

13/06/2014
GC8**SCHEDULE 3 TO THE DESIGN AND DEVELOPMENT OVERLAY**

Shown on the planning scheme map as **DDO3**.

MILDURA CENTRAL BUSINESS DISTRICT (CBD)**1.0****Design objectives**13/03/2014
C64

The Vision for the Mildura CBD is:

Mildura CBD will be the primary activity centre in the region providing a wide range of retail, commercial, financial, community service, recreation and entertainment opportunities for residents in a wide catchment, for tourists and other visitors. Mildura CBD will be better integrated with the riverfront and marina area.

The following design objectives assist Council in achieving the Vision:

- To strengthen the identity and character of the Mildura CBD through high quality architectural design in new buildings and public spaces around buildings.
- To strengthen links with the riverside area as the key open space for the Mildura CBD.
- To create attractive and vibrant streetscapes that are defined by high quality buildings of a scale that is appropriate to their location.
- To manage car parking demand and provision to support the economic competitiveness of the Mildura CBD.
- To manage the CBD road network to improve safety and amenity, reduce the level of non-local through traffic and redirect truck movements to appropriate alternate arterial routes.
- To create easy access to the CBD by a variety of modes including private vehicle, public transport, foot and bicycle.
- To create a high quality and safe pedestrian environment.
- To encourage a network of circulation routes that will enhance pedestrian amenity, convenience, flexibility and alternative frontage types in the CBD.
- To achieve an appropriate balance between maintaining adequate vehicular and public transport access, while encouraging increased street activity and enhancing pedestrian safety.
- To support, promote and improve public transport coverage, frequency and the comfort of users in the CBD.
- To create a high quality and safe environment to encourage access and movement around the CBD by commuter and recreational cyclists.

Application requirements

In addition to other information required to be submitted with a planning application, applications must be accompanied by the following plans and reports, as appropriate, to the satisfaction of the responsible authority:

- A report demonstrating and detailing how the design of the proposed development responds to the above design objectives.
- Three dimensional diagrams or visualisation showing the proposed building in the context of the surrounding buildings.

2.013/06/2014
GC8**Buildings and works****Permit requirement**

A planning permit is not required for the:

- Construction of the following within any zone other than the General Residential Zone:
 - Installation of an automatic teller machine.
 - An alteration to an existing building facade provided that:
 - The alteration does not include the installation of an external roller shutter; and
 - At least 80 per cent of the building facade at a ground level is maintained as an entry or window with clear glazing.
- Construction or extension of the following within a General Residential Zone:
 - A single dwelling on a lot of 300 square metres or greater.
 - Works normal to a dwelling.
 - An open-sided verandah with a finished floor level of not more than 800mm above natural ground level and a maximum height not more than 3 metres above natural ground level.
 - An outbuilding, garage or carport with a gross floor area of not more than 10 square metres and a maximum building height of not more than 3 metres above natural ground level.
 - A deck with a finished floor level of not more than 800mm above natural ground level.
 - A domestic swimming pool or spa and associated mechanical equipment or safety fencing.

A permit may be granted for buildings and works that do not accord with any of the requirements of this schedule provided the design objectives and outcomes are still satisfied to the satisfaction of the responsible authority.

Building heights

The determination of an appropriate building height must be tempered by consideration of heritage issues, site context, the amenity of adjoining buildings and open space on a site by site basis.

New development and/or extensions to existing buildings should comply with the following preferred maximum building heights as shown on Map 1, as appropriate:

Up to 4 storeys with upper level recessed:

- 4 storey / 12 metres preferred maximum building height and 4 storey / 13.5 metres maximum height limit (with additional height to accommodate architectural features and roof). Buildings above three storeys should be set back as necessary to integrate with existing built form and to retain human scale at street level.

Up to 3 storeys:

- 3 storey / 9 metres preferred maximum building height and 3 storey / 10 metres maximum height limit (with additional height to accommodate architectural features and roof).

1-2 storeys:

- 1 – 2 storey / 7 metres preferred maximum building height and 1 – 2 storey / 8 metres maximum height limit (with additional height to accommodate architectural features and roof).

Approval of any building height above a discretionary limit should achieve superior performance under each of a number of assessment criteria (as appropriate), including:

- Achieving excellence in architectural design;
- Implementing environmental sustainability principles;
- Achieving heritage restoration and adaptive re-use;
- Enhancing public and private amenity; and
- Protection of the development potential of nearby sites.

Setbacks

New development and/or extensions to existing buildings should comply with the setback requirements shown on Map 1, as appropriate.

Design guidelines

Planning applications will be assessed against the following design guidelines in Table 1:

Table 1 – Design Guidelines

Elements	Design guidelines
Heritage	<ul style="list-style-type: none"> ▪ Ensure that new buildings adjoining heritage sites are respectful of the form, scale, siting and design of the heritage building.
Building design	<ul style="list-style-type: none"> ▪ Emphasise important sites, such as those located on prominent corners or adjacent to public spaces, through the quality of architectural design. ▪ Design the tops of buildings to hide lift overruns, air conditioning and other plant and equipment from view. ▪ Promote ESD (Environmentally Sustainable Development) techniques for all aspects of construction and management of buildings and landscape. ▪ Ensure that new development is designed to respect sensitive interfaces, such as residential properties or heritage buildings. ▪ Where a development adjoins open space or public car parks, design new buildings to overlook these spaces, with a façade that enhances their appearance, amenity and safety. ▪ Require new development and redevelopment to provide active frontages and weather protection to improve the pedestrian environment. ▪ Incorporate Crime Prevention Through Environmental Design (CPTED) principles in the design of all development with the CBD.
Building heights	<ul style="list-style-type: none"> ▪ Provide for increased development opportunities within the CBD by allowing higher buildings in Seventh Street, Deakin Avenue and other locations, in accordance with Map 1 (Building heights and setbacks).
Parking	<ul style="list-style-type: none"> ▪ Encourage modal shift from cars to more sustainable modes of transport such as cycling, buses and walking to reduce the requirement for car parking in the CBD. ▪ Provide long term parking for workers and long stay visitors within

