

# Macedon Ranges Small Towns Study

## Final Report



July 2006

conceptz

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ARUP™

Environment & Planning

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## Macedon Ranges Shire Small Towns Study

### Consultant Team

This report has been prepared for Macedon Ranges Shire Council by the following team of consultants:

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The cover design was prepared by Nic Jackson (graphic designer).

### Project Funding

The project was funded by the Macedon Ranges Shire Council.

### Acknowledgements

The project was developed in close collaboration with Council officers.

The consultant team wishes to acknowledge their particular appreciation of the support provided by:

Veronica Schilling	Director Sustainable Development
Lisa Gervasoni	Strategic Planner (Project Manager)

### Report Status

The report provides future planning policies and structure plans for the ten nominated small towns in Macedon Ranges Shire.

The information in the report incorporates the views of the Macedon Ranges Shire Council, officers of Government Departments and Authorities, local communities and the consultant team.

The Final Strategy was adopted by Council on 26 July 2006.

### Document Status

Date	Document	Authorisation
29 November 2005	Draft Report	Kevin Jackson
13 September 2006	Draft Final Report	Kevin Jackson
29 September 2006	Final Report	Kevin Jackson

## Executive Summary

The project brief for the Small Towns Study was to prepare Local Policies and Structure Plans for ten small towns in Macedon Ranges Shire. These towns are:

Darraweit Guim Tylden	Monegeetta-Bolinda Malmsbury	Lancefield Newham	Carlsruhe Macedon	Lauriston Mount Macedon
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The project has involved research, consultation and inspections designed to understand issues, constraints, opportunities and aspirations of each community.

Each of the towns has a developed identity, and a strong sense of community. All of the communities were consulted and expressed a firm desire for town improvements and to have a say in their future.

Each small town / community has evolved over time in response to changing global and local circumstances. Key influences that have shaped their present status include improvements in transport, technology and communication, issues of environmental and cultural importance, the local economy, changing modes of service delivery and community / social attitudes.

The future of each town however is primarily linked to economic, environmental and social influences, particularly the availability of infrastructure and environmental / cultural factors. In some towns, the future involves choices relating to the location and form of new development, whereas in others the choices are clearly constrained by the lack of water and sewer infrastructure and the focus of these communities will be on enhancing town facilities.

### *Macedon and Malmsbury*

These two towns are connected to water and sewer, pre-conditions for urban development. The key issue for these two towns is the application of a planning framework that ensures future development does not adversely impact on environmental or cultural heritage assets of the settlements. Both towns have the opportunity to further enhance their streetscapes, neighbourhood character and community facilities. Particular attention is needed to Macedon where there are growth pressures.

### *Lancefield and Tylden*

These two towns are also connected to water and sewer. Development is occurring “incrementally” based on residential demand. Lancefield is experiencing residential growth pressures. An important objective in Lancefield is to ensure that any residential infill in the “old town area” is based on retention of neighbourhood character, and that new subdivision and development creates a compact town, building on the neighbourhood character of the “old town”. Tylden is growing steadily, and has capacity for further development. The new equestrian centre in Tylden will provide new employment in the town that may influence the rate of future residential development.

The forward planning of infrastructure service providers, especially in relation to provision of reticulated water and sewer, will curtail the potential for growth in the other settlements. Without sewer, residential development in these towns is constrained and subject to land capability / environmental health assessment and approval. In this regard, the Shire Domestic Wastewater Strategy currently being prepared by Council will become an important planning tool in deciding if and where future development is possible.

### *Monegeetta Bolinda, Darraweit Guim and Carlsruhe*

Without sewer, aspirations that these communities have to expand their residential base are unlikely to be satisfied. The emphasis in these towns should be on improving the quality of community life by physical town improvements, supported by ongoing management and maintenance. Relatively limited residential development will be possible.

### *Lauriston*

There are significant environmental constraints in Lauriston. Any development located within the Upper Coliban water catchment needs to be sustainable. The pattern of subdivision created over 100 years ago would not be supported today. A strong case exists for Council to collaborate with relevant authorities to develop a detailed plan for the area that protects the water catchment by linking housing development opportunities to sustainable land parcels (Restructure Plan). Such action must address equity issues, providing greater certainty for land owners. Improving the quality of community life by physical town improvements, supported by ongoing management and maintenance is a priority.

### *Newham and Mount Macedon*

The quality of community life in these two towns is high, a fact strongly reflected at community meetings and in surveys. There are very firm aspirations in both communities that any further development should recognise the high quality of the environment and existing settlement. Whilst development opportunities may be limited by available zoned land, a robust and responsive planning framework is needed to ensure future (infill) development proposals enhance and complement the town environment.

The communities living in the small settlements argue that more attention should be paid to meeting their needs, with greater resources being allocated to their towns. In this context, it should be acknowledged that the capacity of service providers is constrained when it comes to funding and implementing projects and / or influencing change:

- The financial and human resources of Councils, Government authorities and agencies, and individual communities are finite, and must be targeted to meet needs and priorities; and
- Infrastructure providers are commercial businesses that need to assess the priority and cost / benefit of providing new or upgraded services.

Identification and agreement on “what each town’s priorities are” is important when working towards achievable and affordable outcomes. This study has provided an opportunity for local communities to say what is important to them, and what their priorities are. The recommended priorities for each town are identified in Section 4 and community priorities in Appendix B of this Draft Report.

There is also some important strategic and design work recommended to Council and authorities for future action. This work ranges from proposals to rezone land, to the audit of roads where there are community safety concerns, to physical town improvements, to land acquisition.

### *Conclusion*

This study has been a commitment by Macedon Ranges Shire Council to:

- better understanding its local communities;
- developing planning policies to guide their future;
- seeking potential approaches and solutions for resolving important issues; and
- identifying local opportunities and community priorities.

The next step will be preparation of an amendment to the Macedon Ranges Planning Scheme to implement the planning policies and structure plans in the Final Report. Potential initiatives will be considered by Council as part of its capital works forward program.

## 1. Introduction

### 1.1 Study Context

Small towns and communities situated across Macedon Ranges Shire are facing a range of issues that relate to infrastructure and development, their environmental setting, community facilities / services and rural character.

Strategic assessment of several of the larger settlements (Macedon, Mount Macedon, Lancefield and Malmsbury) was undertaken in the late 1990's, and there is a Local Policy and Structure Plan in the current Planning Scheme for each of these towns. Six other small towns were selected for review as part of the project (Tylden, Newham, Carlsruhe, Monegeetta-Bolinda, Darraweit- Guim and Lauriston).

### 1.2 Study Objectives

Macedon Ranges Shire engaged a consultant team led by Conceptz PL to work with Council and ten local communities to develop a planning policy / structure plan that identifies:

- key issues;
- preferred future character; and
- potential solutions / opportunities.

### 1.3 Study Outcomes

The outcomes of the study are:

- Planning Policy for each small town
- Structure Plan for each small town
- Identification of community priorities

Council proposes to prepare an amendment to the Macedon Ranges Planning Scheme to implement the policies and plans. Other identified needs and opportunities may be implemented through capital works programs of Council and authorities and community action.

### 1.4 Town Boundaries

The boundaries for the small towns were decided as the study evolved in response to issues raised and work by the consultant team. The method employed to establish boundaries and recommendations was:

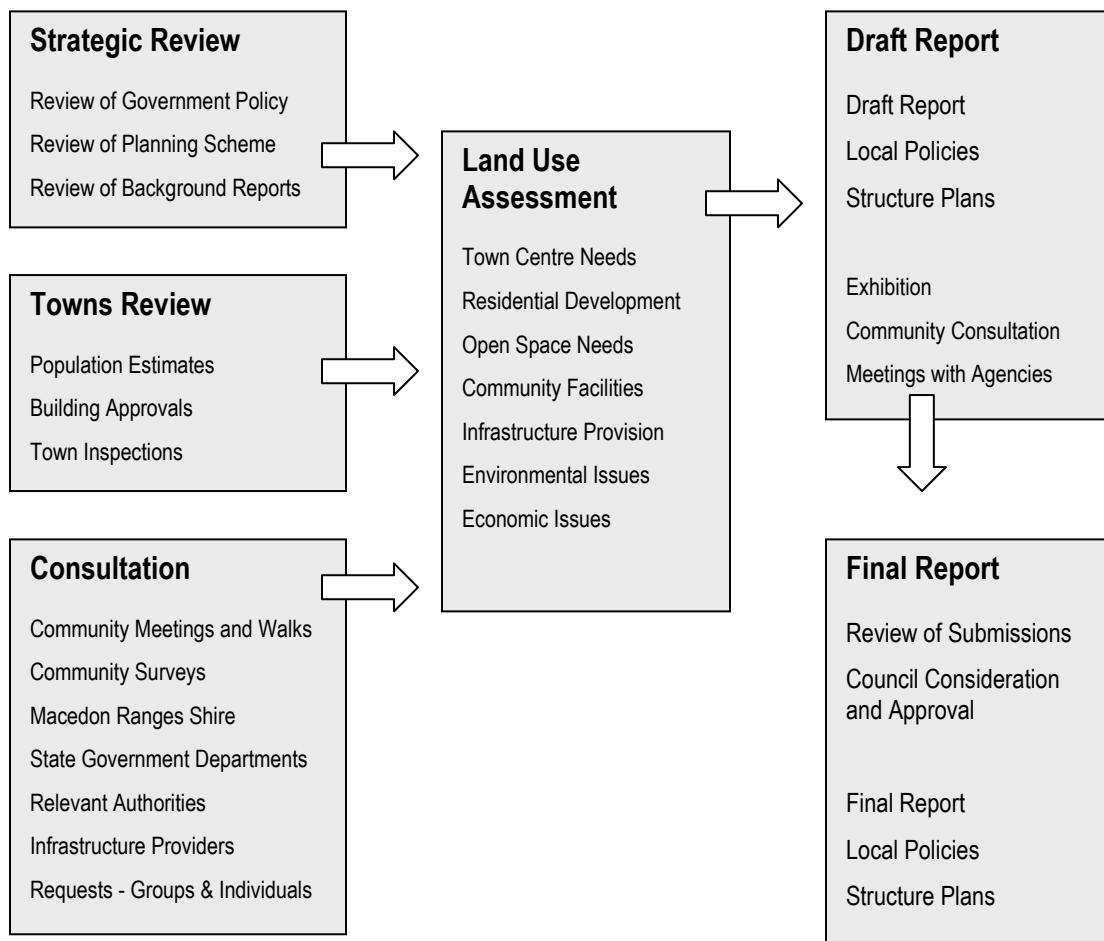
- In the majority of towns, the town boundary was initially defined by the area zoned for urban land use. This includes land in Township, Residential, Low Density Residential, Rural Living, Business, Industrial and Public Use Zones;
- A number of issues raised affect land beyond town boundaries. This includes situations such as the town entrances, the interface between rural and urban land, investigation of areas where there was a case for town expansion, tourism and recreation links between towns, catchments and local roads; so
- Consequently, the Planning Policies and Structure Plans include recommendations that relate to land within the town boundaries and surrounding land.

