today, the Murray River, Australia's largest river, approximately 2500km in length, stretches from the Australian Alps across Australia's inland plains and terminates at Lake Alexandria, SA. It forms part of the 3,700km long combined Murray-Darling River System, which drains most of inland Victoria, NSW and parts of southern Queensland and is dependent for its water flow on rainfall in its catchment area, which constitutes around 14% of Australia's total landmass.



1.1.2 Indigenous History

As one of the major rivers in the dry continent that is Australia, the Murray River has traditionally been of great importance to many Indigenous Australian People. Historically, a number of indigenous language groups inhabited the enormous area spanned by the Murray River system. For over 60000 years the Murray River has given life to the Aboriginal People who lived within the Mildura region. For these people the Murray River system was a place of abundance and was home to a wide range of wildlife including Murray Cod, Trout Cod, Golden Perch, Australian Smelt, Murray Short Necked Turtle, Murray River Crayfish and many others. The people also benefitted from the River Red Gum fringing corridors and forests that occurred throughout the river system. Sadly today most of the native flora and fauna is in a state of decline.



1.1.3 Irrigation Age

The Murray River sits at the heart of the Murray-Darling Basin an area that receives 6% of Australia's annual rainfall. Today the basin is Australia's primary agricultural area, containing 42% of the nations farmland and producing 25% of its food.

Water from the Murray River is used extensively along its length, primarily for irrigation. Small scale pumping began drawing water from the Murray River in the 1850's with the first large scale plant being constructed at Mildura Station in 1887 by brothers George and William Chaffey. The introduction of such pumping stations promoted an expansion of agricultural farming and the development of irrigation areas.

The three Murray River states, SA, VIC and NSW formed an agreement that saw the further construction of a series of storage reservoirs, locks and weirs. These historical man made interventions established a number of major settlements and saw the growth of Australia's most productive agricultural region. These same interventions have also resulted in the radical change to the Murray River's natural flows, have seriously disrupted the life cycles of many it's ecosystems and has led to dry land salinity which now threatens the very industry it generated.

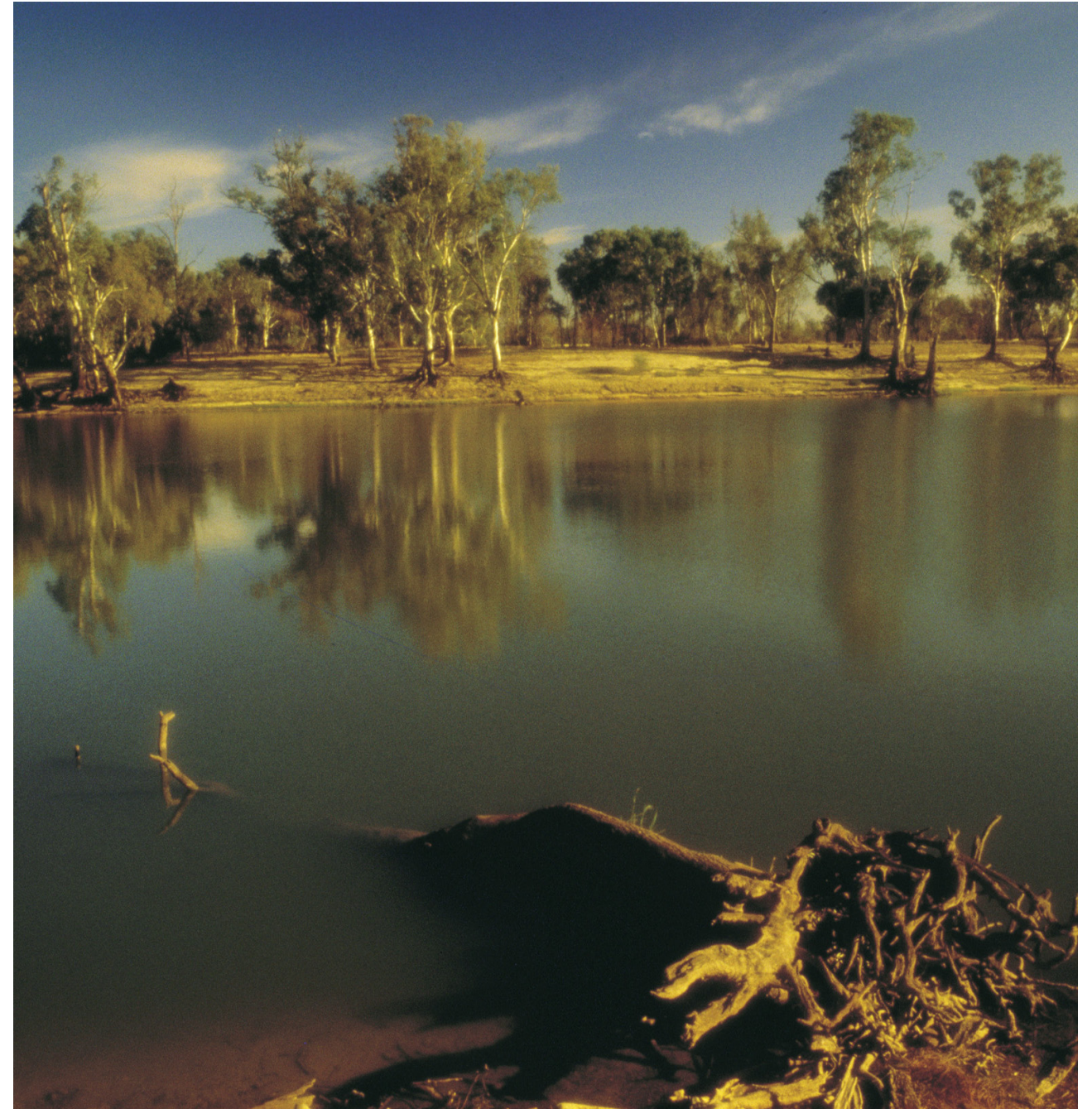


1.2 Environmental Reconciliation

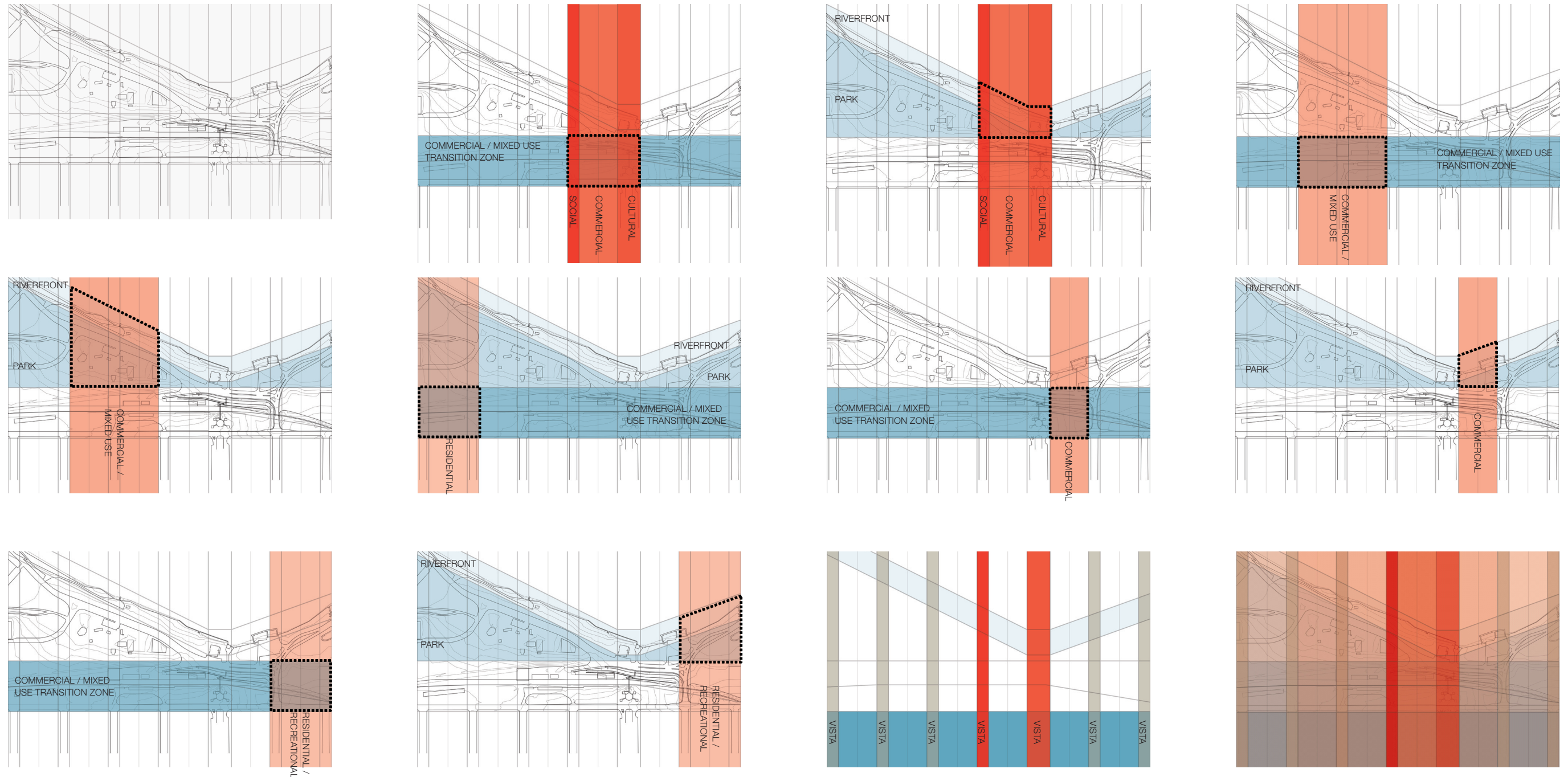
In February 2009, the Federal Government allocated an additional \$900 million to save the Murray River and Darling River system through:

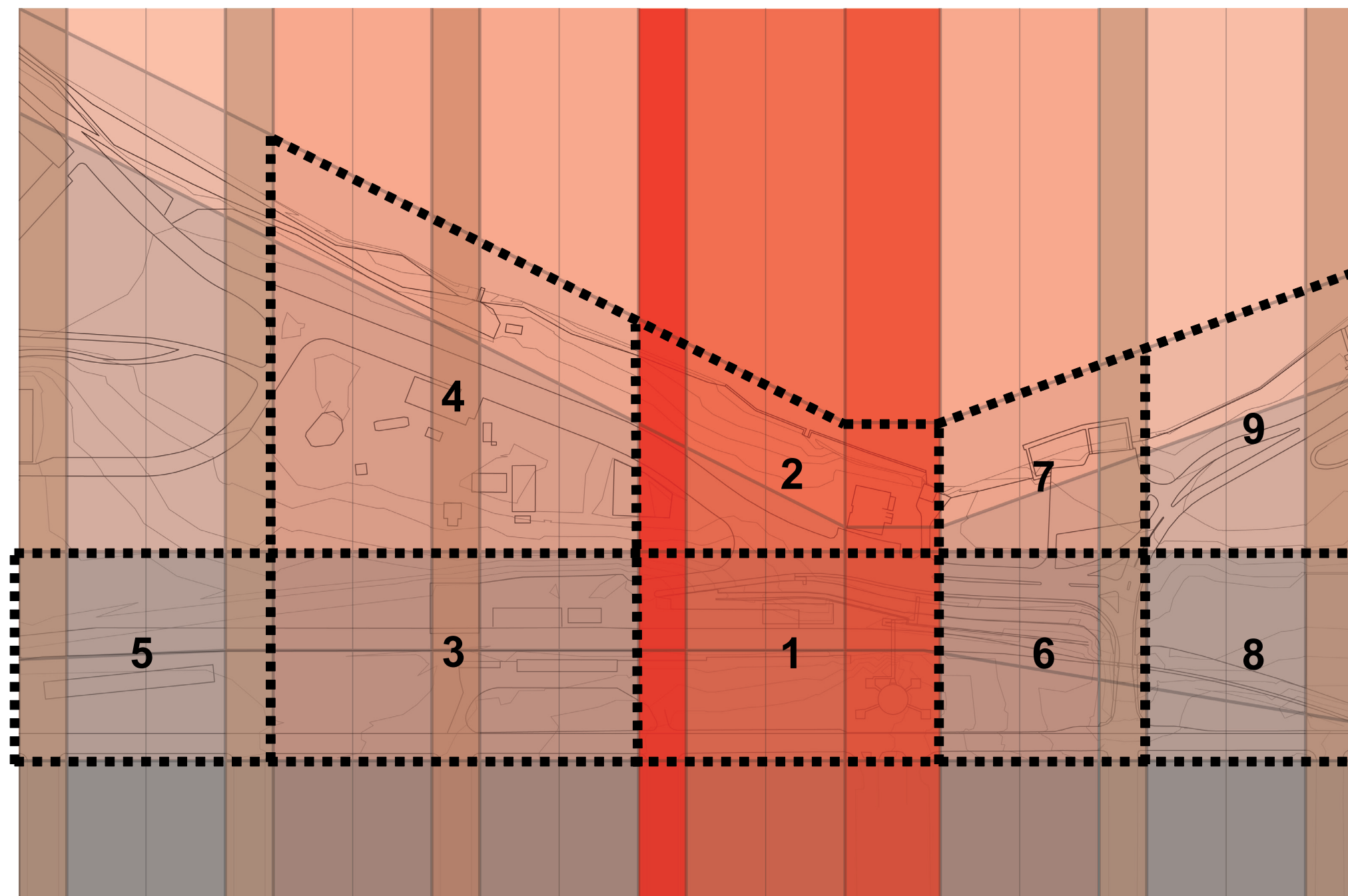
- Proposed buy-back of irrigated properties;
- Assistance for local councils and communities to implement long-term water planning;
- The creation of stormwater harvesting projects;
- Bioremediation of the Lower Murray.