Elements	Design guidelines
	<p>off-street or on-street car parks on the edge of the CBD.</p> <ul style="list-style-type: none"> ▪ Provide shorter stay parking within core retail areas to allow for higher turnover. ▪ Balance the provision of parking in the CBD with improving options for public transport, walking and cycling. ▪ Provide shade for all off street parking spaces and key pedestrian routes within the car park.
Traffic management	<ul style="list-style-type: none"> ▪ Maintain pedestrian priority in the CBD (such as at roundabouts) and improve mid block links to disperse pedestrian traffic throughout the CBD. ▪ Adjust traffic management measures to respond to traffic patterns.
Pedestrian movement	<ul style="list-style-type: none"> ▪ Improve pedestrian amenity through installation of weather protection (verandahs, awnings, shade trees) along pedestrian paths in the CBD. ▪ Link the CBD by creating strong east west pedestrian links across Deakin Avenue. ▪ Create 'priority pedestrian routes' along Eighth and Ninth Streets. ▪ Develop a network of alternative pedestrian routes through the CBD via laneways, mid block links and arcades to provide safe and convenient 24 hour pedestrian connectivity. ▪ Provide mid-block links where possible in new developments to improve pedestrian access. ▪ Enhance all existing lanes and arcades to provide an interesting, active, accessible and safe environment. ▪ Use laneways for access to housing or other upper floor uses to protect the continuity of valuable retail frontages. ▪ Encourage the use of lanes to create additional development frontages. ▪ Encourage the use of rear lanes for vehicle access to properties to protect main streets from impacts of service vehicles and driveway crossovers.
Public transport	<ul style="list-style-type: none"> ▪ Support implementation of improvements to the Mildura Station (transport interchange) identified in the Riverfront Masterplan 2006. ▪ Support the current network of bus routes in the CBD. ▪ Support the expansion of bus routes as required.
Cycling	<ul style="list-style-type: none"> ▪ Support the implementation of the <i>Mildura Strategic Bicycle Plan 2003</i> including provision of on road bicycle lanes for Deakin Avenue. ▪ Maintain the existing network of cycle paths and provide additional paths where possible. ▪ Provide more cycle parking or storage at strategic locations.
Links with Riverside Precinct	<ul style="list-style-type: none"> ▪ Improve and upgrade the open space between Seventh Street and the railway line as an important area of open space for the CBD.

3.013/03/2014
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A planning permit is not required for a subdivision that does not increase the number of lots.

4.0**Advertising signs**13/03/2014
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In addition to the requirements of the zone, the following guidelines are to be met to the satisfaction of the responsible authority:

- Outdoor advertising signs and structures are to be grouped and designed to help facilitate a high standard of amenity within the overlay area. It is preferable for all outdoor advertising signs to be contained within the building facade with a preference for signs which are within the parapet, along the parapet, along the fascia of any weather protection device or hanging below such a device, with adequate height clearance so as not to obstruct pedestrian movement.
- Signs which are illuminated, neon lit or provide colour, vitality and interest to the townscape are preferred within the overlay area. Creativity in signage is also desirable, provided it does not adversely affect the character and amenity of the area.

5.0**Decision guidelines**13/03/2014
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Before deciding on an application, in addition to the decision guidelines in Clause 65, the responsible authority must consider, as appropriate:

- Whether retail premises within the overlay area present an attractive and interesting built form and character to the street. Large glazed areas, at ground level, are to front onto the street for display and promotional purposes. Parapets are preferred, especially as they provide space for outdoor advertising signs and add variety, character and rhythm to the townscape.
- Whether residential development is designed and constructed in a manner that is consistent with, and respectful of, the prevailing neighbourhood character and streetscape.
- Whether building height is sympathetic with the prevailing scale, height and form and is consistent with the character of the area.
- In the case of any site abutting the Langtree Avenue Mall, the extent of shadows cast by any new development.
- Where a front setback area of greater than 0.5 metre in width is provided, whether attractive landscaping is to be included in the setback area, and / or seating facilities for public use.
- If the development is set back from the side and rear boundaries, whether these areas will be appropriately landscaped to enhance the appearance of the site.
- Whether car parking for retail premises should be accommodated in municipal owned and operated off street car park stations rather than on site.
- Whether on site car parking is provided, wherever possible, for office development.
- Whether access facilitates the safe and easy movement of vehicles and pedestrians alike.
- Whether all loading and unloading of goods is at the rear of the site and a loading bay facility is provided.
- Whether the significant vistas are protected along Langtree Avenue between Eleventh Street and the railway station and beyond to the Murray River; and along Deakin Avenue from the river environs to Fifteenth Street.
- Whether bicycle parking facilities are strategically located throughout the overlay area and adopt a uniform design and finish.
- Whether lots located on the east side of Lime Avenue will be developed in a manner which facilitates the establishment of cross block or through pedestrian paths, interconnecting Lime Avenue with the adjacent Langtree Avenue retail and commercial

precincts. Similarly, such pedestrian links should, wherever possible, facilitate shopper access to nearby off street vehicle parking areas.

Map 1 – Building Heights and Setbacks



Note: For information about building heights on the river side of Seventh Street and Cureton Avenue, refer to the Riverfront Central Precincts Master Plan 2010.