## 1.5 Study Approach

Actions underpinning development of the Planning Policies and Structure Plans for the small towns were:

- Close collaboration with Council officers
- Review of policies, strategies and studies relevant to the towns
- Inspections of the towns
- Consultation program
- Communication program (media releases by Council and web site information)

The analysis undertaken in preparing the Planning Policies and Structure Plans was:



## **2. Consultation**

### **2.1 Purpose and Approach**

The project team undertook extensive consultation on this project.

The purpose of this consultation has been to establish:

- planning policies and requirements that Macedon Ranges Shire Council will seek to apply in relation to future development of the land;
- policies and requirements of Government agencies and infrastructure authorities that will be involved in development approval processes and provision of services;
- the views of local communities on their aspirations and the preferred future for their town.

The approaches to consultation have included:

- meetings with key Council officers responsible for planning and development;
- meetings with key Government agencies and infrastructure authorities;
- community meetings and / or walks in each of the ten small towns; and
- community survey to achieve a broader community response.

### **2.2 Community Consultation**

The consultant team held community consultation sessions on 30-31 July and 6-7 August 2005.

Community meetings were held in the larger towns, and community walks in the smaller towns.

The consultation sessions were attended by Council representatives.

Consolidated notes from the Community Consultation Sessions are included in Appendix B.

### **2.3 Community Survey**

A Community Survey was forwarded to over 2000 households in the towns and surrounding areas.

The purpose of the survey was twofold:

1. To ensure that a wide catchment of the community had an opportunity to provide their views on the future of their town; and
2. To validate information and views received at the community meetings and walks.

A summary of the survey outcomes in relation to each town are included in Section 4.

### **2.4 Consultation with Organisations**

The consultant team discussed the small towns / consulted with Government Departments, authorities and infrastructure providers in the preparation of the Draft Strategy. The organisational arrangements for Macedon Ranges Shire are complex due to the location of head / regional offices (Melbourne and Bendigo) and catchments boundaries. Organisations consulted are identified in Appendix D.

### **2.5 Exhibition of Draft Strategy**

Council officers held meetings in the ten towns during the exhibition period (February 2006).

The Draft Strategy was referred to organisations for review and comment. Meetings were held with key agencies.



### 3. Planning Context

#### 3.1 Demographic Forecasts

Future demographic forecasts for Macedon Ranges Shire provides an important context for planning for settlements and land in the Shire.

The following description is provided on the DSE website, "Victoria in Future 2004 Summary":

"Macedon Ranges is located 70 kilometres north-west of Melbourne and covers an area of 1,749 square kilometres. Major centres in Macedon Ranges include Gisborne, Kyneton, Woodend and Romsey.

The municipality's proximity to Melbourne, historical townships and scenic countryside mean the area is a major attractor of families looking for a semi-rural lifestyle. Hanging Rock, vineyards and wineries, historic buildings and antique stores are popular for both Melbourne weekenders and visitors from further abroad.

In the ten years from 1991, the population of Macedon Ranges increased from 31,349 people to 37,672 people in 2001. This equated to an average annual increase of 1.85 per cent. In the same period the population of Victoria increased at an average annual rate of 0.84 per cent and regional Victoria by 0.53 per cent.

Growth in ex-urban municipalities such as Macedon Ranges, on the periphery of the Melbourne metropolitan area, is projected to be strong over the projection period. Those moving in are mainly families who often retain strong links to Melbourne and Bendigo for education, jobs and family.

The estimated resident population of Macedon Ranges is projected to increase from 37,672 people in 2001 to 59,273 people by 2031. This equates to an average annual increase of 1.52 per cent between 2001 and 2031. In the same period the population of Victoria is projected to increase at an average annual rate of 0.87 per cent and regional Victoria by 0.79 per cent.

By breaking population change down into its major components, the drivers of population growth and decline become clear. The population of Macedon Ranges is projected to increase by 21,601 people between 2001 and 2031. Over the projection period natural increase (births minus deaths) will account for an approximate increase of 4,761 persons. Net migration will account for an approximate increase of 16,840 persons, and most of this migration will be moves within regional Victoria, and often to or from adjacent municipalities.

The greatest change in Victoria's population in the next 30 years will be the increase in the aged population. In 2001 the proportion of people aged 60 years or more was 13.4 per cent in Macedon Ranges and 19.5 per cent in regional Victoria. By 2031, these figures are projected to be 31.7 per cent for Macedon Ranges (an extra 13,737 people) and 35.9 per cent for regional Victoria.

The total number of households in Macedon Ranges is projected to increase from 13,367 households in 2001 to 24,480 households in 2031. This represents an increase of 11,114 households over the 30 years from 2001 to 2031."

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*Footnote: Macedon Ranges Shire Council recently completed (May 2006) "Population Projections". Their population estimate of 59,220 by 2031 is very close to the DSE estimate of 59,273 persons.*

## 3.2 Current Policy Setting

Planning policy influences how any new population and households may be distributed throughout the Shire.

The Macedon Ranges Planning Scheme (Clause 22.02-1 of the Local Planning Policy Framework) establishes the following policy basis, objectives and policies for townships in the Shire:

### “Policy Basis

The Municipal Strategic Statement describes the Shire’s settlement pattern as being characterised by a range of different sized townships offering a variety of residential lifestyles. Each town performs a role according to its size, functions and the range of available services.

### Objectives

To provide a high quality urban environment and encourage the consolidation of existing township areas by maximising development opportunities within these areas.

To establish an urban edge to all settlements based on current zonings and urban growth boundaries, to lessen conflict in rural areas between agriculture and non-agricultural land uses.

To concentrate future urban growth and development within townships with reticulated infrastructure, including water, sewerage and stormwater drainage.

To recognise that areas of Gisborne, Woodend, Riddells Creek, Macedon and Mount Macedon have limits to growth due to landscape, environmental, flooding and / or drainage constraints and that areas of Romsey may have salinity constraints.

### Policy

It is policy that:

- New residential use and development will be encouraged to locate in urban centres and towns within urban growth boundaries.
- Extension of infrastructure services and urban use and development outside identified urban growth boundaries will be strongly discouraged. Rezoning of land for urban purposes outside the urban growth boundary will need to demonstrate that alternative suitable locations are not available.
- Until sewerage infrastructure is supplied to currently unsewered towns, development will be limited to infill areas, dependent on the ability of sites to accommodate and treat effluent.
- Land in agricultural production will be protected from adjoining use and development that is inconsistent or incompatible with normal farming practices. Zoning will be used to provide a clear urban boundary.
- Serviced residential expansion will be encouraged at locations to achieve cost efficient infrastructure provision, and integration of new residential areas with established urban areas and facilities.
- Medium density housing based on Clause 55 will encourage mix of housing types.
- Development proposals are to demonstrate how the landscape character of the Shire’s towns and significant landmarks, and heritage and natural features are to be protected.
- Low-density residential development will be provided for and encouraged at locations that will not prejudice opportunities for future serviced residential expansion.”

The current planning approach of Council is understood to be:

- To promote population and housing growth in larger towns with community infrastructure and services. These towns are Kyneton, Gisborne, Woodend, Romsey and Riddells Creek – Structure Plans are progressively being developed for each of these settlements;
- To limit development in rural areas to protect agricultural land use and cultural landscapes; and
- To consider development proposals in small towns and other locations based on their planning merit. This has fostered limited growth in small settlements in recent years.

In planning for the small towns in this study, a planning horizon of 15 years was selected as a basis for developing policies. With small settlements, an individual development / local change in circumstances may have a significant impact. Examples of such situations could be a freeway bypass of a town, a major development that creates employment in the local area or a decision by Government to provide infrastructure.

Monitoring of the local environment, with a review of the proposed policies every 5 years, is recommended to ensure that local policies continue to respond to economic, environmental and social changes and opportunities.

### 3.3 Development Trends

The building approval statistics shown in Table 1 apply to land in and around the small towns. Some approvals are for houses on rural or lifestyle properties close to the town boundaries.

**Table 1**

**Building Approval Trends  
Macedon Ranges Shire**

Town	1999	2000	2001	2002	2003	Total
<b>Monageetta - Bolinda</b>	14	15	10	12	7	<b>58</b>
<b>Darraweit Guim</b>	4	7	4	8	4	<b>27</b>
<b>Lancefield</b>	24	44	38	55	34	<b>195</b>
<b>Carlsruhe</b>	4	4	4	6	5	<b>23</b>
<b>Tylden</b>	10	6	10	13	7	<b>46</b>
<b>Lauriston</b>	5	1	4	5	2	<b>17</b>
<b>Malmsbury</b>	16	5	12	12	12	<b>57</b>
<b>Macedon</b>	22	20	24	34	25	<b>125</b>
<b>Mount Macedon</b>	14	25	20	18	9	<b>86</b>
<b>Newham</b>	6	9	10	15	9	<b>49</b>

Source: MRSC Building Surveyor  
Class 1A (Dwellings)

The approval statistics show that Lancefield and Macedon / Mount Macedon have been growing relatively strongly, but have the greatest annual variation. The other small towns have been growing at a slower / steady rate in the 5 year period.

Table 2 summarises projected growth in population and households in the Shire for the next 15 years:

**Table 2**

**Population and Household Projections in Macedon Ranges Shire**

	2001	2006	2011	2016	2021
<b>Population</b>	37672	41022	44492	47983	51653
<b>Households</b>	13367	15071	16957	19374	21017

Source: DSE website, "Victoria in Future 2004 Summary"

The application of the current Council planning approach to development (over the next 15 years from 2006-21), would suggest that most of the projected 5946 new households would settle in larger towns. In terms of distribution, a greater share of growth might be expected in the southern (commuter) towns closer to Melbourne (Gisborne, Romsey, Riddells Creek and Woodend, rather than Kyneton).