These initiatives recognise the dramatic decline of the Murray River system and the urgent need to implement measures to secure its future.



1.3 Zoning and Built Form Conceptual Framework





1.4 The Tapestry

Through an investigation of the existing contextual relationship between the CBD and riverfront parklands, a tapestry emerges between the junctions of various zones: commercial, cultural, mixed use, residential and recreation. These zones prescribe specific areas for both built form and landscape development.

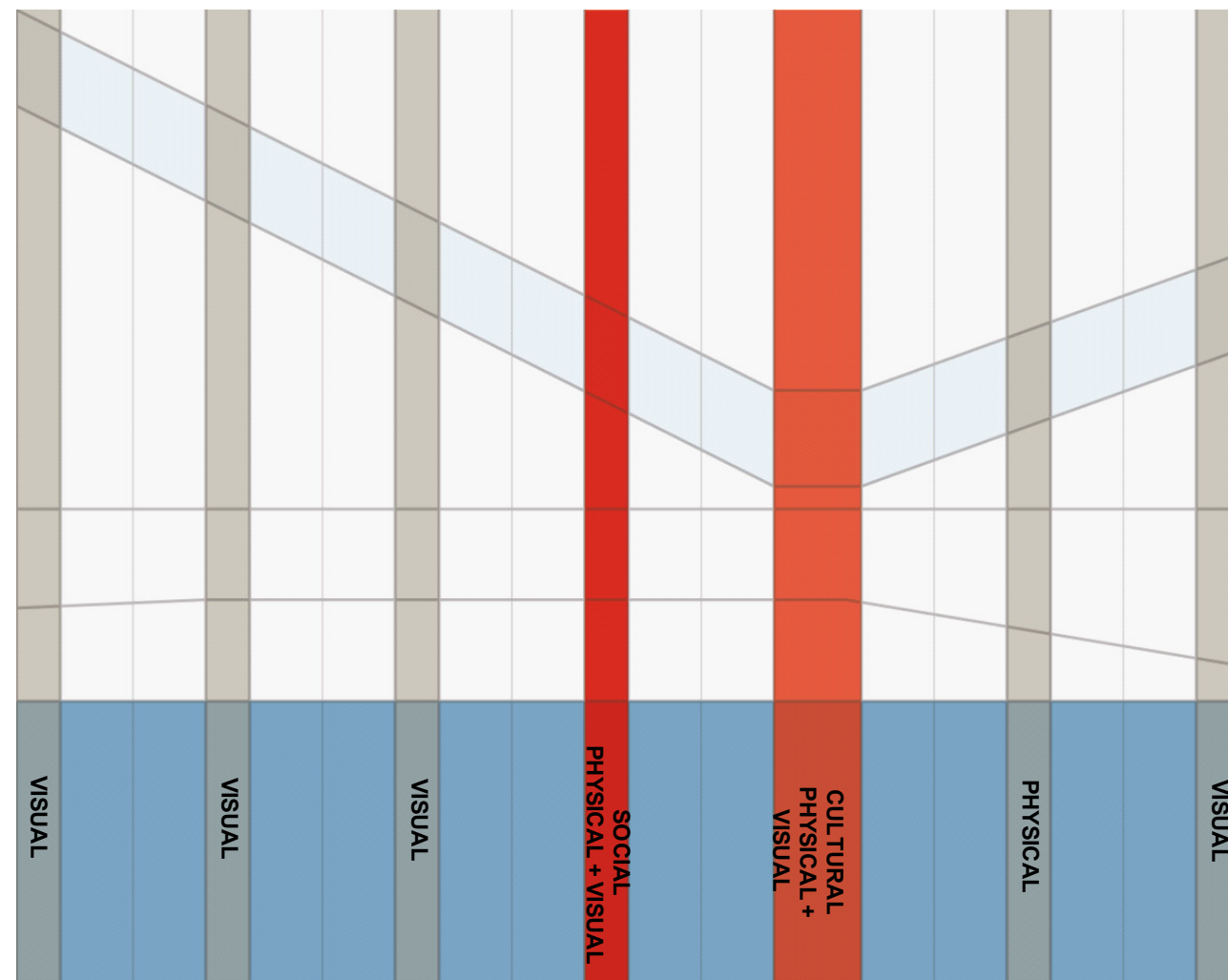
Detailed diagrams are explained further on the following pages.

All Zones

1. Commercial/Cultural Zone - Building
2. Commercial/Cultural Zone - Landscape
3. Commercial/Mixed Use Zone - Building
4. Commercial/Mixed Use Zone - Landscape
5. Residential Zone - Building/Landscape
6. Commercial Zone - Building
7. Commercial Zone - Landscape
8. Recreation/Residential Zone - Building
9. Recreation/Residential Zone - Landscape

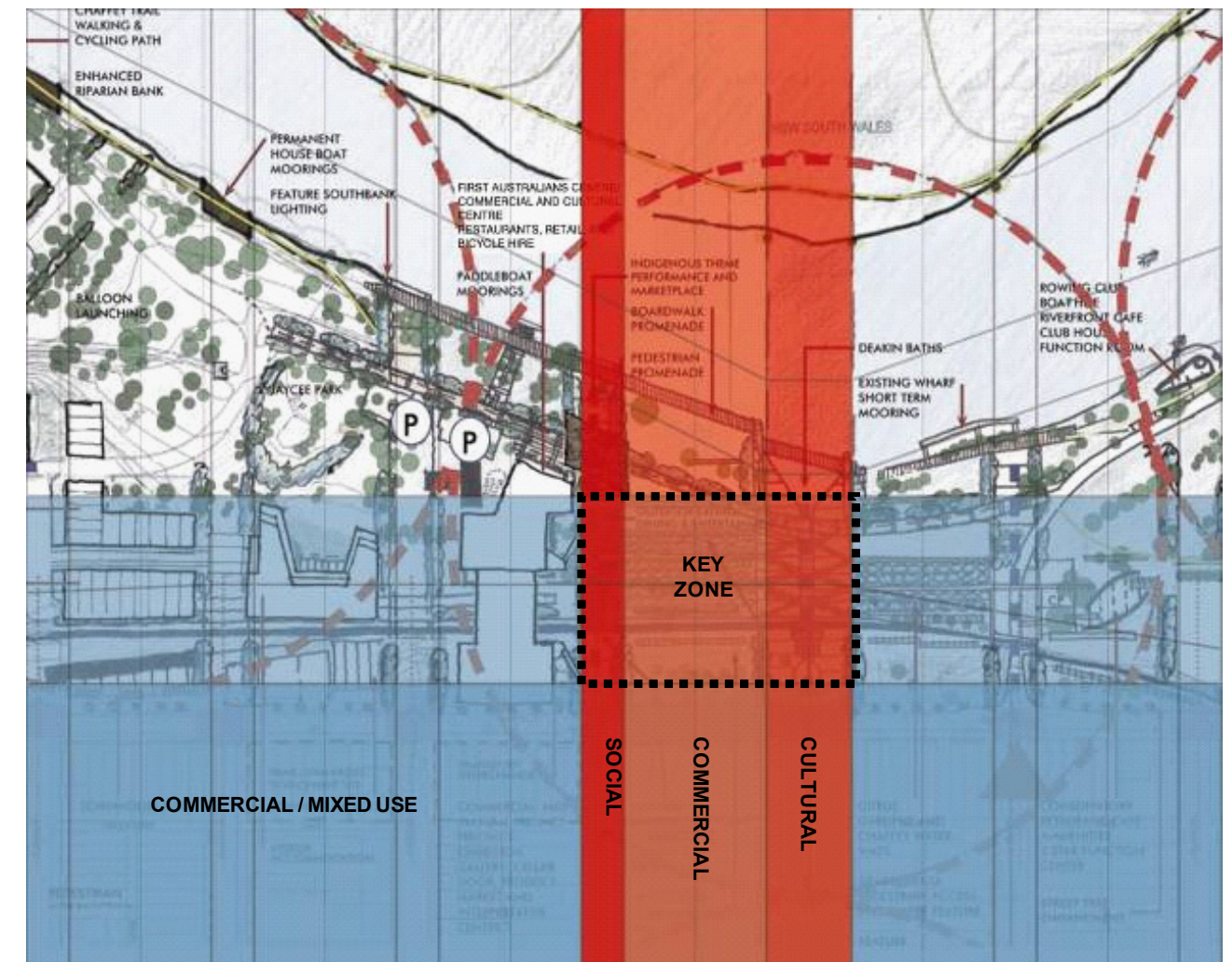
1.4.1 The Tapestry - Explanatory Diagram 01

A number of key vistas and physical connections that exist within Mildura's urban fabric were reinforced as part of the 2005 Masterplan. The diagram depicts the connections within the Central Precincts area and identifies the relationship between the fringe of the CBD and the riverfront.



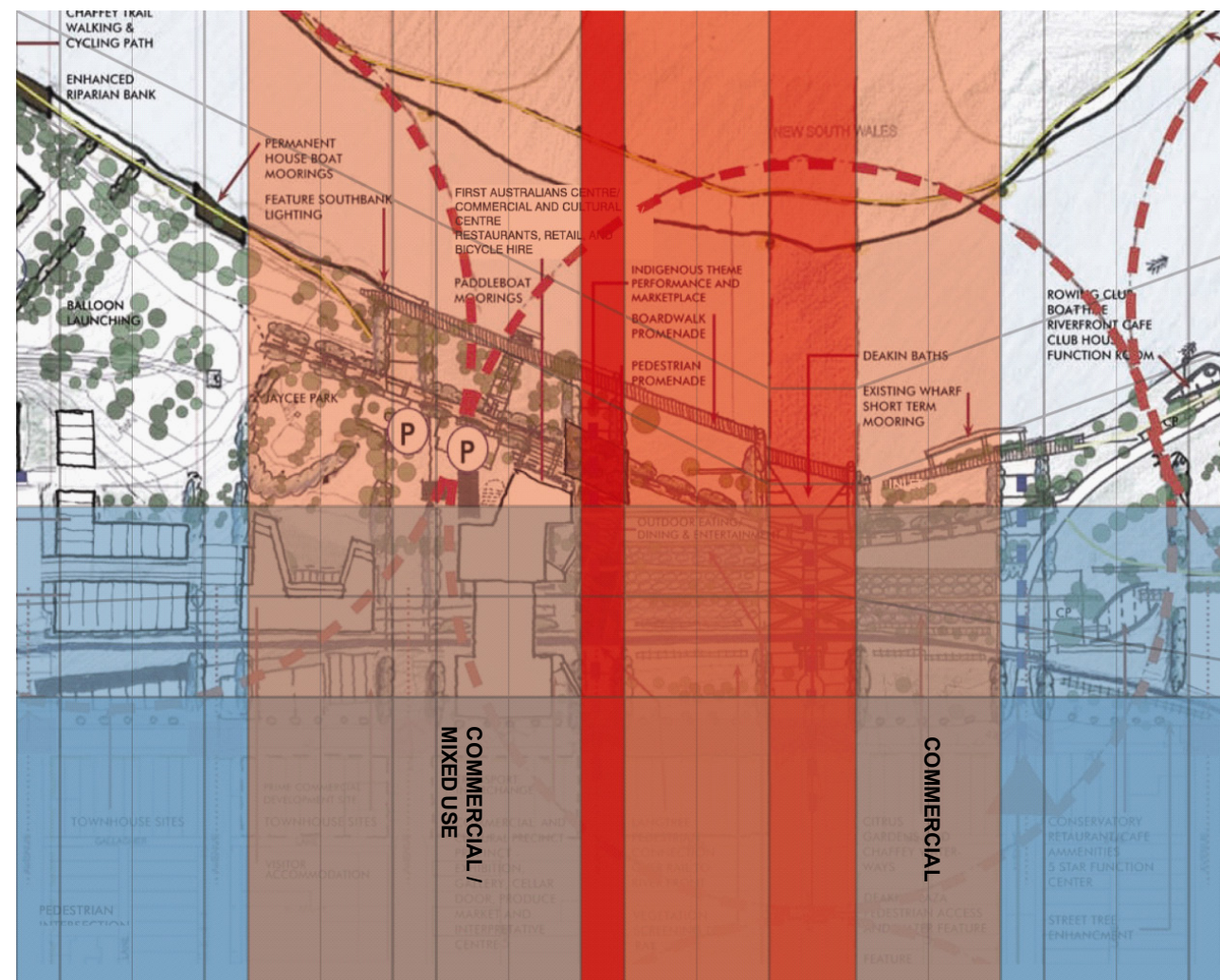
1.4.2 The Tapestry - Explanatory Diagram 02

By overlaying the key cultural (Deakin) and social (Langtree) connections with the proposed built form development strip (running east-west) a key cultural/commercial zone is defined within the Central Precincts area.