In Table 2, the total number of building approvals recorded in and around the small towns for the 5 year period 1999-2003 was 683. If this rate of approvals was to continue in / around the small towns, subject to land availability, this would be equivalent to over 2000 new houses over a 15 year period.

If this level of settlement were to occur, a disproportionate amount of growth would appear to be occurring in small towns (~35% of the projected growth). Lancefield however, contributed almost a third of the small town growth share. Given its apparent attraction, town facilities and the availability of infrastructure, consideration might be given to reconsidering the status of Lancefield (ie: consider it in similar terms to larger settlements).

### 3.4 Town Facilities and Infrastructure

A summary of the available community facilities and infrastructure in the small towns is provided in Table 3.

**Table 3**

**Towns at a Glance**

Town	Shop-Centre	Primary School	Local Hall	CFA	Rec. Reserve	Sewer	Town Water	Gas	Service Centre
Darraweit Guim	No	Yes	Yes	Yes	Yes	No	No	No	Wallan
Monegeetta - Bolinda	Shop	Yes	Bol.	Mon.	Bol.	No	No	No	Romsey
Lancefield	Centre	Two	Yes	Yes	Yes	Yes	Bore	No	Romsey
Carlsruhe	No	No	No	Yes	No	No	No	No	Kyneton
Lauriston	No	No	Yes	No	Yes	No	No	No	Kyneton
Tylden	Shop	Yes	Yes	Yes	Yes	Yes	Yes	No	Kyneton
Malmsbury	Centre	Yes	Two	Yes	Yes	Yes	Yes	No	Kyneton
Newham	Yes	Yes	No	Yes	No	No	No	No	Woodend
Mount Macedon	Shop	No	Yes	Mac.	No	No	Yes	No	Woodend
Macedon	Centre	Yes	Yes	Yes	Yes	Yes	Yes	No	Woodend

An important planning consideration is recognition that the future roles and functions of these towns will be influenced by their features and characteristics. Some towns (will continue to) have a **community function** only, and this seems unlikely to change in the immediate future. Other towns have a significant natural, cultural and post settlement features that will (continue to) **attract visitors** to their area.

<b>Community Function</b> (only)	<b>Visitor Function</b> (existing)	<b>Visitor Function</b> (potential)
Darraweit Guim	Macedon	Tylden <i>Equestrian facilities</i>
Monageetta-Bolinda	Mount Macedon	
Carlsruhe	Newham	
Lauriston	Lancefield	
	Malmsbury	

### 3.5 Future Policy Influences

The principles within the current policy setting for townships (Section 2.2) are generally sound, and reflect long held planning practice that promotes sustainable economic, environmental and social outcomes.

In terms of social influence, with a few exceptions, the communities of the small towns obtain higher order services from larger towns (service centres). Weekly shopping and health services are prime examples of community needs that cannot be provided locally due to their small population base.

An understanding of the relationship between each of the small towns and their nearest service centre assists in developing planning policy for their future. Figure 1 aims to interpret this relationship. Towns in the Shire are located within three major transport corridors linked to Melbourne, the Calder, Airport and Hume corridors. The small towns are clustered around the larger towns located along the corridors. People living in the small towns commute to larger towns for services, although there may be some people that prefer to obtain services from another centre for specific reasons.

Public transport between the small towns and their service centres is generally poor or non-existent, and therefore private transport is required. Whilst the communities tend to accept that living in a small settlement means that services may be limited, there was certainly a community belief that Council should work with relevant authorities to promote improvements to public transport.

There was community support / advocacy for further town growth that might lend support to the viability of either existing or new facilities in towns. Unfortunately, the planning reality does not support the extent of community aspirations in some of the settlements due to economic factors (lack of key infrastructure, particularly water and sewer) and environmental influences (the significance of natural and cultural features).

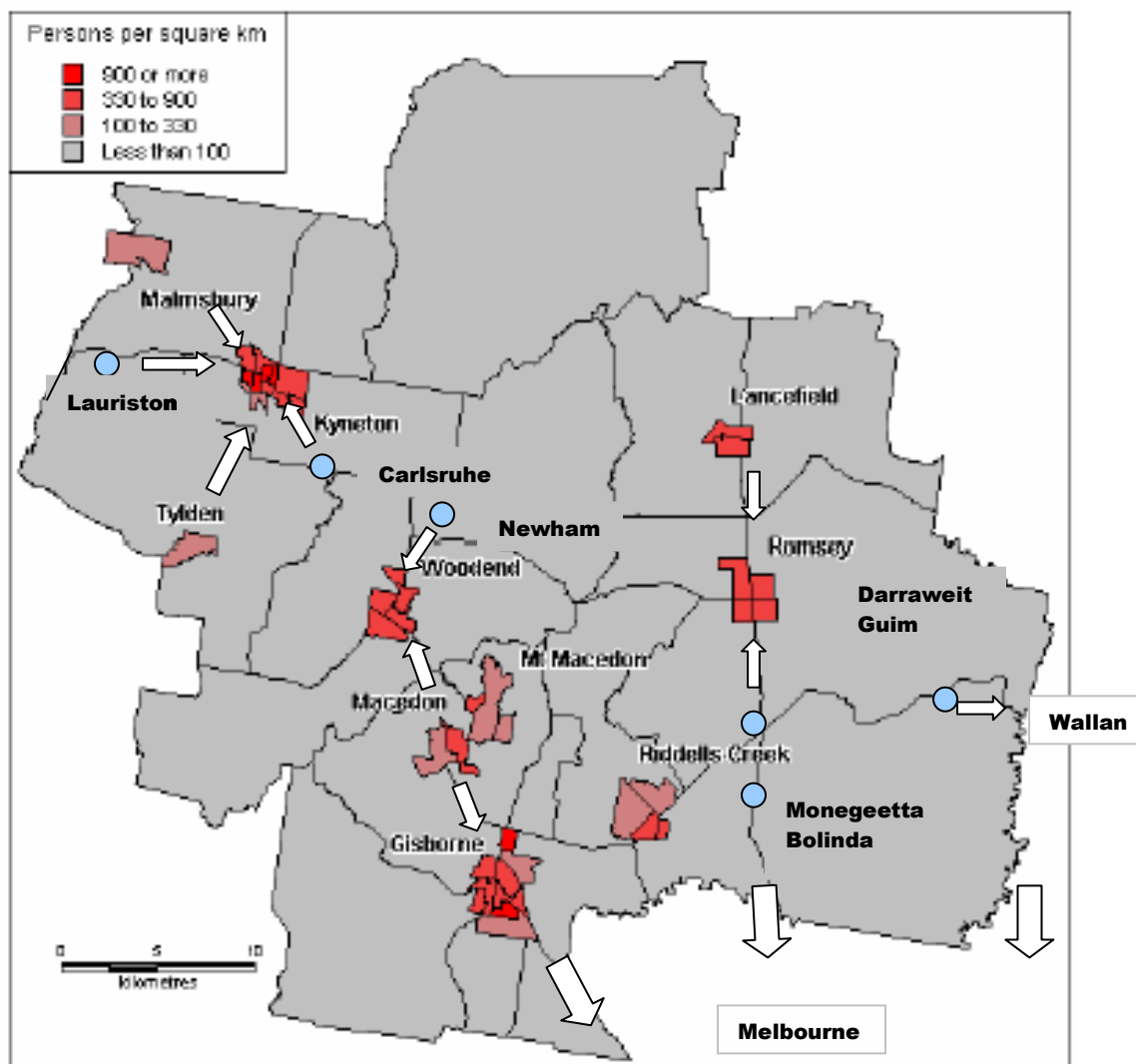
Future development in towns without water and sewer infrastructure is severely constrained, although there is the opportunity for infill developments in some towns that have vacant land zoned Township, Low Density Residential, Environmental Rural or Rural Living. Limited low density development based on the Septic Tank Code of Practice (STCP) and land capability assessment showing on site waste water disposal is sustainable may continue in appropriately zoned areas.

Towns with water and sewer infrastructure need to manage growth based on achieving good environmental and social outcomes. Relevant objectives include achieving compact urban forms that enhance community access and well being, protection and respect for environmental and cultural features and assets (pre and post settlement), and sustainable management and use of available infrastructure.

In all towns, the issue of roads was a dominant force. There is widespread community concern about the maintenance and safety of many roads and intersections. Many of the roads identified as important were in areas outside of the town boundaries. The community meeting notes (Appendix B) and surveys identify these roads. Information about Council programs for road assessment / audit would assist community understanding.

From an environmental perspective, avoiding urban infill in vegetated areas is a tenet that should be applied. The DSE has Ecological Vegetation Mapping for the Shire that provides guidance. Any proposals or projects that involve Crown Land also call up Native Title processes as part of their consideration.

**Figure 1**  
**Planning Framework**  
**Small Towns in Macedon Ranges Shire**



Base Information: Macedon Ranges Shire Community Profile 2004

This plan shows the relative distribution of the population in Macedon Ranges Shire at 30 June 2001.

The location of the ten small towns is shown, and their nexus with larger towns (service centres) in the Shire is shown with arrows. Of the small towns, the five larger settlements are Lancefield, Macedon and Mount Macedon, Malmesbury and Tylden. These towns are shown as areas, reflecting their greater population size and density. The five smaller settlements, being Monegeetta- Bolinda, Darraweit Guim, Newham, Carlsruhe and Lauriston are denoted by circles.

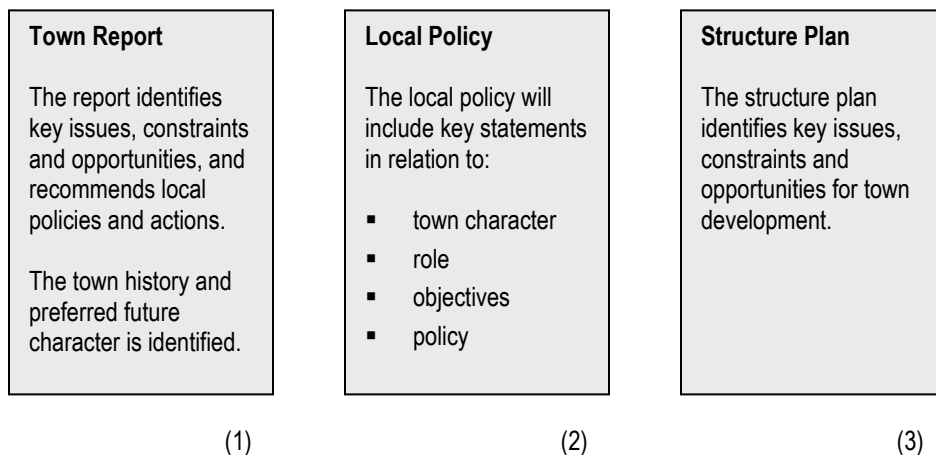
Macedon, Mount Macedon, Newham, Carlsruhe, Tylden, Lauriston and Malmesbury are within or close to the Calder Highway Corridor. Lancefield and Monageetta- Bolinda form part of the Airport Corridor (Melbourne Lancefield Road). Darraweit Guim is within the Hume Highway Corridor.