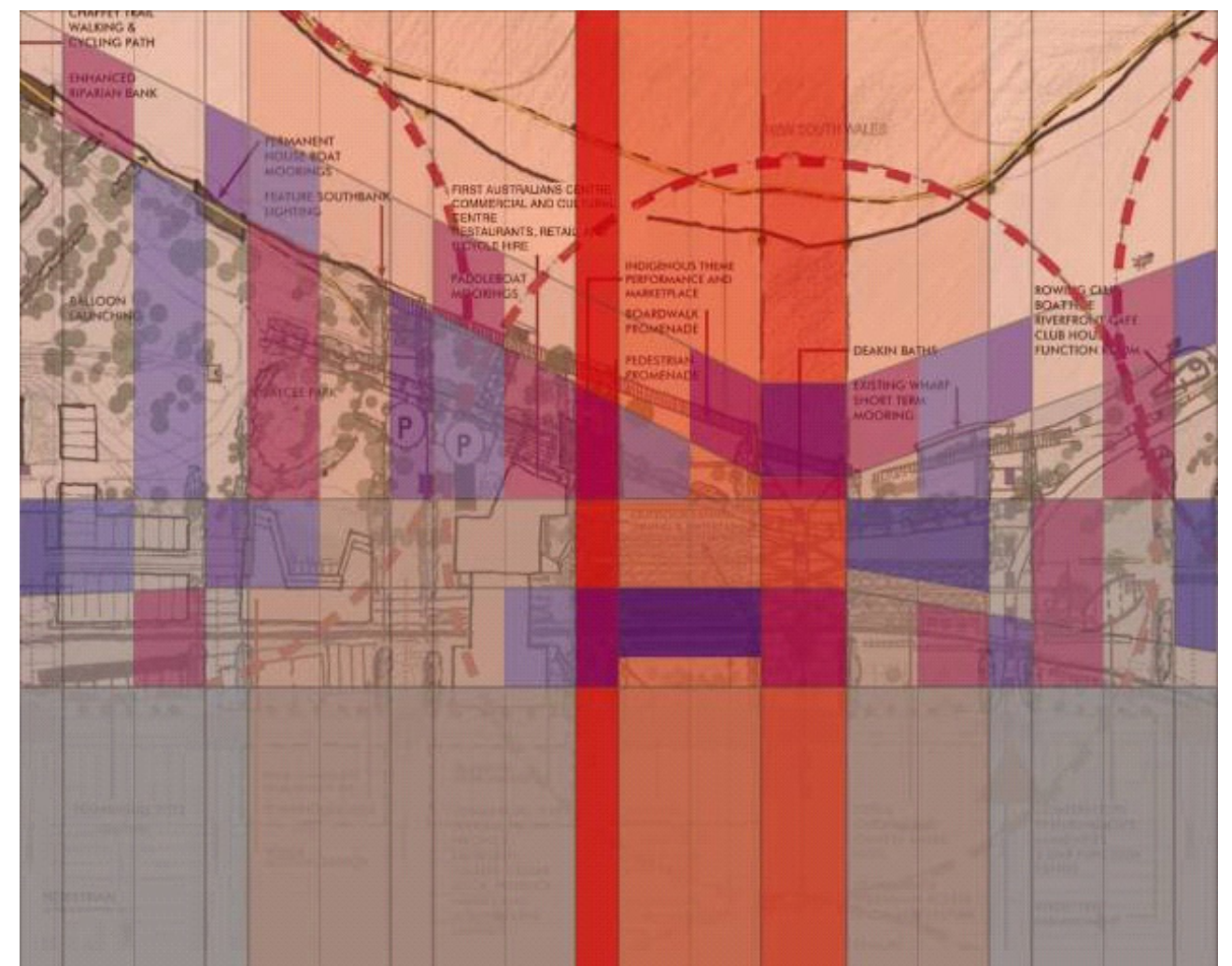
1.4.3 The Tapestry - Explanatory Diagram 03

Secondary zones flank the key central spine offering commercial and mixed-use development opportunities.



1.4.4 The Tapestry - Explanatory Diagram 04

The Tapestry derived intuitively from Mildura's urban fabric established the framework for development lots, staging and functional opportunities. Surreptitiously it reflects regional produce; agriculture and land development through farms; orchards and vineyards; interfaces urban with landscape and riverfront; provides the framework for interaction of Indigenous and European culture; responds to the need for a restructured sustainable approach to the Murray.



1.5 Landscape Conceptual Framework

The key moves undertaken as part of the landscape design approach are as follows:

PROJECT BRANDING

- It is proposed to brand the project, 'The Mildura Murray'. This name is intended to reference the historical interaction of Aboriginal and European culture, the land and the river.

CULTURAL CENTRE

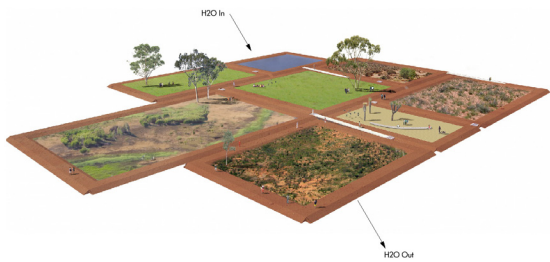
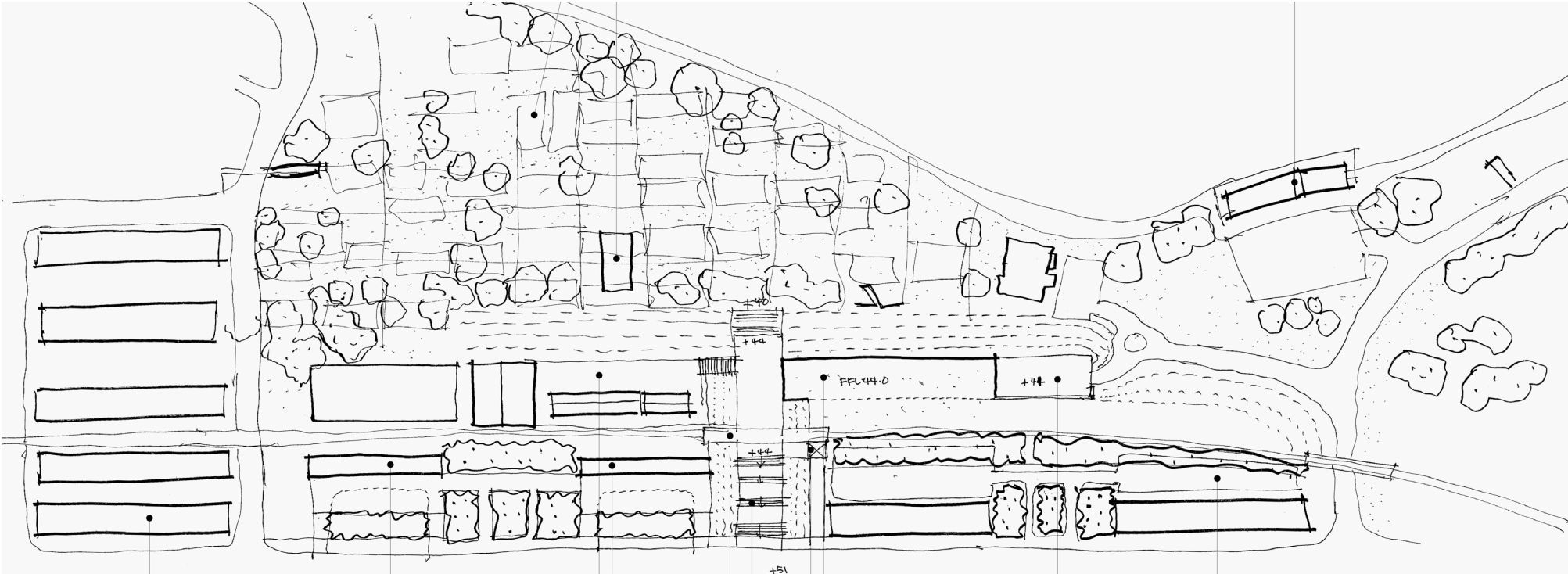
- It is proposed to integrate the First Australian Centre into The Mildura Murray Cultural Centre. The Cultural Centre will provide Mildura with the opportunity to host multiple exhibitions including: The River exhibition; The Chaffey exhibition; and The First Australians exhibition. This Cultural Centre will sit above a new park and will be easily accessed from the Sturt Highway.

MILDURA MURRAY FIELDS

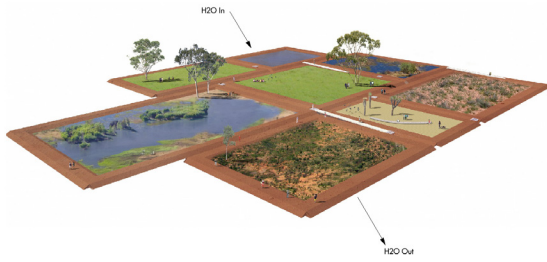
- The new park, to be known as Mildura Murray Fields, will be located between the The Mildura Murray Cultural Centre and The Murray River. Its design arrangement represents the agricultural character of the region and will educate its visitors about initiatives like 'The living Murray'. It will serve to retain water for later reuse and act as a filtration system and storage of water for reuse. Coupled with the Mildura Murray Cultural Centre it will form an important tourist destination for the region. It will also harness existing opportunities for tennis, rowing, riverboat cruises and sporting activities.

WATER STRATEGY

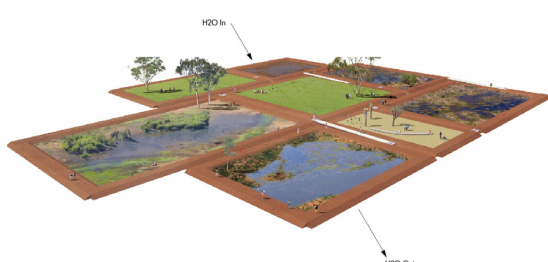
- The design implements an overall integrated water strategy for the site. Stormwater harvesting of the urban catchment will replenish Mildura Murray Fields. The capturing of stormwater runoff before it enters The Murray River will be achieved through the implementation of gross pollutant traps, constructed wetlands, bio-swales and filtration areas and public education and information programs. Blackwater plant and grey water systems will also be explored.



FILTRATION_DAY ONE



FILTRATION_DAY TWO



FILTRATION_DAY THREE

1.6 Sustainable Conceptual Framework

Sustainability is a key aspect in the design process. The following principles and objectives have informed the feasibility assessment process. It builds on the sustainability objectives articulated in the 2005 Masterplan and assists in adopting a long term vision for the redevelopment of the riverfront through the following measures:

Maximise beneficial outcomes through GOOD GOVERNANCE:

- Establish good governance structures;
- Apply best practice community and stakeholder involvement.

Deliver optimal COMMUNITY BENEFITS:

- Facilitate healthy living;
- Contribute to food security;
- Maximise access and connectivity;
- Promote social interaction and community cohesion;
- Promote and enhance culture and heritage;
- Maximise safety.

Adapt to the effects of anticipated CLIMATE CHANGE:

- Establish climate resilient buildings, infrastructure and landscapes (e.g. Materials which will withstand increased temperatures);
- Maximise future environmental comfort (e.g. design for future micro-climates).

Minimise contributions to climate change through reducing GREENHOUSE GAS EMISSIONS:

- Minimise greenhouse gas emissions from construction and operation;
- Maximise carbon sequestration (e.g. through tree planting).

Minimise ENERGY demand, maximise efficiency and use clean energy sources:

- Minimise energy demand (e.g. through use of daylighting);
- Maximise energy efficiency (e.g. through energy efficient equipment);
- Maximise energy from renewable sources.

Achieve a net ECOLOGICAL BENEFIT:

- Protect and enhance ecosystems (e.g. aquatic and terrestrial ecology).

Maximise RESOURCES EFFICIENCY over the life of the project:

- Optimise cut and fill balance;
- Maximise beneficial use of spoil;
- Reuse existing buildings;
- Use recycled materials;
- Use materials from sustainable sources;
- Design for disassembly and recyclability.

Maximise the beneficial use of WATER and minimise flood risk:

- Minimise water demand and maximise efficiency;
- Minimise potable water use;
- Harvest, reclaim and reuse rainwater and stormwater;
- Recycle grey water and blackwater.

Maximise ECONOMIC vitality:

- Establish self-sustaining management regimes;
- Maximise local economic benefit;
- Maximise flexibility for the future.



2.0 Design Principles

Following the conceptual framework development a number of key design principles are established. These key design principles form the basis of the developed design process, creating the structure for the development of the project.

These design principles establish the structure for further design development of both built form and public open space. They are utilised to test all components of the Masterplan, in particular those elements questioned by the community and stakeholders, and guide the ultimate outcome for the Central Precincts area.

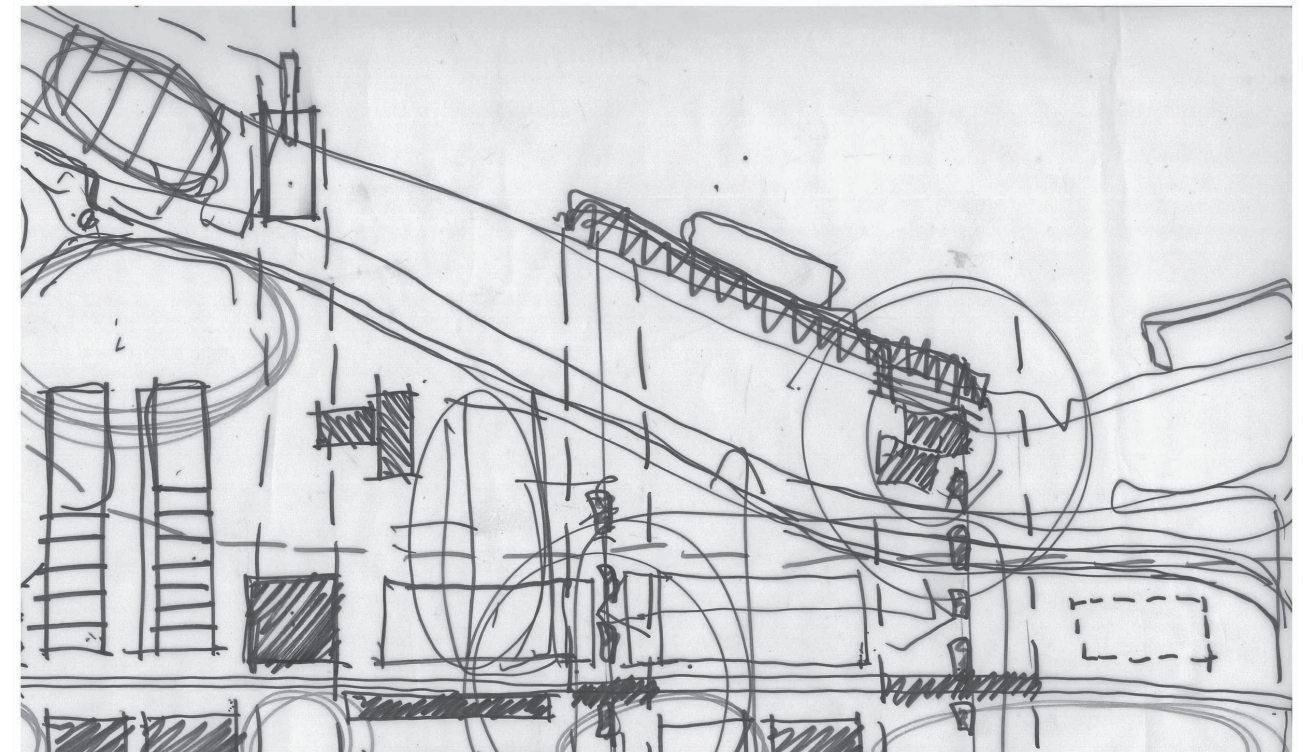


Image
Central Precincts conceptual development
sketch drawing.

2.1 Key Urban Design Principles

2.1.1 Regional Scale and Context

The existing scale of built form within the Mildura CBD is amiable with predominantly two stories of built form with parts between one and three stories. The wide streets and landscaping treatments provide additional amenity to the built form.

Responding to the 2005 Masterplan and subsequent CBD Plan, consideration of the appropriate building scale is crucial. Ultimately, any proposed new built form should:

- Respect the local context;
- Consider the future context;
- Provide a variation of height and scale that responds to context and function.



2.1.2 Vistas and Connections

Appropriate consideration of vistas and connections will be maintained and enhanced by:

- Key view corridors through and from the site to the river, particularly the linkages along Deakin and Langtree Ave;
- View corridors in development planning to foster a link between built form and landscape;
- Create connections between the CBD and Seventh Street, and the park and the Murray River;
- Zoning areas to respond to vistas and connections;
- Connections to respond to the rail corridor and major pedestrian Interchanges.



2.1.3 Economical Outcomes

Providing Urban Design solutions with appropriate consideration to costs and the Mildura economy is crucial to the success of the project's feasibility. Important considerations include:

- Build form of appropriate scale;
- Where possible, adaptive reuse of existing structures and infrastructure;
- Opportunity to stage developments as Mildura needs the various components to develop over time;
- Balance of public and private investment opportunities throughout the development area.



2.1.4 Water Sensitive Urban Design

Due to the decline of the Murray Darling Basin Urban Design solutions need to be strategic as to how best use and reuse water within the Central Precincts. This can be achieved by:

- Considering the relevance of items such as pools and water features;
- Providing low maintenance landscaping with minimal need for irrigation;
- Implementing strategies to collect and reuse water.



2.1.5 Engaging Built Form

With the large amounts of open space, the proposed new and existing built form that fronts the open space needs to be 'engaging'.

Active frontages, views to and from buildings, strong pedestrian linkages and vehicle connections will all contribute to the successful relationship between the built form to the parkland. Engaging frontages are created by:

- Cafés/retail positioned to open spaces;
- Activities within the footpath areas;
- Public seating;
- Building entries and shopfronts;
- Creating architecture that responds to the streetscape;
- Landscaping associated with building frontages.



2.1.6 Safety and Passive Surveillance

Buildings will provide passive surveillance by means of overlooking the parkland and riverfront, and by fronting Seventh Street. Safety can be increased within the precinct by:

- Positioning buildings to overlook the public spaces;
- Appropriate levels of artificial lighting;
- Signage;
- Clearly identify rules for use of public spaces;
- Promote community ownership.



2.1.7 Public Domain Areas

Destinative and functional public domain areas are a crucial component of the Masterplan development.

Items such as the Deakin Plaza, Langtree Promenade, Indigenous Performance Space, the riverfront and numerous park spaces will collectively create an exciting and diverse range of public domain spaces that will enliven and enrich the Central Precincts area.



2.1.8 Adaptive Reuse

Existing buildings irrespective of heritage value should be investigated for their reuse value. Numerous existing buildings provide the development precinct with short, medium and longer term development prospects.

Adaptively reusing existing buildings will:

- Establish a relationship between local context and site through preservation and integration of existing buildings, particularly those which exist on the foreshore;
- Allow selected existing structures to inform to site zoning and functional aspects;
- Provide catalyst projects for stage 1 development.



2.1.9 Pedestrian Flows

There are numerous pedestrian flows to, from and within the Central Precincts area. Our background analysis has identified a hierarchy to be utilised. An all encompassing approach to pedestrian flows and connectivity can be achieved by:

- Defining major pedestrian gateways to the site;
- Establishing major pedestrian/cycleway throughout the site, responding to the connections from the CBD and Seventh Street, and riverfront and other Masterplan precincts;
- Redirecting pedestrian connections above and below the rail corridor and ensure connectivity from Seventh Street;
- Pedestrian connections to correlate with visual vistas and physical connections from the CBD.



2.1.10 Vehicular Movement

Vehicular accessibility and movement within the Central Precincts is fundamental to its functionality within a regional centre. The Masterplan must:

- Define main traffic gateways to the site;
- Vehicular access to the riverfront to be reassessed in accordance with the vision for the entire Central Precinct area. Consider realignment of Hugh King Drive to respond to the park, zoning and built form initiatives;
- Roads to provide necessary access to new facilities;
- Roads to provide access to new car parking areas;
- Traffic routes and access to correspond with the existing regional scale;
- Cater for tourist related activities by allowing complete accessibility.



2.1.11 Boats and Watercraft

Community consultation has confirmed some major conflicts exist on the Murray with houseboats, paddlesteamers, rowing and other recreational craft. There are multiple users with many and varied needs. Urban Design strategies should integrate all aspects of the water usage by:

- Providing separate and defined mooring points
- Utilise the Rowing Club as a base for monitoring activity on the water
- Identification of the individual needs
- Connectivity within all areas of the Central Precincts from the waterfront moorings



3.0 Conceptual Design

A rigorous conceptual design process explored many and varied schemes and approaches. Utilising the key Urban Design principles the following pages depict the conceptual design process.

It is Important to note that the concept design has maintained the intent of the 2005 Masterplan with the same general inclusions. The Cultural Centre has been separated from other functions previously outlined in the 2005 Masterplan. It now stands independently on the part of the site that was identified in our site analysis as the most appropriate location contextually to ensure for its prosperity and community benefit. The Hotel and Convention Centre, now combined in a central location adjacent to Langtree Promenade, overlooks the riverfront and is will position to support and utilise to the adjacent commercial and cultural facilities. The Transport Interchange has been deemed most viable in its existing location having scope for a significant development opportunity. Residential sites are afforded more opportunities with additional developable land made available and typologies investigated including mixtures of townhouses and units/apartment styles.

Including the built form and its respective functions, a number of ideas have been developed for the public open space components of the Central Precincts.

Both built form and landscape items are covered briefly in this section of the report and within the user briefs section. Greater detail is provided in the feasibility report.