## 4. Town Policies and Plans

The report relating to each of the towns (Sections 4.1-4.10) has been informed by the study process involving background research, planning and policy settings, town inspections, consultation and analysis, and organisation and community feedback.

The outcomes of this process aim to balance community aspirations for their towns with the reality of economic, environmental and social trends and influences, and the policy settings of key organisations responsible for planning, land management, infrastructure provision and service delivery.

The Final Report for this study is presented in three parts:



This Report provides two parts of the study outcomes, being the Town Reports (1) and the Structure Plans (3).

The Town Reports consider each town within a land use context, identifying relevant economic, environmental and social issues.

Information is presented in relation to:

- Town centre
- Residential development
- Environment, open space and landscape
- Community infrastructure

Further information is provided in Appendix C, including information from the Planning Scheme (including the current zoning map) for each of the towns.

Draft Local Policies for each town (2) based on this report have been provided to Council. The Local Policies and Structure Plans will be implemented as a future Planning Scheme amendment.

## 4.1 Darraweit Guim

### Context

Darraweit Guim is located on the eastern boundary of Macedon Ranges Shire, close to Wallan and the Hume Highway corridor. The landscape setting is a feature – the land rises steeply from the Deep and No.3 Creeks to ridgelines above the treeless plain surrounding the town. The community that lives in the town and surrounding area comprises about 150 households.

### Key Issues

#### ❑ Town Centre

The character of the main street is quite informal, comprising a sealed road with gravel shoulders and mature chestnut trees. There is no footpath, street furniture or lighting. The primary school and open space occupy the creek side. The properties opposite are residential, as the shop is no longer trading. Town centre improvements would improve the presentation and function of the main street.

#### ❑ Residential Development

Western Water has advised that there are no proposals to connect water and sewer to Darraweit Guim, and that this is unlikely to eventuate. Any new development in the town should be accordance with the Septic Tank Code of Practice (STCP), requiring land capability assessment and environmental health approval.

Extensive areas of surrounding land are zoned Rural Living. Any development should be located to avoid interruptions of vistas, by siting residential development within lower lying areas or at a distance from distinct ridgelines.

#### ❑ Environment, Open Space and Landscape

There are two active recreation areas in the town.

- The tennis courts adjacent to the school are in need of replacement, and this project is a community priority.
- The community also has aspirations to develop the recreation reserve, however action to date is limited. The low population base is a barrier to meaningful funding.

Deep and No.3 Creeks flow through and are an important environmental feature of the town. The opportunity to connect the recreation areas / facilities via a path link along the creek should be examined. As Crown Land is involved, native title processes apply.

#### ❑ Community Infrastructure

Community facilities are spread throughout the town. The primary school and recreation facilities are at “creek level”, whilst the community hall, churches, CFA and the cemetery are “on the hillside”. There is one footpath in the town that connects the school and hall.

The standard and maintenance of local roads is of concern to the local community, particularly the Bolinda Road.



Main Street, Darraweit Guim

### Town History

“The town was a crossing place for travellers heading between the towns of the Creswick goldfields, or the central highlands, and the former main road between Melbourne and Sydney ... The creek crossing at Darraweit Guim never became a major stopping point for traffic and the small settlement remained a service centre for nearby farmers. Largely because it lies away from major transport routes it has retained some of the character lost by other small C19th settlements.”

*Macedon Ranges Cultural Heritage and Landscape Study 1994*

### Future Character Statement

*Darraweit Guim will be a small town that continues to meet the aspirations of people looking for a quiet rural lifestyle close to a service centre and transport corridor.*

*The future objective is to promote sustainable development only, and to improve the quality of both the local environment and facilities to meet the long term needs of the community.*



## Recommendations

### 1. Town Centre

Enhance the existing town centre through the following actions:

- Develop the streetscape between the two bridges that form the town gateways (avenue of native tree spp). In the centre of the town, strengthen the existing Chestnut Tree landscaping theme.
- Upgrade car parking layout, street lighting and furniture in public areas adjacent to the school and tennis courts, including a shelter, barbeque and picnic furniture.

### 2. Residential Development

Retain existing Township Zone boundaries, with any residential demand to be accommodated by infill development of existing vacant land.

All development must provide for sustainable on site wastewater disposal. Apply principles in the Shire Domestic Wastewater Management Plan in the assessment of development applications.

Control built form on surrounding ridge lines visible from the town (including dwellings and sheds) to retain the landscape character of a rural hamlet nestled in a valley setting.

### 3. Environment, Open Space and Landscape

Develop a multi-purpose tennis, netball and basketball court facility on or adjacent to the existing tennis court site.

Rezone the Recreation Reserve to Public Open Space reflecting its proposed purpose and use. Update the master plan to facilitate staged development, providing facilities based on identified community need in accordance with the capacity of Council and the community to manage.

Enlist the support of the local Landcare Group to begin development of a management plan along Deep Creek designed to minimise the area required to be managed.

Investigate trail networks along Deep Creek in consultation with DSE (Crown Land manager), in particular the potential for a link between the school and the recreation reserve.

### 4. Community Infrastructure

Develop and maintain a path network linking key town facilities (school, hall, CFA, churches), with priority to a path on the primary school frontage.

Audit the condition and safety of Bolinda Road.

Communicate the Shire capital works and maintenance program for local roads to the community.

Consider unification of the numerous town committees to work together with Council and authorities towards securing community project outcomes.



Ridgeline views are a feature

## Community Survey

Surveys Returned
11
Most liked asset(s):
Rural atmosphere Community spirit
Most needed improvements:
9 Road maintenance & safety 6 Recreation & youth facilities
Most satisfied with:
8 Education 6 Environment
Least satisfied with:
8 Roads 7 Council services

## Community Aspirations

The notes of the Community Meeting held in July 2005 are included in Appendix B.

## References

Macedon Ranges Planning Scheme

Macedon Ranges Cultural Heritage and Landscape Study 1994

## 4.2 Monegeetta Bolinda

### Context

Monegeetta Bolinda is a small community located south of Romsey on the Melbourne Lancefield Road. The town centre and residential focus is in Monegeetta, where there is also some local employment. The primary school, community hall and recreation reserve are located at nearby Bolinda. The community living in the town and surrounding area comprises about 100 households.

### Key Issues

#### □ Town Centre

The town centre is located on a service road in front of the General Store. The area is largely screened from the Melbourne Lancefield Road by vegetation. The area is looking tired and in need of rejuvenation. The opportunity exists to enhance the area for community (and passing motorists) use. Attention is needed to physical improvements such as vehicle access / egress from the service road, parking arrangements, separation of vehicle and pedestrians, paving and street furniture (tables, seats and bins).

#### □ Residential Development

The community of Monegeetta supports growth of their town, accompanied by upgraded community facilities and infrastructure. Unfortunately, the reality with respect to core infrastructure does not support their growth aspirations.

Western Water has advised that there are no proposals to connect water and sewer to Monegeetta Bolinda, and that this is unlikely to eventuate. Any new development in the town should be in accordance with the Septic Tank Code of Practice (STCP), requiring land capability assessment and environmental health approval. There may be future potential to extend water / gas services to the town from the nearby Commonwealth of Australia land, subject to investigation.

Other planning reasons for limiting residential growth are close proximity of a local piggery (a planning control applies to this intensive agricultural industry and surrounds, including the town, to protect the piggery from inappropriate development) and the proximity of fully serviced towns (Riddells Creek and Romsey). Land in Monegeetta is now zoned Rural Living. The minimum lot size for a dwelling is 0.5ha.

#### □ Environment, Open Space and Landscape

A better physical connection between the towns could be created through the development of a landscape link and complementary signage. A path link would produce safe walking and cycling access between the towns, but would be difficult to justify unless it was part of a link connecting larger centres (eg Romsey to Riddells Creek).

The Monterey cypresses are a feature of the Monegeetta roadside. Management of the cypresses is a conservation project the community would like to see supported by Council.

Weed control on public and private land is of concern locally (and throughout the Shire).



Monegeetta General Store

### Town History

“Monegeetta and Bolinda were part of original Clarke family run.

Monegeetta was a small settlement where the tracks to Riddell, Chintin and Darraweit Guim joined the Melbourne Lancefield Road. The heavy traffic necessitated constant maintenance ... so the Government established a network of tollgates on roads radiating from Melbourne. The Monegeetta tollgate opened in 1863, charging for a farthing every sheep, pig or goat. The town boasted a hotel, blacksmith and shops.

Bolinda was an aboriginal word for “old man” that was later anglicised by settlers. The town was settled c1835. There were several hotels, post office and school, and the hall was the focus of social events.”

“Romsey – When Memory Turns The Key”, John Reid (ed) 1992

.....:Romsey – A Veritable Garden of Eden”, Paul Mitchell 2004

### Future Character Statement

*Monegeetta Bolinda will be a small settlement that continues to meet the aspirations of people looking for a quiet rural lifestyle close to a service centre and in a transport corridor.*

*The future objective is to promote sustainable development only, and to improve the quality of both the local environment and facilities to meet the long term needs of the community.*

**❑ Community Infrastructure**

Traffic speeds on Melbourne / Lancefield Road were considered by the community to be dangerous at both Monegeetta and Bolinda.

Bolinda – Darraweit Road, west of the Melbourne Lancefield Road, is narrow and considered to be a local traffic hazard.

The location of bus stop at the primary school is of concern to the local community. There is no bus shelter, and parking is limited.

The community would like maintenance support for the community hall, and is in the process of transferring ownership to Council.



The Community Hall at Bolinda

**Recommendations**

**1. Town Centre**

Prepare and implement streetscape improvements in the Monegeetta Town Centre in the area of the General Store, incorporating:

- improved control of vehicle access / egress and parking
- landscaped public space with sealed paths and street furniture, including seats, shelter and bins

**2. Residential Development**

Support residential infill development only. All development must provide for sustainable on site wastewater disposal. Apply principles in the Shire Domestic Wastewater Management Plan in the assessment of development applications.

**3. Environment, Open Space and Landscape**

Commission arboriculture work to extend the life of the heritage Monterey Cypress plantings along the Melbourne Lancefield Road.

Further develop visual landscape links between Monegeetta and Bolinda by appropriate planting on the west side of the Melbourne Lancefield Road, subject to recognising the ongoing function of that road as a regional fire break.

Encourage the formation of a local Landcare Group, and support targeted weed control efforts.

**4. Community Infrastructure**

Seek review by VicRoads of traffic speeds and safety issues around major road intersections in Monegeetta and Bolinda, with particular attention to the primary school area and the need for passing lanes.

Investigate the condition of (need to widen) Bolinda-Darraweit Road west of the Melbourne Lancefield Road to improve traffic safety.

Support the maintenance and improvement of the cluster of community facilities at Bolinda (primary school, community hall, recreation reserve).

Develop safe designated and defined areas for bus drop off and pick up, and road crossing by students, with appropriate shelter for waiting students.

Investigate the potential to extend water and gas infrastructure from Commonwealth of Australia land to Monegeetta.

**Community Survey**

Surveys Returned
10
Most liked asset(s):
Rural atmosphere Location and accessibility
Most needed improvements:
6 Road maintenance & safety 3 Water, sewer and gas supply 3..Community hall upgrade
Most satisfied with:
7 Environment 5 Education
Least satisfied with:
9 Roads 6 Community facilities

**Community Aspirations**

The notes of the Community Meeting held in July 2005 are included in Appendix B.

**References**

Macedon Ranges Planning Scheme

## 4.3 Lancefield

### Context

Lancefield is a very appealing settlement, with wide tree planted avenues and retaining much of the built heritage of past eras. The ABS 2001 census estimated the local population at 1,149. The town anchors the Melbourne Lancefield Road corridor and is well provided with community facilities and infrastructure. The town has been experiencing increased development pressure, with a steady rate of subdivision and housing approvals.

### Key Issues

#### □ Town Centre

The town centre of Lancefield retains a rural, heritage character, but this is diminished by the relatively poor quality of ageing infrastructure. The centre has a compact commercial core area between Melbourne Lancefield Road and Raglan Street.

A town centre survey by Council identified that the community values the wide streets, the median and street trees and historic buildings. Parking arrangements and public toilets have recently been improved.

The town centre would be enhanced by a streetscape plan that establishes design guidelines for built form and public spaces, and promotes targeted private and public investment. Streetscape elements that deserve attention include footpaths, undergrounding of power lines, parking arrangements, street furniture and lighting, management of the median landscape and public amenities.

Close scrutiny by Council is required to the approval of any new development and public works to ensure that the character of the main street is enhanced (not adversely altered).

Town growth supported by visitation may lead to demand for more commercial space, by refurbishment of premises and potential infill development. In the core area, preference should be given to commercial development opportunities, and new housing at street level might need to be discouraged to secure a compact retail area.

#### □ Residential Development

“Old Lancefield” has a compact form of urban development. The original town development pattern includes wide road reserves, grid street patterns, clear delineation of the urban / agricultural land edge, substantial planted avenues and soft drainage solutions.

Recent development on the edge of Lancefield is not as well connected, with subdivision comprising court arrangements and larger lots. The current urban trend is a movement away from this form of development. The State Government released “Safer Design Guidelines for Victoria” in 2005, referenced in Victorian Planning Schemes. The guidelines advocate “well integrated urban structures that maximise connections between neighbourhoods”, and the concept of “walkable neighbourhoods”. The original pattern of town development is a good example of how to achieve these objectives. New development should aim to create good connections with key community sites, including the town centre, schools and open space.



Historic buildings are a feature

### Town History

“Lancefield owes its origins to the traffic between Melbourne and the Central Goldfields ... The first settlement developed on the north bank of the Deep Creek. The township was surveyed in 1854 ...

Lancefield never grew beyond the size of a small village and local residents emphasised that village quality through street plantings and a public park ... in the 1880-90 period.”

*Macedon Ranges Cultural Heritage and Landscape Study 1994*

### Future Character Statement

*Lancefield will continue to attract residential development, potentially becoming one of a cluster of service centres (with Romsey and Riddells Creek) in a transport corridor containing community infrastructure capable of sustaining long term growth.*

*The future objectives are to plan for the provision of infrastructure to meet demand, to conserve the heritage / improve the quality of the town centre and to promote sustainable local residential neighbourhoods.*



State planning policy is that at least 10 years land supply should be available for future development. At the current growth rate (40 house starts ~ 5ha p.a.), more land for future residential growth will be needed. There is currently ~ 40ha of land zoned Residential 1 that is not developed at urban densities. Issues to consider in selection of suitable land include retention of a compact town form, infrastructure availability (water and sewer), linkages to community facilities, environmental protection, landform and potential impact on town entrances.

Applying these criteria, and following inspections and discussion with authorities, two areas are preferred for rezoning to Residential 1 for future urban development (in the following sequence):

1. Rezoning now of ~25-30ha of land zoned Low Density Residential on the northern fringe of the town. This land is lower lying. It has good nexus with community facilities and sewer infrastructure. An Outline Development Plan should be prepared pre-development as the land is in multiple ownerships.
2. Land abutting (to the west of) the Lancefield Recreation Reserve. An Outline Development Plan is needed to determine the extent of available land for development prior to any rezoning.

Several issues relating to infrastructure that Council should discuss with authorities are:

- The capacity of the sewer system is expected to be reached earlier than planned due to increased town growth rates. This would necessitate an upgrade of infrastructure and may create a need to upgrade the treatment plant at Romsey;
- The declared sewer district and land currently zoned for development (and recommended for development) do not match. An alignment of zones and infrastructure boundaries is desirable;
- The need to improve the quality of the town (bore) water supply, an issue raised in community meetings and surveys; and
- The need to upgrade power supply to meet growth in area demand is likely to necessitate a service easement and construction of a new overland power line connecting the Calder corridor to Romsey and Lancefield, in about 15 years time.



Median planting in town centre

#### □ **Environment, Open Space and Landscape**

The Lancefield Recreation Reserve is a major regional and community resource shared by a diversity of recreation clubs, schools and the community. As the community of Lancefield grows, the importance of the reserve will increase. Long term planning for the reserve is desirable.

While Lancefield has a “quiet and safe town” atmosphere, the development of a pedestrian and cycle path network connecting community facilities, such as the town centre, schools and open space would promote community safety and health.

Historic street tree plantings are an impressive feature of the town, and have cultural significance. A management plan, including replanting when required, is desirable.

Views and corridors equally contribute to the landscape experience. Ranges rise to the north and west, framing the town. The highway between Romsey and Lancefield has been planted with Elms, and a connecting path constructed. Council should give consideration to fencing styles that are emerging along town entrances, by promoting open farm style fencing in contrast to tall solid fencing that creates a visual barrier / hard edge.

#### □ **Community Infrastructure**

Lancefield is well provided for in terms of community facilities, including a State and Catholic Primary School, community hall, churches and a town centre offering a range of goods and services.

The community has identified health facilities and a library as being needed. Health facilities may emerge with further growth of the town. The adequacy (lack of) public transport constrains access to community facilities and services, and is an issue that will continue to affect all of the small communities in the Shire. The Council should continue to promote public transport improvements.

There were also requests for Council to investigate local potential for industrial development.

## Recommendations

### 1. Town Centre

Retain the compact commercial core area between Melbourne Lancefield Road and Raglan Street.

Prepare an Urban Design Framework for the main street and town centre addressing streetscape elements including undergrounding of power lines, car parking, street furniture and lighting, infrastructure, median landscapes and public toilets.

Develop design guidelines for development in the commercial core that address issues including rural character, heritage, built form, scale, colour and materials.

### 2. Residential Development

#### *Infill Development:*

Proposals for development of land in “Old Lancefield”, shown on the plan, should be guided by a Neighbourhood Character Analysis, which includes an assessment of heritage values, and addresses issues of appropriate building scale, form, colour and materials.

#### *Residential Development of Vacant Zoned Land*

New development in the balance of the Residential 1 Zone should aim to respect the principles of original settlement, including where practicable grid street patterns, wider road reserves in key access streets, soft engineering solutions, and street tree planting consistent in pattern and structure with older parts of the town.

#### *Rezoning of Land:*

Subject to Council policy relating to provision for growth in other areas of the corridor, rezoning of further land will be required for future development. Development Plan Overlays are required. There is a case for rezoning of some further land now based on land availability. Land should be rezoned in the sequence identified in this report.

### 3. Environment, Open Space and Landscape

Develop pedestrian and cycle path networks linking key community facilities, including the town centre, schools and open space.

Develop a Master Plan for future development of the recreation reserve, recognising its regional significance for active sports facilities.

Protect the existing fabric of historic street tree plantings, and develop strategies for tree replacement and new plantings to maintain and enhance the landscape character of the street network.

Define town entry points. Provide consistent tree planting themes, supported by appropriate signs, to each of the major gateways into Lancefield. Promote farm fencing styles on town approaches.

### 4. Community Infrastructure

Investigate and promote opportunities to improve public transport services and / or community access to facilities and services.

Investigate the need for industrial land in Lancefield.



Townscape improvements are needed

## Community Survey

Surveys Returned
37
Most liked asset(s):
Rural atmosphere Scenery and heritage
Most needed improvements:
19 Town centre improvements 12 Roads 11 Doctor & chemist
Most satisfied with:
27 Community facilities 27 Environment
Least satisfied with:
29 Health facilities 22 Roads

## Community Aspirations

The notes of the Community Meeting held in July 2005 are included in Appendix B.

## References

- Macedon Ranges Planning Scheme
- Macedon Ranges Cultural Heritage and Landscape Study 1994
- Macedon Ranges Recreation and Leisure Study 2005

## 4.4 Carlsruhe

### Context

Carlsruhe is located on the Campaspe River between Kyneton and Woodend. The town was surveyed early in Victoria's history, however limited development has transpired. Today Carlsruhe is a low density residential settlement. The community that lives in the town and surrounding area comprises less than 100 households. The town is now bypassed by the Calder Freeway.