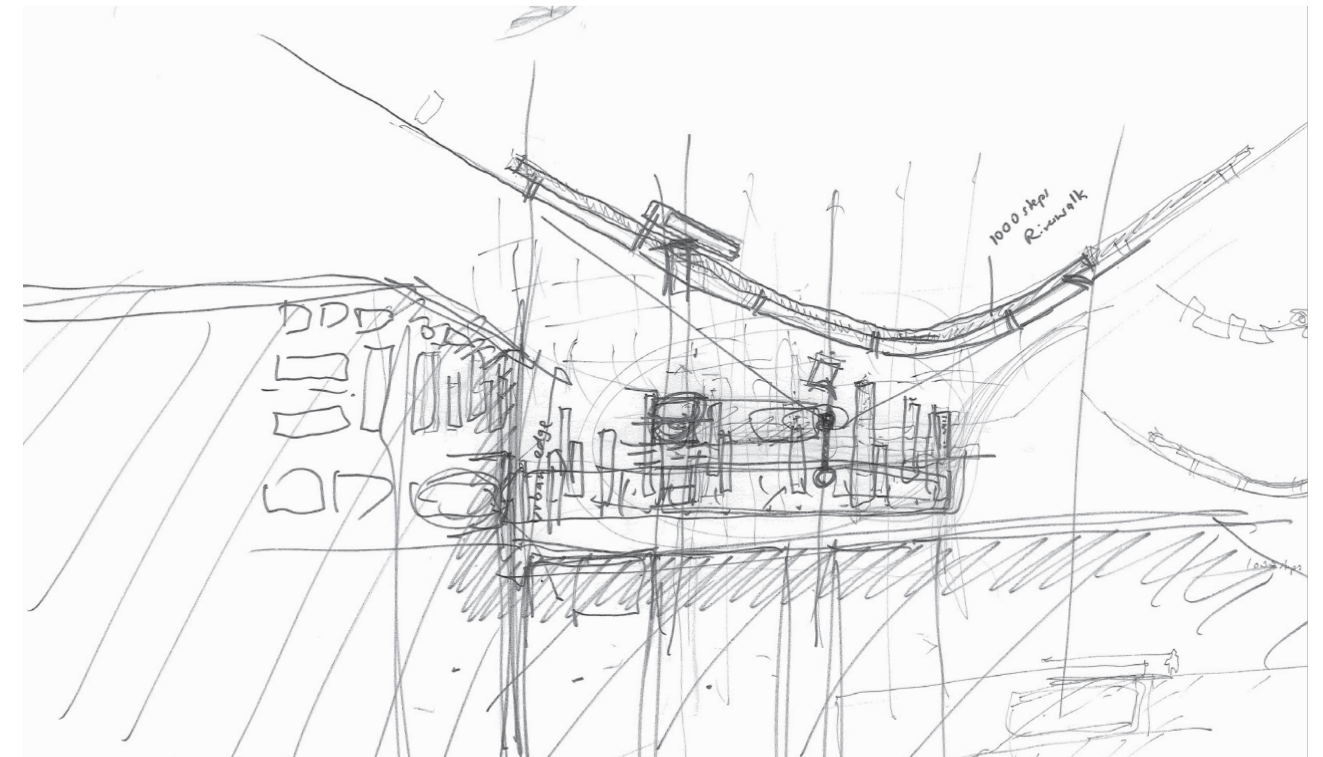
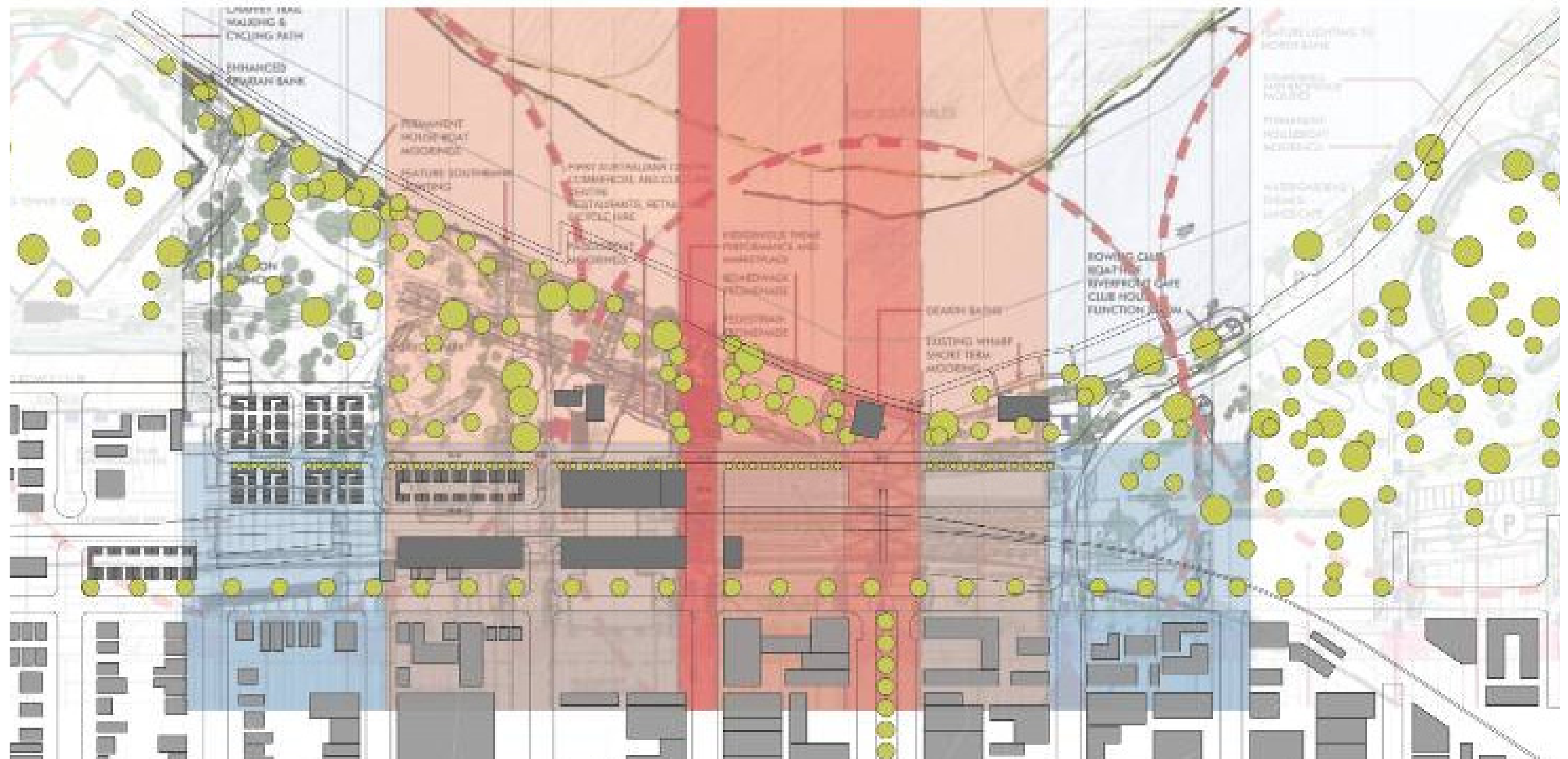
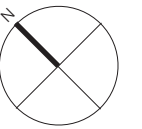
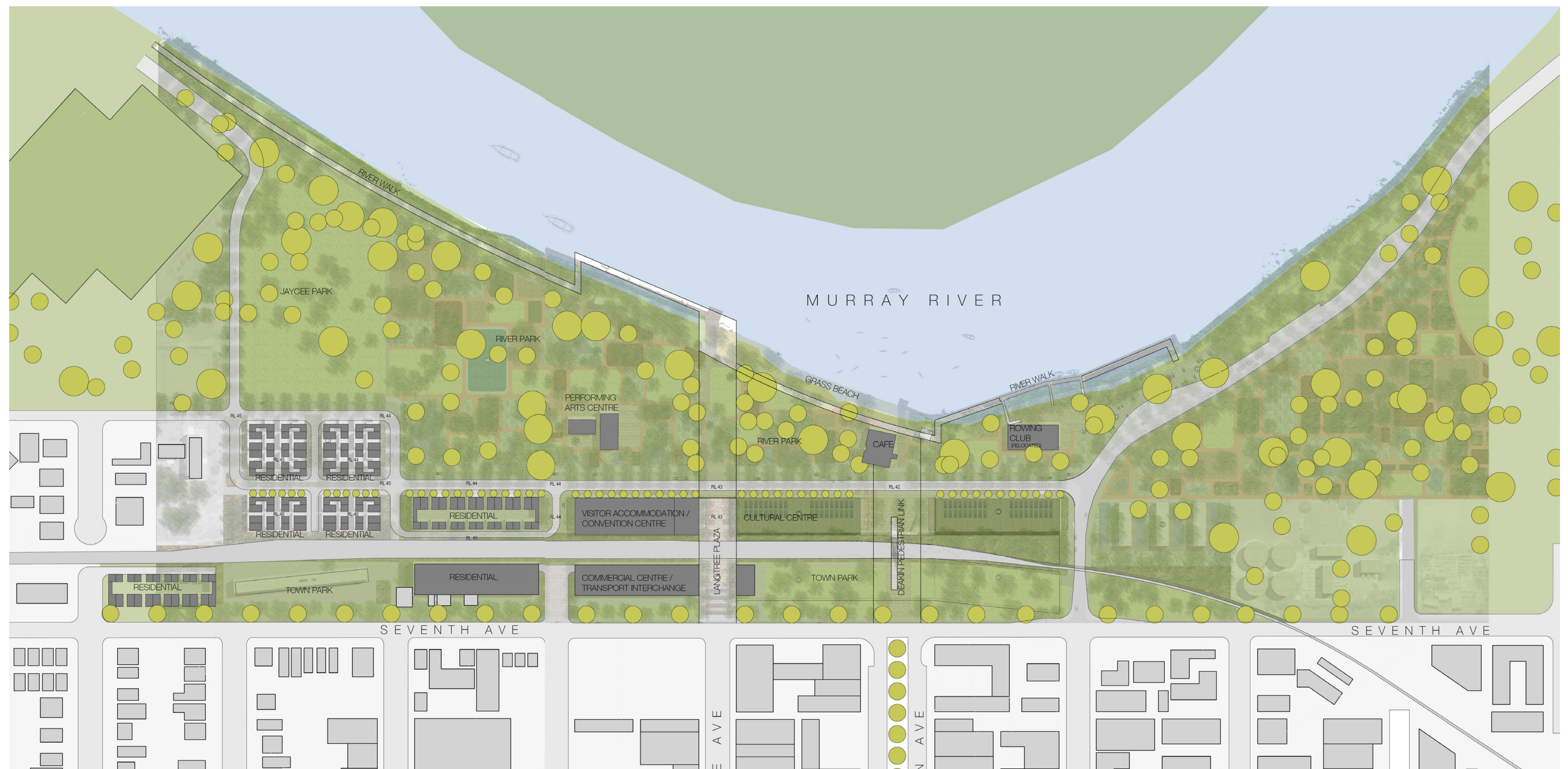


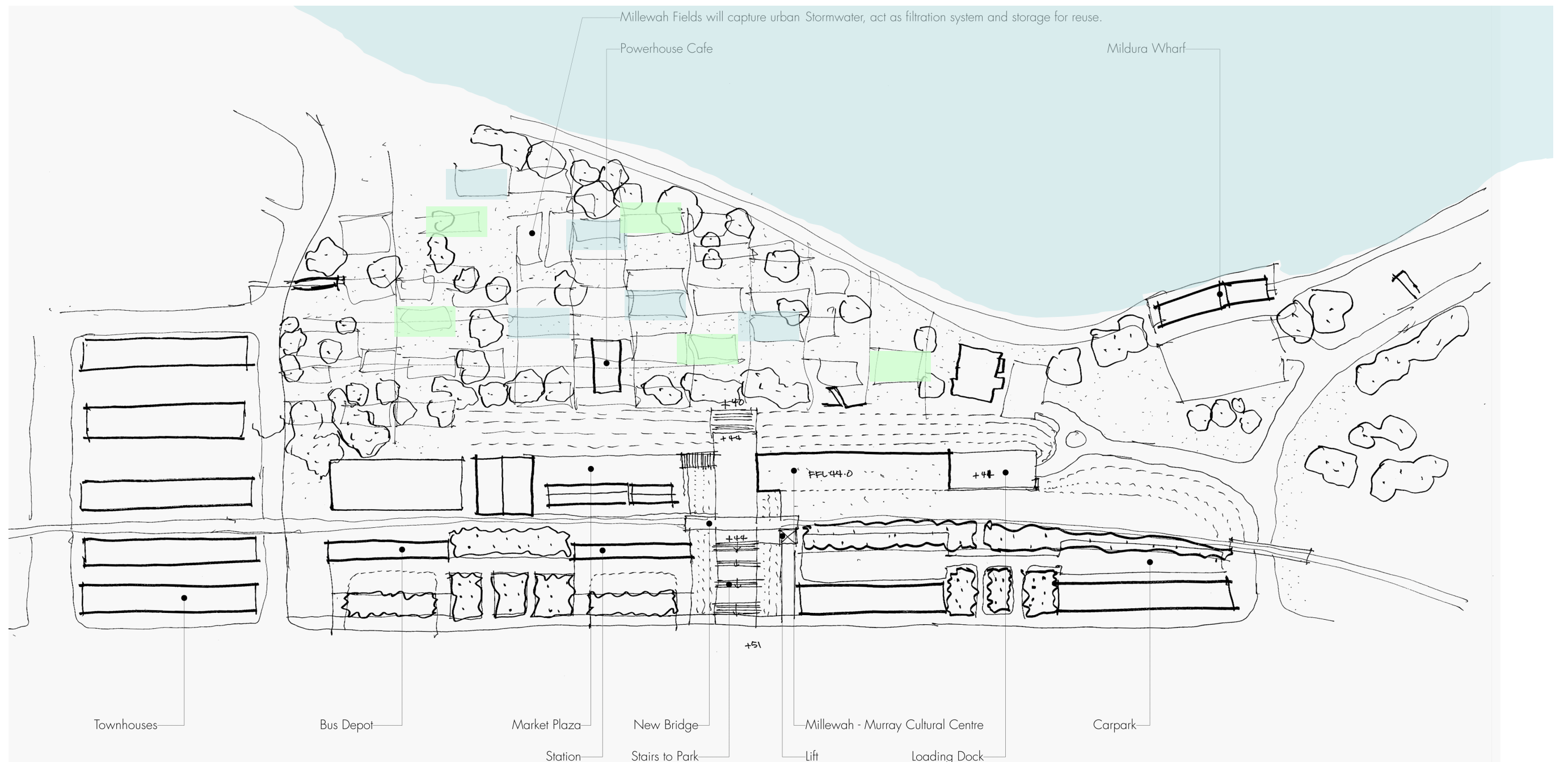
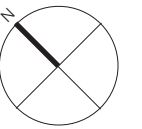
Image
Central Precincts conceptual development
sketch drawing.

3.1 Concept Tapestry Overlay



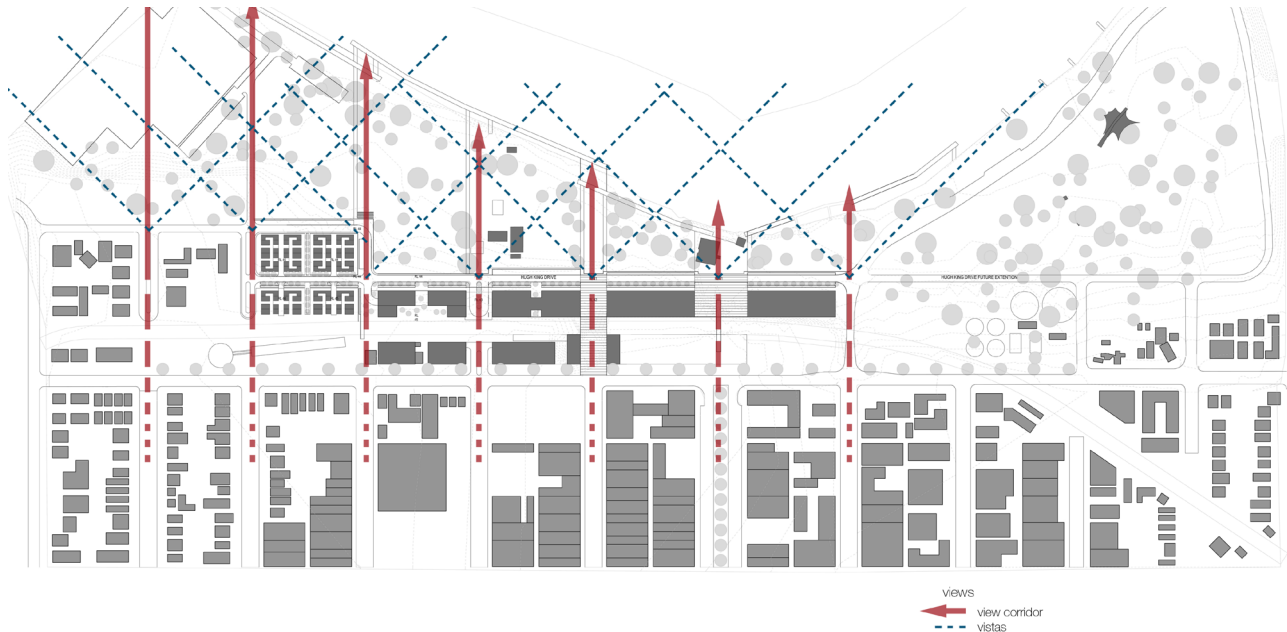


3.3 Preliminary Concept Masterplan Diagram: Landscape Overlay

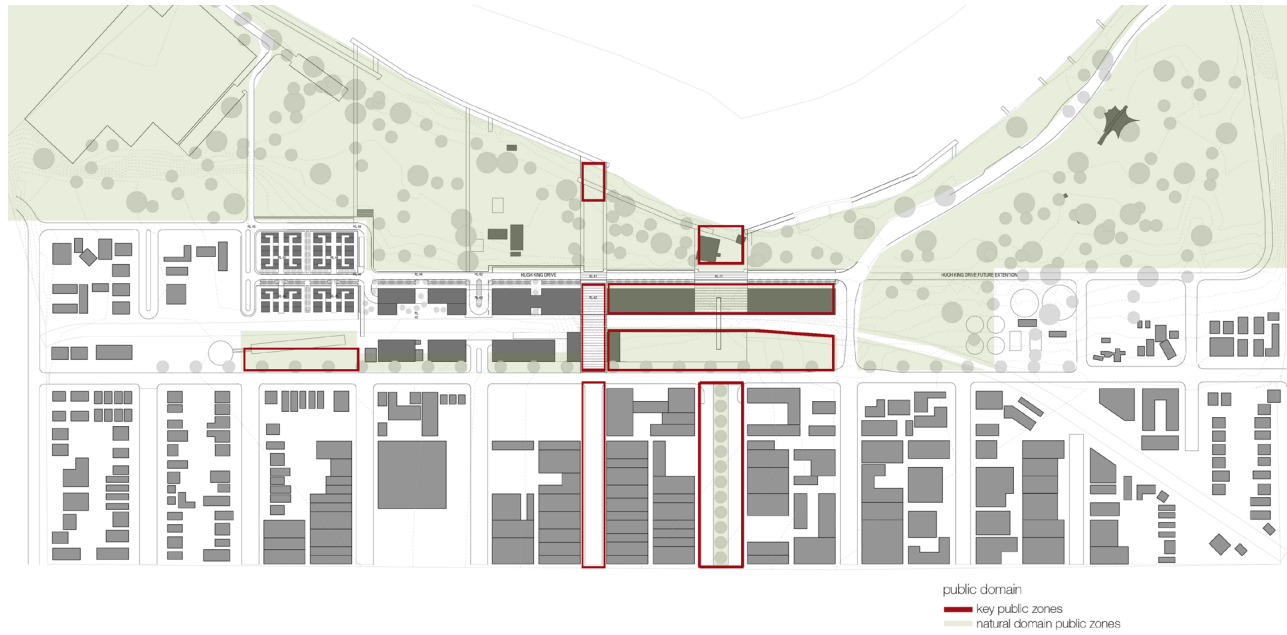


3.4 Concept Design Diagrams

3.4.1 View Corridors



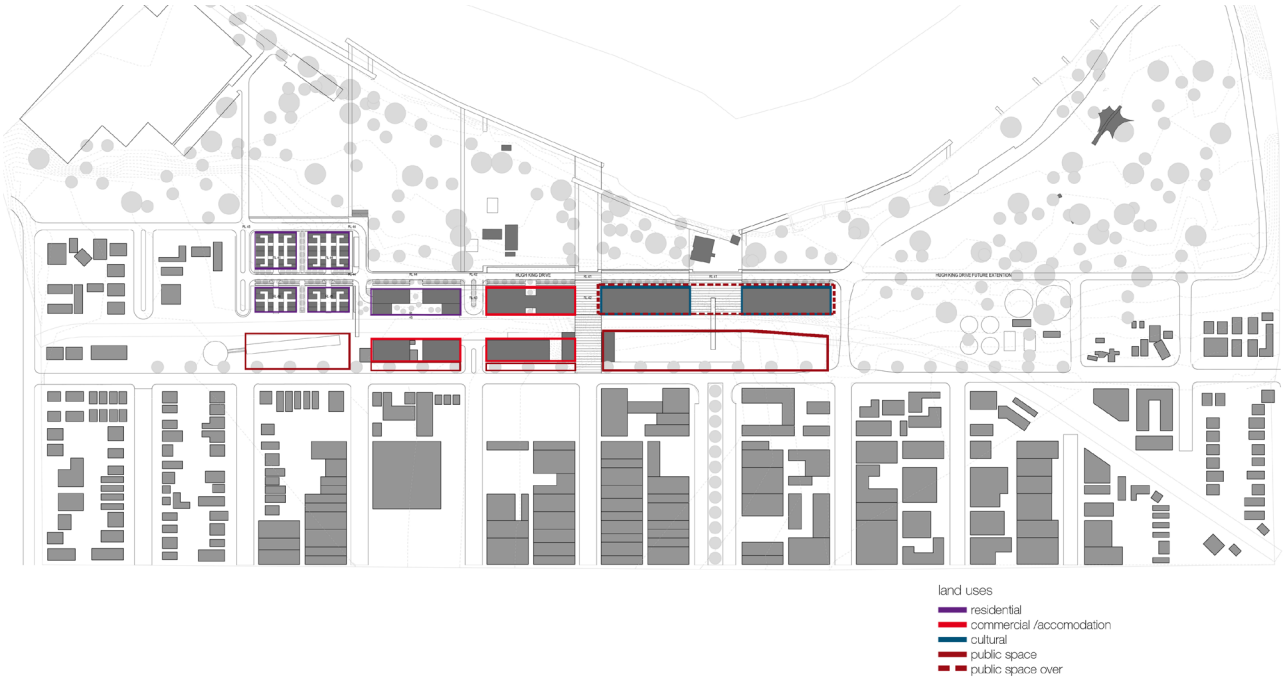
3.4.2 Defining Public Spaces



3.4.3 Landscaping/Public Open Space



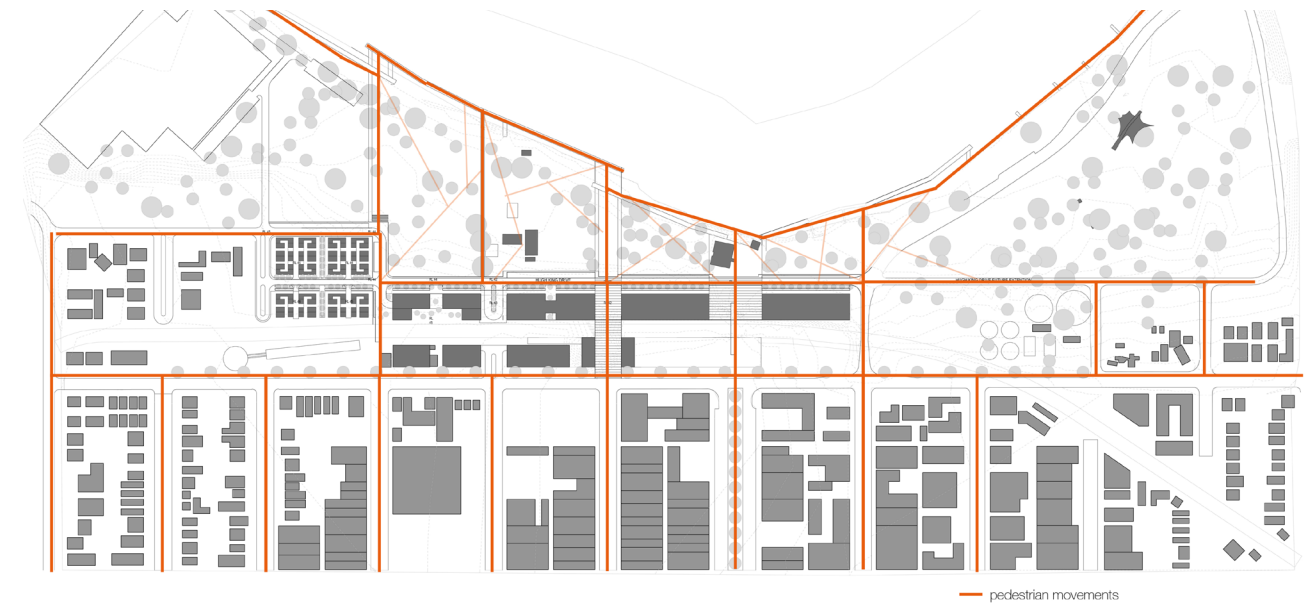
3.4.4 Land Uses



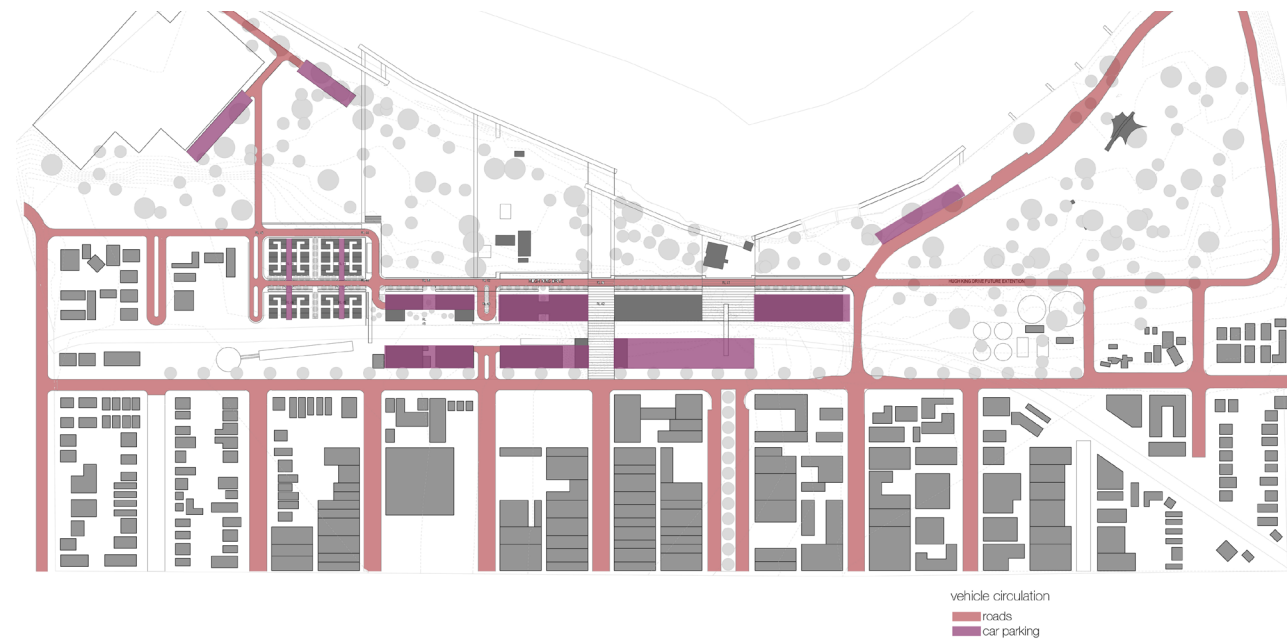
3.4.5 Gateways and Main Streets



3.4.5 Pedestrian Movements



3.4.6 Vehicle Circulation and Parking



4.0 User Briefs

As a result of the background assessment phase, preliminary concept development and consultations, it is recognised that user briefs for the project are fundamental to development of appropriate outcomes.

There are two key components when considering the development of user briefs:

1. User Briefs - Built Form
2. User Briefs - Public Open Spaces

The following section outlines a summary of the user briefs as developed in conjunction with the Masterplan. These briefs are an evolving component of the project. They are subject to further consultation with key stakeholders and user groups and will be developed in association with the individual and/or collective developments as they are realised.

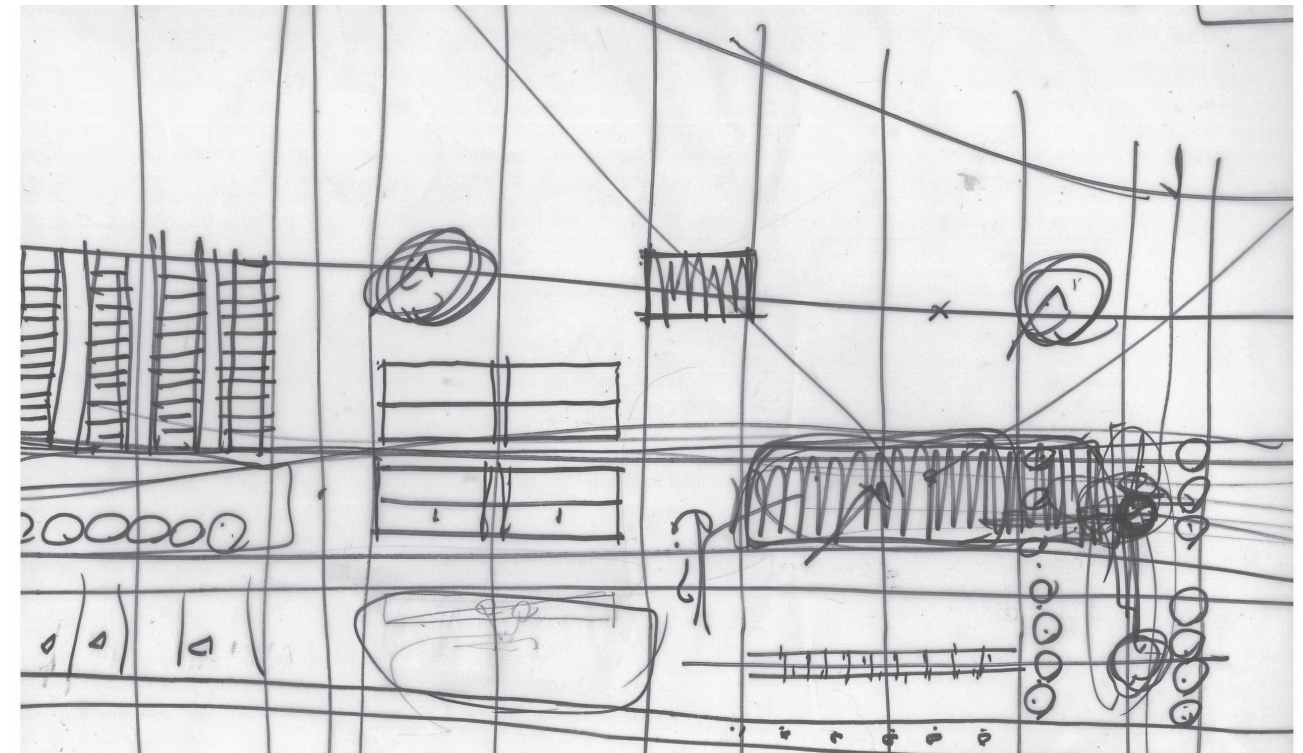


Image
Central Precincts conceptual development
sketch drawing.