### Key Issues

#### □ Town Centre

There is no identifiable town centre. There is however a collection of separate community places. These include Carlsruhe Memorial Park, "The Common" (open space), primary school (now a campus of Woodend PS), CFA shed and weighbridge. A service station that was located on the former Calder Highway alignment is located several hundred metres south of the town area, near to the freeway exit / entrance. The small population base, close proximity to two service centres and the service station, suggest the town is unlikely to attract a commercial development that might anchor a town centre.

#### □ Residential Development

At the community meeting, there was strong advocacy for town growth, more community facilities and infrastructure. This was the most organised community during the study consultation program. The community view was that Carlsruhe has potential for growth and needs Council support. Unfortunately, it is difficult to sustain an argument for further growth beyond the town boundaries based on the nature of the land and availability of infrastructure.

Coliban Water has advised that there are no proposals to connect water and sewer to Carlsruhe, and that this is unlikely to eventuate. Any new development in the town should be in accordance with the Septic Tank Code of Practice (STCP), requiring land capability assessment and environmental health approval.

The land form is generally flat and low lying, and effective drainage is an issue. Council is currently preparing a Domestic Wastewater Management Plan (DWMP). Carlsruhe was identified as an area where on site wastewater disposal is difficult, requiring larger lot sizes to meet land capability criteria. The eastern edge of the town area is in the Campaspe River floodplain, and NCCMA does not support buildings in this area.

Despite these constraints, there is vacant land zoned "Township" that might be developed subject to planning approval. Some of this undeveloped land was surveyed over a century ago. The small lots created would not be large enough by current standards to support on site wastewater disposal requirements of the STCP. Consolidation of lots is needed to achieve sustainability.

Council is proposing to undertake a Rural Living Study for the Shire, and Carlsruhe may be further considered as part of that study on the basis of its close proximity to Kyneton.



Calder Freeway bypass

### Town History

Carlsruhe was founded in 1837 by Charles Ebdon who became the first pastoralist to take up land north of the Great Dividing Range in Victoria. A site for the village of Carlsruhe was gazetted in 1851. In the early days, the only road to Carlsruhe was the back road (Three Chain Road). Carlsruhe was the district headquarters for police until 1860 and roads until 1864. A toll gate was in place on the entrance to Campaspe Bridge from 1854 to 1872. Two hotels, bakery, blacksmith, a school and churches, railway station and post office existed in its heyday. All but the most substantial buildings have disappeared.

*Kyneton Shire Heritage Study 1991*

*The Early History of Carlsruhe,  
BA Birrell 1953*

*Kyneton Historical Society*

### Future Character Statement

*Carlsruhe will be a small town that continues to meet the aspirations of people looking for a quiet rural lifestyle close to a service centre and in a transport corridor.*

*The future objective is to promote sustainable development only, and to improve the quality of both the local environment and facilities to meet the long term needs of the community.*

❑ **Environment, Open Space and Landscape**

The quality of the environment and open space could be significantly improved by better connection of public spaces, provision of community facilities and landscaping, providing definition to the town.

Landscaping of the approaches into Carlsruhe along the former Calder Highway and Three Chain Road with native (indigenous) vegetation would create a sense of arrival to the town, and has the potential to enhance town character.

At a local level, development and implementation of a master plan to guide future development of Pioneer Park on 'The Common' would provide a focus for Carlsruhe (a form of town centre). This area is highly accessible from town entrances and within the town, and visible from the Freeway. The community is already engaged in works to develop the space including heritage memorials, town interpretative signage and landscaping. Further opportunities identified include development of a playground, a "half court" for tennis and ball sports, park furniture, paths, picnic facilities and further tree planting.

At a regional level, the community is promoting the development of facilities on the Campaspe River (land owned by VicRoads). The concept of "Yelka Park" proposes a celebration of aboriginal and cultural heritage tied to the original crossing of the Campaspe River. This proposal is at a formative stage, and would need significant investigation of issues and consultation with the indigenous community if it were to proceed.

A separate but related concept is to promote safe walking / cycling trail links to Kyneton in the context of a broader Campaspe River trail network. A Kyneton to Woodend trail was suggested.

The cemetery was identified as having significant flora and cultural values. Management and enhancement of the area is a conservation project the community would like to see supported by Council.

Management of the rural environment was also viewed as important, particularly control of noxious weeds.



Pioneer Park on the "The Common"

❑ **Community Infrastructure**

Within the town area, there are further opportunities to build town character by improving community infrastructure:

- Town entry and interpretative signage, focussing on heritage. This includes interpretive information relating to the former toll gate (Campaspe River crossing point).
- Sealing of Nicholson Street is a high community priority. Landscaping to create a continuous shade canopy along Nicholson Street might be considered.
- The weighbridge area is an important and visible space, but has poor presentation that should be addressed. Street lighting at the weighbridge causes confusion at the intersection of former Calder Highway and Three Chain Road when it is foggy.
- The bus shelter might be relocated to a safer location, perhaps at the weighbridge.
- The community would also like to see development of a community hall in the future.



The former "Common School" (1893) is today a campus of Woodend Primary School



## Recommendations

### 1. Town Centre

Build on the character of Carlsruhe as a rural village. Focus on landscaping of town approaches leading to Carlsruhe Memorial Park on "The Common" (develop the park as the town focus).

### 2. Residential

Contain future development of the town to the existing areas zoned Township.

All development must provide for sustainable on site wastewater disposal. Apply principles in the Shire Domestic Wastewater Management Plan in the assessment of development applications.

Ensure inappropriate development does not occur on flood prone land.

Further consider development opportunities in Carlsruhe in a future Shire Rural Living Study.

### 3. Environment, Open Space and Landscape

Create a strong landscape approach to Carlsruhe, with native canopy tree planting, with selected local understorey plants, extending from the Service Station adjacent to the Freeway exit in the south, to beyond the bridge over the Campaspe River in the north.

Plan and develop Carlsruhe Memorial Park, including opportunities such as a children's playground, half court, paths, picnic facilities and tree planting.

Investigate the Yelka Park concept based on celebration of natural and cultural heritage.

Investigate feasibility of walking / cycling trail links to Kyneton along the Campaspe River.

Protect and enhance existing historic, cultural and landscape values associated with Carlsruhe Cemetery.

### 4. Community Infrastructure

Provide legible, sympathetically designed entry signs to reinforce arrival experience, and interpretive signs relating to town heritage.

Relocate bus shelter to weighbridge area. Redesign this area to include well designed fencing and seating, carefully delineated access and parking, and landscaping, keeping in place its function as a weighbridge and emergency assembly location for the community.

Audit the condition and assess the benefits of sealing Nicholson Street.

Communicate the Shire capital works and maintenance program for local roads to the community.

Should development of a community hall / facility be contemplated in the future, identify a site that supports integration with other community facilities (especially the Carlsruhe Memorial Park).



The cemetery has cultural and landscape significance

## Community Survey

Surveys Returned
11
Most liked asset(s):
Quiet location Community spirit
Most needed improvements:
7 Sealed & upgraded roads 5 Water sewer and gas supply
Most satisfied with:
7 Environment
Least satisfied with:
6 Roads 6 Council services

## Community Aspirations

The notes of the Community Meeting held in July 2005 are included in Appendix B.

## References

- Macedon Ranges Planning Scheme
- Kyneton Heritage Study 1991

## 4.5 Lauriston

### Context

Lauriston is bisected by the Coliban River in the Upper Coliban catchment. The town was first settled by land squatters in the 1830's, to be followed later by the 1850's Central Victorian gold rush. The town is located 5 km west of Kyneton in close proximity to the Calder Freeway corridor. The community that lives in the town and surrounding area comprises less than 100 households.

### Key Issues

#### □ Town Centre

In its hey-day, Lauriston proudly boasted hotels and shops and was a thriving gold mining town. Today, only a few historic features survive (elements such as historic buildings, bluestone gutters, the bridge, and relics of gold mining). These are important links with the past that should be retained and protected.

There is a main street, but no identifiable town centre. The community proposed several projects to improve town image and promote local history / features. These included landscaping of the main street and interpretive signage at the community hall (on eastern town entrance).

#### □ Residential Development

Coliban Water has advised that there are no proposals to connect water and sewer to Lauriston, and that this is unlikely to eventuate. Any new development in the town should be in accordance with the Septic Tank Code of Practice, requiring land capability assessment and environmental health approval.

There are significant environmental constraints in Lauriston. Any development located within the Upper Coliban catchment needs to be sustainable. The pattern of subdivision created over 100 years ago would not be supported today.

Land in the township area is now zoned *Rural Living 5*. The minimum lot size for a dwelling is 0.5ha and the minimum subdivision area is 8ha.

The housing restriction may not overcome land capability constraints. Council could collaborate with relevant authorities (Coliban Water, NCCMA and DSE) to develop a detailed plan for the area that aims to protect the water catchment by linking housing development opportunities to sustainable land parcels (Restructure Plan). This action would also provide greater certainty for land owners.

Council is currently preparing a Domestic Wastewater Management Plan. The outcomes of this plan should provide guidance on land areas and methods of treatment needed to sustain residential development.

Advice on another constraint was provided by Powercor. The electricity supply to Lauriston is based on low capacity infrastructure (single wire connection network) that usually means costly connection.



Lauriston Community Hall,  
a gift from daughters of John Stringer

### Town History

“James and William Russell / Donald Campbell discovered the rich ‘Russell’s Reef’ at Lauriston in 1854. By 1865, there were five proven reefs east of the river and two to the west, as well as alluvial mining. Steam driven quartz crushers and puddling machines were installed ... a pitcher paved road on the eastern riverbank is (now) the last remnant.

In 1910, there were three hotels, post office, police station, store / butchery, fellmonger, State School and church.

Almost all of (old)Lauriston has disappeared - two buildings, hawthorn hedges, other mature plantings and gutters are all that remain in the main street.”

*Kyneton Shire Heritage Study 1991*

### Future Character Statement

*Lauriston will be a small town that continues to meet the aspirations of people looking for a quiet rural lifestyle close to a service centre and a transport corridor.*

*The future objective is to promote sustainable development only, and to improve the quality of both the local environment and facilities to meet the long term needs of the community.*

## □ Environment, Open Space and Landscape

### *Water Quality*

Management of the Upper Coliban catchment for water quality is a key environmental objective. The importance of sustainable development based on domestic wastewater management is identified above. The community was also concerned about mine tailings within the Coliban Water Reserve, believing they should be tested and monitored to ensure there are no threats to public safety and water quality.

### *Land subject to Inundation*

Lauriston is set out on the sloping sides of the Coliban River valley. The river is an important physical element in the town.

A LSI0 planning control applies along the river. The NCCMA advised that flooding is only likely when the spillway of the Malmsbury Reservoir is overflowing and there are still heavy flows in the Coliban River. There are houses within the full supply level that would have “water around them” at such times, and further investigation is required to determine inundation boundaries, effects and appropriate floodplain controls. The NCCMA would like planning permit applications in the Lauriston area to be referred for comment.

Willows “choke” the river. The *Kyneton Heritage Study* recommended “local planning protection” for the willows that line and emphasise the presence of the river, noting that most trees in the town are now native trees. There are alternative views about willow trees on water courses. The NCCMA would consider working with Council to remove willows if there was a revegetation plan.

### *Vegetation Protection*

An area of State Forest (Crown Land) forms the western edge of the town. The area is used by the community for passive recreation, including horse riding and walking. Native fauna and flora habitat values should be protected by promoting:

- A focus on control of noxious weeds on public (and private) land
- Careful consideration of any proposals to develop land with an interface with the forest
- Development and maintenance of a Community Fire Plan (for Lauriston generally)



Lauriston Recreation Reserve

### *Lauriston Recreation Reserve*

The reserve contains an oval with a perimeter fence and some structures in quite poor repair. The space has the capacity to become a more important and more utilised community asset. Physical access could be significantly improved by development of a linking path from the bridge area. Signage would improve its legibility. The visibility of the reserve from the main road is constrained due to screening by vegetation – “visual access” might be enhanced. New facilities, such as a playground, picnic facilities and a trail network, might be provided. The state of the current facilities and apparent lack of maintenance could be dramatically improved to provide a focus for community activities and events. A reserve master plan should be prepared in consultation with the community.

## □ Community Infrastructure

The *Kyneton Heritage Study* identified the former timber trestle road bridge as rare in the area. The Coliban River crossing always formed the core of the settlement and the bridge served the community for a long period. Safety issues / access to the old bridge should be kept under watch by Council.

Other community safety initiatives, including provision of fog lights along the main road, consideration of reduced speed limits on the main road, and improvements to blind spots on Shepherds Hill Road, were issues of community concern that should be assessed.

The rural character of the area can be promoted by soft engineering for drainage, and by sensitive responses to rural heritage themes (bluestone, timber) in any constructed elements within the town.

The community hall is a valuable community asset that needs to be maintained. The community would support an annual event to provide a focus for community identity and wider understanding of the town’s history.

## Recommendations

### 1. Town Centre

Design and develop a linear precinct centred on the main street incorporating:

- a landscaping theme for the main street, retaining the current informality and promoting heritage of the gold mining era.
- preservation / documentation of Lauriston's cultural heritage to further reinforce the traditions of community history.
- improvement / maintenance of the Community Hall including provision of interpretive signage identifying town history and local points of interest.

### 2. Residential Development

Develop a detailed plan for the area that aims to protect the water catchment by linking housing development opportunities to sustainable land parcels (Restructure Plan). The plan should be prepared in consultation with agencies and the community.

All development must provide for sustainable on site wastewater disposal. Apply principles in the Shire Domestic Wastewater Management Plan in the assessment of development applications.

### 3. Environment, Open Space and Landscape

Inform the EPA and Coliban Water of the presence of mine tailings within the Coliban Water Reserve, and request that appropriate testing and remedial actions are taken to ensure there are no threats to public safety and water quality.

Preserve and enhance native fauna and flora habitat values in the Lauriston area, by a strong focus on control of noxious weeds on public and private land.

Develop an Integrated Fire Management Plan for Lauriston.

Undertake further investigation (NCCMA) to determine inundation boundaries, effects and appropriate floodplain controls.

Improve and maintain facilities at Recreation Reserve, including a picnic area and playground, and develop a walking trail.

### 4. Community Infrastructure

Audit identified community safety issues, including the need for fog lights along the main road, consideration of community proposals for reduced speed limits on the main road, and improvements to blind spots on Shepherds Hill Road.

Retain the rural character of urban development by promoting soft engineering for drainage, and by sensitive responses to rural heritage themes (bluestone, timber) in any constructed elements within the town.

Promote an annual community event to provide a focus for community identity and wider understanding of the town's history.

Retain heritage values associated with the road trestle bridge. Monitor safety and access issues.



Willows line the banks of Coliban River

## Community Survey

Surveys Returned
15
Most liked asset(s):
Quiet & accessible location Heritage
Most needed improvements:
6 Road maintenance & safety 4 Environment maintenance 4 Recreation facilities & trails
Most satisfied with:
10 Environment 9 Health facilities
Least satisfied with:
10 Roads 8 Council services

## Community Aspirations

The notes of the Community Meeting held in August 2005 are included in Appendix B.

## References

- Kyneton Heritage Study 1991
- Macedon Ranges Planning Scheme



## 4.6 Tylden

### Context

Tylden is located on the western boundary of Macedon Ranges Shire, at the junction of two main roads, the Kyneton-Trentham Road and Tylden-Woodend Road. The Little Coliban River flanks the eastern side of the town. The community that lives in the town and surrounding area comprises about 300 households.

### Key Issues

#### □ Town Centre

Overall, the way that this area functions is informal and the space has poor presentation. The town centre, located at the intersection, comprises:

- A general store is situated on the north eastern corner. The presentation of the area could be substantially improved. There is multiple vehicle access / egress points to the area in front of the store, and parking arrangements are informal. This is a particularly busy area at school bus pick up and drop off times. Redesign of the layout of area based on improving public safety and landscape amenity would contribute to building a village character for the area. Improvements could be made to building presentation, including signage. Arrangements for buses should be integrated into any improved layout, including the locations for V-Line buses. There is adjoining business zoned land that has potential for further commercial development that needs to be considered in any layout and design.
- A community hall, tennis courts and playground are located in an area of public open space on the southern side of the intersection. Access and egress is also relatively informal, and contributes to traffic safety risk in the area of the roundabout. Sight lines may be a potential issue for motorists exiting the parking area.

The community also expressed concerns about the safety of intersection, requesting an audit of safety and traffic movements by VicRoads and Council.

#### □ Residential Development

There is community support for planned town development. The availability of town water and sewer means that development at conventional densities is possible.

Tylden has a relatively compact form, with the Residential Zone focussed to the east of the town centre, an area that contains the primary school and recreation reserve (oval). The northern, western and southern sides of the town are buffered by rural lifestyle properties. A feature of the town is vistas of the surrounding landscape.



Tylden General Store

### Town History

“Tylden grew as a postal centre for the Tylden and Trentham Road District following the discovery of gold in ‘Clowes Forest’ in 1858.

Situated beside the Little Coliban River, Tylden was prized for ‘wood enshrouded’ beauty until cleared by settlers and saw millers beginning in the late 1860’s.

From 1880, Tylden railway station (on the Carlsruhe to Daylesford line) remained open for almost a century, closing in 1978. In 1910, the town facilities included ... two hotels, police station, post office, a church and school.”

*Kyneton Shire Heritage Study 1991*

### Future Character Statement

*Tylden is strategically located between service centres. The town will continue to attract steady residential development. The success of local business enterprises may influence the rate of growth.*

*The future objectives are to plan for the provision of infrastructure to meet demand, to improve the function and appearance of town centre and to promote sustainable local residential neighbourhoods.*

Tylden experienced steady residential growth in the period 1999-2003, averaging ~9 building approvals each year. The situation in relation to land and housing availability may change in the future in response to connection of sewer (creating supply opportunities for subdivision and infill development) and local economic initiatives (creating demand). The current development of a major equestrian facility on the town edge may lead to an increase in local employment and demand for local housing.



Equestrian Centre under construction

Coliban Water has provided advice in relation to water and sewer infrastructure capacity:

- Treated water is conveyed via a distribution pipeline from Kyneton to the Tylden elevated storage. The storage controls the available water pressure to properties. Coliban Water would prefer any future areas of land to be considered for rezoning to residential to be in areas that can meet their minimum requirements for water pressure (below the 584 AHD contour).
- When Tylden was connected to sewer in 2002, the pipe network was built to service 100 properties, and designed to allow for future expansion to 160 properties. The capacity was based on consultation with Council about future growth patterns. Growth has been assumed to occur within lots already zoned Residential.

The water and sewer district boundaries are the same, with services available to land zoned Residential 1, Low Density Residential and Rural Living - refer Appendix C.

Vacant land is available for development in all of the zones. At current growth rates, the available supply is estimated at less than 10 years, and is dependent on land being available for sale. It is estimated that there may be between 30-40 potential development sites in the Residential 1 Zone bounded by Lowe and Maxwell Streets, and the two main roads. In this area, the drainage line near Harpers Lane needs to be protected.

Maintaining a compact town form is an important objective if further land is to be made available for residential growth. This equates to conventional density, serviced, residential development in accessible locations that support neighbourhood development, in preference to further low density development surrounding the town.

Areas that may be suitable for development would continue to be bordered by lower density residential zones providing a definite edge to the town and transition to the rural landscape beyond.

The rezoning of any land is subject to an assessment of the capacity to supply water and sewer infrastructure. Development would be subject to detailed development plans based on extension of existing grid subdivision patterns, and soft engineering to retain the rural feel of the town. Appropriate buffer distances must be retained to protect the Quarry.

The area of land preferred for rezoning to Residential 1 is an area of ~12ha zoned Rural Living on the north side of Lowe St between Harpers Lane and Kyneton-Trentham Road (excluding the Recreation Reserve). The current zoning would be retained for properties fronting Cemetery Road. This proposal needs to be discussed with the owners of the land.

In the longer term (if or more land was required), land behind the Community Hall in Glenn Street, possibly extending through to Rural Land to the west should be considered. Detailed investigation would be required, including an assessment of land capability and access points to the main road.

#### □ Environment, Open Space and Landscape

##### *Town Entrances*

Planting of more local native vegetation on the entrances would give a distinctive and "local" feel to the town, as well as providing habitat and microclimate advantages. This is exemplified by existing trees along the entrance to the town from Trentham. A transition to exotic planting could occur in the town centre referred to above, but for the approaches, the generous width of the road reserves mostly allows for planting of the scale embodied in the local eucalypts, including Manna Gum, Candlebark and Yellow Gum. Smaller trees, including Blackwood, could be used where road reserves narrow.