4.1 Cultural Centre

Well designed, functional, responsive and value managed civic buildings and precincts are the cornerstone of our built environment and the public 'face' of our society.

Locating the Cultural Centre at the heart of the riverfront development will provide a highly appropriate central attraction for the precinct and complement commercial activity.

By using innovative interactive technologies the Centre will locate visitors in relation to the wider Australian inland landscape, the unique histories of this place and the ideas and issues which have shaped Mildura. The centre will be primarily about Mildura's identity. This concentration of history and meaning will be a powerful agent for education as well as a major tourist attraction.

The potential of the site to combine the Cultural Centre with another of Mildura's major cultural assets, its regional art gallery, would add even greater resonance to the precinct. Museums and galleries are service-intensive, energy-intensive buildings. Opportunities exist for creating innovative energy-efficient solutions to this dilemma. This aspect, in itself, has the potential to attract attention to environmental innovation and generate resulting visitation.

Key inclusions for the Cultural Centre:

- Entry Lobby / Reception
- Flexible Interpretive Spaces
- Breakout Spaces
- Auditorium (200+ seats)
- Back of house storage areas
- Administration Offices
- Amenities
- Café/Restaurant
- Car parking



4.2 Hotel and Convention Centre

Positioning the hotel directly adjacent to the Transport Interchange and off the Langtree Promenade is a prime location for a hotel to operate. Coupled with retail facilities to the street and plaza frontages the development will be a vibrant Interchange within the context of the Mildura riverfront.

It has been recognised that Mildura has an increasing capacity to hold significant events that warrant the need for the development of an appropriately sized Convention Centre. Co-locating the Convention Centre with the hotel will provide much efficiency with many of the services components being shared.

The design of large Auditorium spaces needs to integrate complex engineering services such as acoustics, lighting, communications, air conditioning and mechanical services and fire services.

Key inclusions for the Hotel/Convention Centre:

- Lobby/Reception;
- Port Corche;
- Administration/Offices;
- Restaurant(s);
- Bar(s);
- Retail strip (ground level);
- Car parking;
- 140+ Hotel Suites (varying types);
- Convention Centre and associated ancillary spaces).



4.3 Transport and Commercial

The Transport Interchange and commercial development site requires distinctive, functional and financially viable design outcomes. Commercial facilities often have unique internal functions but are somewhat utilitarian in their external expression as end users are not always known at the design stage. When combined with the transport Interchange, the commercial component can provide support spaces and any surplus can be identified for new leasing opportunities within the CBD.

Locating these items at the existing railway/bus station is considered to be the most logical and feasible. The main issues to be considered are when to develop the site and staging. These issues are explored further in Feasibility Report 03.

The concept process identified that the Transport Interchange and commercial space can exist simultaneously on the site, however the removal of the existing railway station building would be a prerequisite to achieve the ultimate built form outcome.

Also for consideration as part of this Interchange is a small tourist information centre.

Indicative user/function brief considerations for the Transport Interchange and commercial space are outlined below:

- Bus parking (street and on site undercover);
- Short and long term car parking;
- Ticketing office;
- Waiting lounge;
- Administration offices;
- Multiple amenities (public and private);
- Open plan office space;
- Lift lobby and stairs to commercial floors;
- Train platform and guards room;
- Tourist information centre.

4.4 Residential

Residential architecture must be designed to suit the many environments, lifestyles, budgets and the individual needs of Mildura. Residential designs need to be cost conscious, responsible and eco-sensitive, providing comfortable, exciting spaces for living.

Opportunities exist for multiple residential typologies to be developed simultaneously and/or independently in the Mildura Central Precincts. Multi-unit residential apartments of medium to high density, townhouses, attached and detached outcomes, are all possibilities for investigation. Numbers of bedrooms can vary to suit market demand with concept plans using a mixture of 2-3 bedrooms per dwelling/unit to depict a potential average outcome.

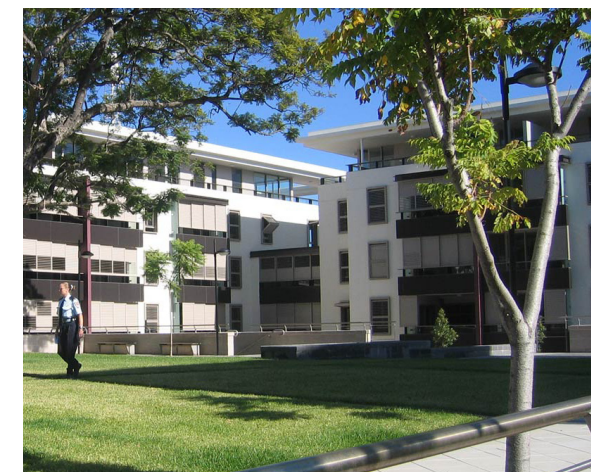
Consideration will be given to the allocation of residential dwellings to seniors or aged care with opportunity for affordable residential dwellings to be made available for designated sites.

The opportunity for single detached residences is not seen as a priority in these prime sites with close proximity to the CBD and waterfront demanding more appropriate yields.

The location of the proposed residential development on the western fringe of the precinct adjoins existing low scale residences.

Indicative user/function Brief considerations for the residential are outlined below:

- Solar passive design;
- Water sensitive design;
- Car parking/garaging;
- Courtyards and balconies;
- Lifts and/or stairs;
- Views where possible and visual privacy;
- Acoustic treatments.



4.5 Adaptive Reuse

Preservation of the many magnificent though often dilapidated old buildings that grace our cities can only be achieved by providing them with a practical and viable new use. The challenge is to combine modern technologies and services that meet user requirements with traditional construction and restoration techniques that preserve the historic significance of the building.

Recycling old buildings has become an important part of our built environment for various reasons. There is community recognition of the importance of our heritage and the desire to maintain the historic character of our cities. There is increasing environmental awareness, where the adage “reduce, reuse, recycle” may be applied equally to buildings as to our household waste. And importantly there is recognition that adaptation of existing buildings can be done at a cost comparable with a new building, while producing spaces of great character and market appeal, so providing the basis for a sound financial investment.

A number of buildings of heritage and social significance are identified within the Central Precincts. Project briefs and end uses for these buildings need to be carefully developed in their own right.

Indicative user/function Brief considerations for the adaptive reuse are outlined below:

- Focus on key elements for rejuvenation;
- Maintain the original character of the building(s);
- Ensure projects are linked to Heritage Management;
- End uses should be sympathetic and appropriate;
- Interpretive display of buildings history considered;
- Appropriate materials selections for new items;
- Accessibility provided.

4.6 Parks/Plazas/Boardwalks

The user briefs for parks and plaza spaces are quite different from that of the built form requirements.

The Riverpark will provide a dynamic and interactive recreational and environmental precinct. It will be home to living environmental systems and will have the capacity to filtrate stormwater harvested from the urban catchment. It will also form a place which visitors can gain an insight into the rich history of the Murray River and the human habitation that has evolved along it's length. The Riverpark has the potential to influence attitudes towards the Murray River and raise public awareness in relation to it's enormous value and significance, both locally, regionally and nationally.

The Riverpark will establish a significant tourist destination that will gain Mildura and the Murray greater regional and national identity. Increased tourist numbers to Mildura have the potential to generate new economic stimulus and for local businesses.

The Riverpark will be home to the proposed Mildura Cultural Centre and central Langtree Promenade. Together they will help establish a cultural and educational Interchange for the region. Langtree Promenade will interface with the Cultural Centre and Deakin Plaza, connecting visitors to the Riverpark, the CBD and the Murray River. Langtree Promenade

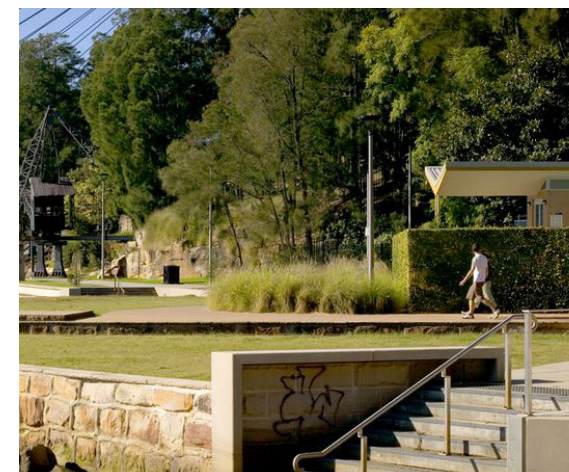
will also facilitate Indigenous art exhibitions and performances.

The jetty's and boardwalks will activate the river edge by providing increased house boat mooring and paddle steamer access and capacity. This will improve tourist visitation to the Mildura Murray Park and assist in stimulating local businesses.

These facilities will provide visitors with a greater connection and awareness of the Riverpark water front and it's cultural, environmental, educational and economic significance.

These jetty's and boardwalks will also establish greater connectivity, access and amenity to the Rowing Club and will form an important part of the Riverpark internal pedestrian and cycling networks as well as connection to complementary external networks. Accessibility to the various craft that use the boardwalks and the undulating landscape is crucial.

All of the parks/plazas/boardwalks proposed uses are outlined in detail in the Feasibility Report 03.



5.0 Consultation

This section documents the consultation strategy undertaken during the concept development phase of the project and the outcomes of community and stakeholder engagement relating to the presentation of:

- Overview of the existing site conditions and constraints (by way of an audit of the 2005 Masterplan) and analysis undertaken by the design team;
- Initial refinement of the Central Precincts Masterplan proposals.

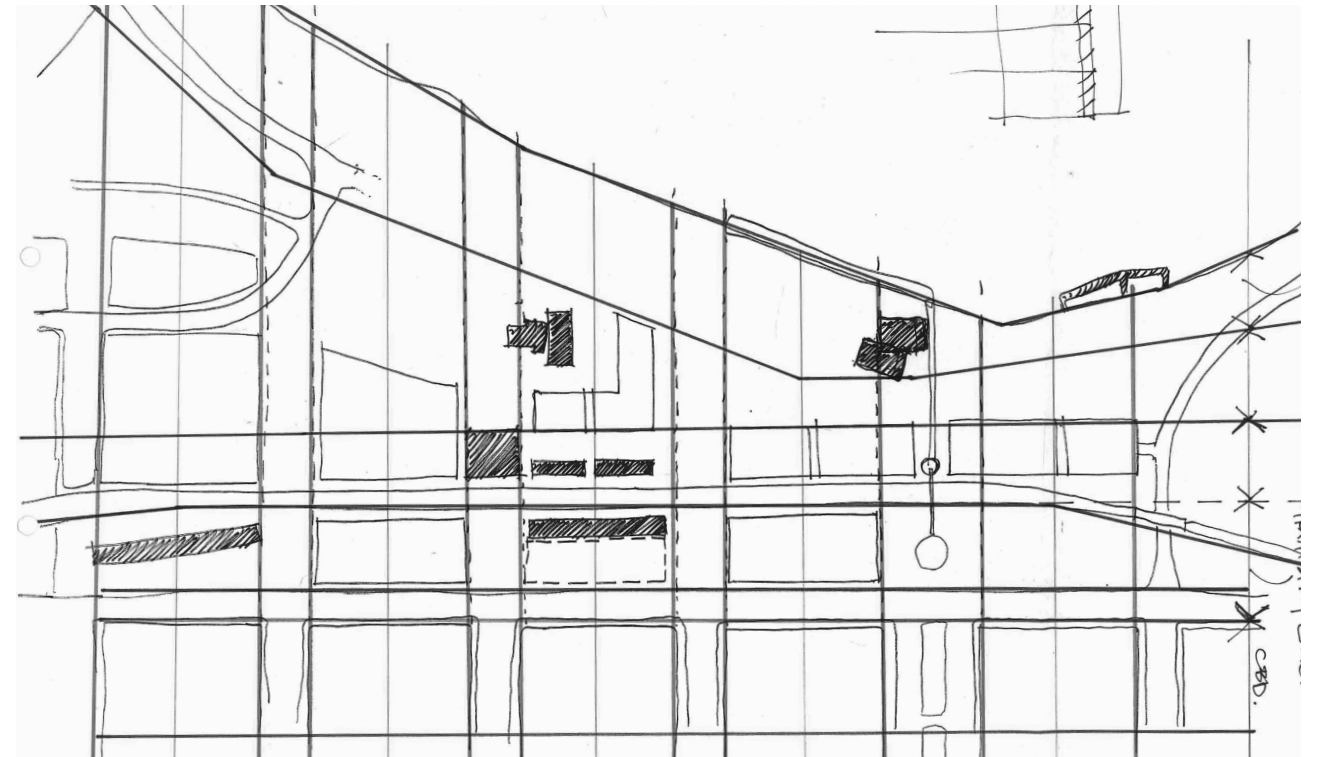


Image
Central Precincts conceptual development
sketch drawing.

5.1 Consultation Strategy

Opportunities for informing and gathering the community's and other stakeholder's ideas and opinions were offered by way of:

- Focus groups;
- Community forum;
- Advertising and press releases in the local newspaper;
- Council website 'news' and survey;
- Community surveys;
- Flyers.

With the aim of building an effective partnership to realise the vision of the Masterplan three key target groups were engaged during this phase: Project Reference Group (PRG), members of the local Indigenous community and the general community. A summary of the key issues raised and identification of the representatives is presented below.

5.1.1 Project Reference Group

Mildura Rural City Council formed the PRG at the outset of the feasibility process. The purpose of this group was to include a diverse range of professional and community based representatives with experience and interest in the Mildura Riverfront. Of the nominations received the PRG was comprised of representatives from: Collie and Tierney; Sunraysia Area Consultative Committee; Mildura Rowing Club; Rivers and Riverboat Historical Society; Melbourne, Rothbury and Mundoo Paddle Boats; Irymple Rotary; Mildura Lawn Tennis Club; Mildura City Traders and individual members. Also included in the PRG were the following nominated organisations: Mildura Tourism; Mildura Development Corporation; Mildura City Traders; and the Mildura Chamber of Commerce.

At its initial meeting with the PRG on 3 April, the conceptual design framework was presented. The general discussion focused on issues pertaining to the following:

CONNECTIVITY

- Strong idea for Deakin Plaza to be designed in accordance with funding options;
- Langtree Promenade is crucial to the connectivity between CBD and riverfront;
- The design could foster a t-shape where the Langtree access crosses to meet a riverfront boardwalk with shops, restaurants and other associated leisure activities;
- Change the local mentality of the division between riverfront and CBD.

RAIL CORRIDOR

- Request of rail be relocated underground;
- Long term options of rail line to be incorporated;
- Request for future relocation of rail line;
- Robust design that exists independent of rail line;
- Rail could pose possible future benefits;
- Existing transport Interchange for Busses located out of the CBD;
- Possibility of eliminating heavy rail;

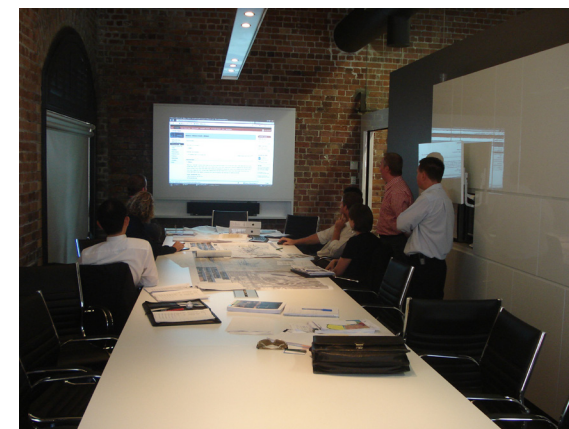
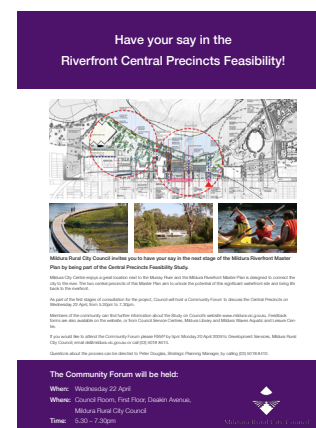
- Coexistence of light rail and pedestrian traffic in Melbourne.

RIVERFRONT

- Need for paddleboat moorings;
- Timeframe for temporary paddleboat moorings too short at 4 hours;
- Need for moorings to cater for disabled access at certain points such as Echuca;
- Rowing Club requiring a 'safe zone' for launching boats;
- Current conflict between the uses of paddle boat and rowing boats;
- Designated swimming zone required.

ECONOMIC

- Percentage of public to private funding;
- Opportunity for both federal and state government funding;
- Economically sustainable staged development;
- Development required to provide jobs both in the short and long term.



PROGRAM

- Concern of the lack of parameters in place to ensure timeframes are met post engagement of design team;
- Residents concerned about possible delays caused by state authorities;
- Staged development allowing constant flow of funding both private and public;
- Concern over the length of time since the Masterplan was adopted;
- Implementation of Marina Precinct;
- Process of naming/branding riverfront precinct;
- Importance of establishing a regional scale.

At a subsequent PRG meeting, on 23 April 2009, a general discussion was held around the following issues:

ACCESS AND MOVEMENT

- Waterfront access (including vehicular) to the paddle boats is needed with associated parking for coaches etc;
- Car parking is required near the Jaycee Park and close to the swimming area;
- Access to the site along Langtree Parade is important;
- Transport Interchange on site is required with good bus access;
- Provide for parking of mobile homes.

SITE USE

- Café in the Rowing Club building is supported;
- Swimming pool on site is not required, particularly with a beach proposed;
- Site for hot air balloon launching is inappropriate due to trees;
- Accommodate wharfs for both house and commercial boats;
- 4 hour mooring is unsupported as it limits tourism opportunities;
- Potential safety concerns with swimming in the river (re. currents and boats).

ENVIRONMENT

- Prepare a water use strategy;
- Understand why the Monash Wetlands project failed.

HERITAGE

- Retain and reuse carriage shed.

5.1.2 Indigenous Community Meeting

On 22 April 2009, a meeting was held with members of the local Indigenous group, Council's Indigenous Liaison Officer and the design team. The main discussion covered issues of particular importance to the Indigenous community as well as broad comments associated with the Masterplan.

INDIGENOUS ISSUES:

- Support for the proposed Cultural Centre;
- Incorporate the story of Aboriginal people and the river in the design;
- Retain Jaycee Park given its significance to the Aboriginal as a gathering place;
- Support integration of interpretative signage;
- Incorporate a memorial wall to acknowledge Aboriginal people who have passed away and the connection of Aboriginal people and the river;
- Aboriginal community elders to provide advice on naming of the site;
- Interpretation should recognize the complexity of the underground watercourses;
- Include native species in landscaping.
- The Cultural Centre needs strong Aboriginal involvement.

GENERAL DESIGN CONSIDERATIONS:

- Relocate skate park to Jaycee Park;
- Reduce roads within the site;
- Support the creation of a beach;
- Support sustainable building design;
- Management of water consumption on site;
- Preference for the inclusion of affordable housing;
- Consider impacts on existing residential buildings in the vicinity.

5.1.3 Community Forum

The Mildura community was invited to participate in the Central Precincts Feasibility project as part of work underway to progress implementation of the Mildura Riverfront Masterplan. Council hosted a community Forum on Wednesday 22 April, as part of the first stages of wider community consultation for the project. Thirty-three people attended and the main comments from this event are summarised under the following key areas:

ENVIRONMENT

- Safety concerns regarding stormwater management system (bodies of water on the site);
- Concerns over the appearance and use of the site during droughts;
- Use native planting;
- Consider orientation, shading etc;
- Consider flood levels (including the 1956 flood).

SITE USE

- Opportunities to hold different events in variety of spaces;

- Incorporate a visitor's centre, including Indigenous and non-Indigenous history as part of the transport interchange;
- Provide moorings for 80–100 houseboats and create a sense of arrival from the riverside to the town;
- Keep Rowing Club mooring clear of houseboat moorings;
- Allow houseboats to moor for more than four hours;
- Reuse existing buildings as a Transport Interchange in the immediate future.

ACCESS AND MOVEMENT

- Identify access for rowers in light of proposed beach;
- Consider alternative access to the site given the current problems caused by overhead rail;
- Provide cycle access across the site.

RAIL

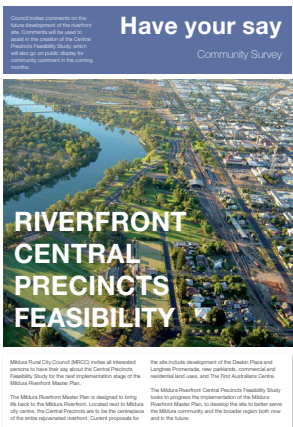
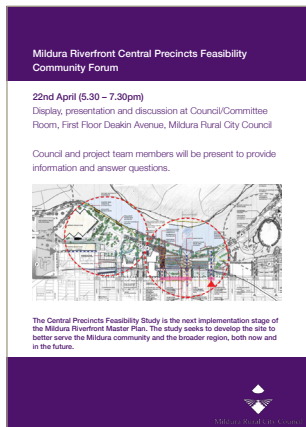
- Design for flexibility in access to the site should rail be removed;
- Consider passenger rail opportunities for the site and a central railway station (including maintaining the existing railway station facilities).

5.1.4 Survey Responses

Eight written submissions were received following the community forum. Overall the submissions were supportive of the concept presented, which is keeping with the endorsement previously given for Masterplan. An analysis of the submissions received indicated that community members had a particular interest in the details of the design relating to biomass, boating and parking. More general design suggestions were:

- Consider connections to Magnolia Avenue.
- Relocate the station to the north of Eight Street.
- Include a maze made out of grape vines.
- Allow for heavy vehicle and coach traffic.
- Include Lemon Avenue into the plan.
- Include an older people's play area.

An analysis of the possible options and design suggestions identified during the concept development consultation phase and how these contributions will be incorporated in the feasibility updated Masterplan will be provided in the Feasibility Report 03.



1. PLEASE CIRCLE THE NUMBER/STATEMENT THAT MOST CLOSELY REFLECTS YOUR OPINION OF THE EXISTING MASTER PLAN:

1	2	3	4	5
Strongly agree	Agree	Neutral	Disagree	Strongly disagree

2. COMMENTS:

Good Points

Weaknesses

3. CONTACT DETAILS: YOUR PERSONAL DETAILS WILL ONLY BE USED AS A RECORD FOR RESPONSES RECEIVED.

Name: _____

Address: _____

Once completed, please return to staff at the Community Forum, round officers or post by the 30th of May to:

Peter Douglas,
Design, Planning Manager
Mildura Rural City Council
PO Box 100
Mildura VIC 3420

A Community Forum will be held to discuss the Master Plan Central Precincts Feasibility.

When: Wednesday 22 April 2009

Where: Committee Room
First Floor Deakin Avenue
Mildura Rural City Council

Time: 5:30pm – 7:30pm

This form is also available on Council's web.

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Suters Design Team:

David Rose	Suters Architects
Michael McPherson	Suters Architects
Rob Polglase	Suters Architects
Dean Cotter	Suters Architects
Maarten Hollebrandse	Suters Architects
Katherine Daunt	Suters Architects

Adrian McGregor	mcgregor + partners
Georg Petzold	mcgregor + partners

Sarah Tasic	Arup
Georgia Vitale	Arup

Stephen Ngai	Page Kirkland
Zorica Sandwith	Page Kirkland

Ian Harris	Robert Bird Group
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Craig Marler	ADW Johnson
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Steffen Lehmann	s_Lab
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Council Project Control Group (PCG):

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Rachael Attwood	MRCC
Allan Morffew	MRCC
Mark Jenkins	MRCC
Ray Lyons	MRCC
Julian Bowron	MRCC

Steering Group/Key Stakeholders:

Councillor Glenn Milne	MRCC
Councillor Nick Cavallo	MRCC
Gary Healy	MRCC
Peter Douglas	MRCC
Sarah Nickas	Department of Planning and Community Development
Les Trollope	DSE Public Lands
Nick Byrne	Tourism Victoria
Brendan Geary	V/Line
Craig Barras	Regional Development Victoria
Mike Blackburn	VicTrack

Project Reference Group:

Tim Aldridge	Collie and Tierney
Alan Cameron	Individual Member
Rob Ellis	Mildura Rowing Club
Brian Grogan	Sunraysia Development Industry Group
Adam Hobbs	Individual Member
Lyn McKenzie	Paddleboat Operator
Reg Arney	Mildura Lawn Tennis Club
Max Robinson	Irymple Rotary
Robert Mansell	Rivers and Riverboat Historical Society
Don Carazza	Sunraysia Area Consultative Committee
Susan Watts	Mildura Lawn Tennis Club
Anne Mansell	Mildura Development Corporation
Richard Morfaw	Mildura City Traders
Jeremy Seward	Mildura Chambers of Commerce
Rod Trowbridge	Mildura Tourism

Lord Mayor and Councillors:

Cr Glenn Milne Mayor	MRCC
Cr Eckel	MRCC
Cr Nicholls	MRCC
Cr Arnold	MRCC
Martin Hawson	GMCC
Garry Healy	GMAD
Phil Pearce (CEO)	MRCC
Mieka Symes (Comms Officer)	MRCC
Cheryl Wood	GMCS
Cr Cavallo	MRCC
Cr Harris	MRCC
Cr Hilton-Wood	MRCC
Cr Thorburn	MRCC
Cr Knight	MRCC