### Open Space

The Recreation Reserve is located on the northern boundary of the Primary School, with main access from the Kyneton-Trentham Road.

The tennis courts are located adjacent the Community Hall. The community identified the need to upgrade the tennis courts.

The Council Draft Leisure Strategy Plan (2005) considered *“the existing courts require major reconstruction in the medium-term as they are in poor condition. The courts should be constructed to maximise flexibility for use for tennis, netball and basketball due to small community”*.

If a decision is made to replace the tennis courts in future, the opportunity to relocate the courts to land adjacent to the Recreation Reserve main entrance should be considered. There are two vacant residential lots that would appear to have potential for multi-purpose court development (tennis, netball, basketball), in a location close to the Primary School.

There was also strong support for development of a (bicycle) path network connecting residential areas to key facilities in the town. This includes the town centre / community hall and primary school / recreation reserve.

The lack of facilities for teenagers was also raised. Consideration to the development of a skate park was requested.

#### ❑ Community Infrastructure

A number of issues of importance / concern were raised by the community:

- Improvement / maintenance support for the community hall so that facilities continue to meet community needs.
- Provision of new public toilets at / near the community hall, serving the town centre and playground. The existing facilities are in poor condition.
- The need to review the safety of pedestrian crossing locations in the town. The provision of at least one safe pedestrian crossing point on each of the three main roads through town was requested.
- A review of safety / arrangements for bus pick up / drop off at the Primary School.



Tylden Community Hall

A formal indented bus bay and shelter adjacent to the school might be considered. The situation is made less safe by vehicles parking / manoeuvring in Clowes Street.

- Sealing of the balance of Clowes Street, east to the drainage line. A small pedestrian crossing bridge at the drainage line might be considered, in particular for use by children living to the east for access to school.

## Recommendations

### 1. Town Centre

Prepare a townscape plan for the precincts surrounding the intersection of the two main roads. Address the following key issues:

- Audit the safety of the intersection and traffic movements (VicRoads and Council)
- create a visual identity for the town centre using consistent landscape themes, including the treatment of the intersection and final sections of the three approach routes
- redefine vehicle access, parking, and egress arrangements to improve safety for pedestrians and through traffic
- provide landscape buffers between parking areas and the main roads
- investigate feasibility of undergrounding power lines in the General Store precinct
- provide a safe pedestrian crossing point for the Kyneton-Trentham Road in the vicinity of the Community Hall, allowing required sight lines for vehicles and pedestrians
- provide consistent street furniture, including seating and tables, for the precincts
- provide community and visitor information within the precinct.

## 2. Residential Development

Prior to development of any new areas, facilitate detailed plans that promote development based on extension of existing grid subdivision patterns, and soft engineering to retain the rural feel of the town.

Council examine the need for preparation of a Development Contributions Plan for new development.

### *Rezoning of Land*

Council seek advice from Coliban Water on their ability to service additional land for residential development in Tylden. Should potential exist:

- Rezone land for further residential development in the area on the north side of Lowe St between Harpers Lane and Kyneton-Trentham Road (excluding the Recreation Reserve).
- Consider the alternative site at the rear of the Community Hall in the Glenn Street area should the above proposal not be supported by the community and landowners.

## 3. Environment, Open Space and Landscape

Develop gateway landscape themes for each of the main roads, based on use of local native vegetation exemplified by existing trees along the Trentham entrance to the town.

Provide new tennis courts. Investigate the feasibility of land acquisition adjacent to the Recreation Reserve as an alternative location for tennis courts (multi-purpose courts) with the aim of consolidating sports facilities in Tylden.

Investigate the provision of additional appropriate facilities for teenagers.

Investigate provision of an integrated trail system within the town for bicycles and walking to provide broad community access to passive recreation opportunities.

Protect vistas of surrounding landscape.

Protect the quarry from encroaching residential development. Investigate provision of a buffer in the Planning Scheme.

## 4. Community Infrastructure

Support community efforts to maintain and improve the Community Hall and provide new / upgrade public toilets in an adjacent location also servicing the Town Centre and playground.

Review the need for at least one safe pedestrian crossing point on each of the three main roads through town.

Investigate the sealing of the balance of Clowes Street, east to the drainage line.

Examine the need for a formal indented bus bay and shelter adjacent to the school.

Investigate the possibility of a small pedestrian crossing bridge at the drainage line across Clowes Street, in particular for use by children living to the east for access to school.



School crossing in Clowes Street

## Community Survey

Surveys Returned
19
Most liked asset(s):
Quiet, rural atmosphere Open space & environment Community spirit
Most needed improvements:
12 Road maintenance & safety 6 Town centre improvements
Most satisfied with:
16 Recreation facilities 13 Community facilities
Least satisfied with:
12 Roads

## Community Aspirations

The notes of the Community Meeting held in July 2005 are included in Appendix B.

## Policy References

Macedon Ranges Planning Scheme



## 4.7 Malmsbury

### Context

Malmsbury lies in a valley of the Coliban River. The town is known for its bluestone heritage buildings and cultural landscapes. The Calder Highway passes through the town centre, but this situation will change within a few years with the Calder Freeway bypassing the town. The ABS 2001 census recorded estimated the local population at 494.

### Key Issues

#### □ Town Centre

The rural village atmosphere of the town centre will be enhanced with completion of the freeway by-pass and the consequent reduction in heavy traffic in the town centre. This provides an opportunity to further build on the unique qualities of the town, with its particular blend of bluestone heritage, extensive open spaces and scenic topography.

The town character has a strong heritage quality and should not be compromised by inappropriate development. All identified heritage assets in this context deserve strong protection, including buildings and infrastructure such as bridges, paths, kerb and channel, and individual elements such as horse troughs. **Heritage planning controls should protect individual assets, supported by building design guidelines for new development.**

Physical improvements that would enhance the town centre include:

- **gateway landscape treatments at the new freeway access connection point at Malmsbury East Road, and at the western (Taradale) entrance to town**
- extension and renewal of historic tree planting themes throughout the main street, and through to the western entry, including the Village Green
- improvements to the development and maintenance of the Botanic Gardens and the Commons at their intersection with the main street
- development of customised signs and street furniture to be applied consistently through the town centre.
- development of a village square adjacent to the Mechanic's Institute and Botanic Gardens
- restoration of historic buildings and features in the town centre

Built form guidelines for the main street are contained in the **Malmsbury Urban Design Framework**, and should be used to guide any decision relating to new development and public works.

**There is an extensive strip of land zoned for highway business development on the south side of the Kyneton entrance to the town. Development of this area is not likely to be required, is contrary to the rural village setting, and would be more appropriately zoned for residential use.**



Malmsbury Town Centre

### Town History

“Malmsbury was first settled for agricultural pursuits. Gold was discovered in 1858. During this period, the town grew into a service centre providing goods and services and a place to rest for travellers to the Goldfields.

Stone from local bluestone quarries was utilised to build significant structures within the town, including the Mill, Reservoir, churches, Mechanics Hall, Town Hall and viaduct. Bluestone also features prominently in dwellings, streetscapes and bridges.

The built heritage of Malmsbury is complemented by exotic trees, and the town has culturally significant Botanic Gardens located adjacent to the Coliban River.”

*Malmsbury Urban Design Framework 2004*

### Future Character Statement

*Malmsbury will be a viable and sustainable township, which protects and builds upon its rural village character. Precious bluestone and natural assets are to be preserved and enhanced.*

*The future objectives are to protect scenic and rural landscapes and promote heritage protection in local residential neighbourhoods.*

## □ Residential Development

The town of Malmsbury generally sits within a broader rural landscape of undulating hills and deeply incised valleys on the Coliban River. The protection of this juxtaposition of town and landscape will require protection of key view lines and prevention of development on visually sensitive surrounding ridgelines.

A special quality of Malmsbury is the town's capacity to offer a variety of residential experiences, from normal town lots, larger lots capable of supporting extensive food gardens, through to small and large rural living lifestyle lots.

These characteristics and qualities of the rural village present planning challenges in terms of future residential development:

### *Land Supply*

Existing vacant land within the town boundary zoned for residential use provides adequate supply for the planning outlook period based on recent building approval statistics of ~12 dwellings p.a. (more than 10 years supply).

### *Form of Development*

The form and nature of future development is a critical issue if rural village character is to be conserved. In the Residential 1 Zone, a detailed neighbourhood character analysis is required to support heritage assessments of existing structures / landscapes (based on the Kyneton Shire Heritage Study 1991). **The current heritage precinct overlay that applies to the town (HO148) in itself will not secure the required character.**

A neighbourhood character analysis can provide a basis for building design guidelines to encourage new development that complements existing character. Issues that need to be addressed include streetscapes, built form (scale, bulk, height), materials and colours, rhythm of dwelling spacing, garden settings and fencing detail.

### *Water and Sewer*

Coliban Water has provided advice in relation to water and sewer infrastructure capacity:

- **Treated water is conveyed by a distribution pipeline from Kyneton to the Malmsbury elevated storage on the eastern side of the town. The storage controls the available water pressure to properties. Coliban Water would prefer any future areas of land to be considered for rezoning to residential to be in areas that can meet their minimum requirements for water pressure (below the 570m AHD contour).**
- **Malmsbury was connected to sewer in 1995. The number of tenements (then) serviced by sewer was ~ 170, making allowance for the Youth Training Centre, schools and shops. The design allowed for growth of 9 tenements p.a. until 2020. The current number of connections to sewer is 251 (Sep 2005).**

Council should consult with Coliban Water about opportunities to overcome water pressure issues as this affects some land in the Residential 1 Zone. There is adequate capacity for new connections to sewer at the current rate for at least ten years.

## **Malmsbury Urban Design Framework**

An Urban Design Framework was prepared for Malmsbury in 2003 in anticipation of the proposed freeway bypass. The purpose was to prepare the town for the future challenges that will need to be met by local businesses and the community.

Nine critical or emerging issues were identified:

1. Entrance and signage issues
2. Stakeholder consultation
3. Enhancing public space
4. Linking and using key sites
5. Capitalising on nature
6. Protecting heritage assets
7. Enhancing tracks and trails
8. Links to tourism regions
9. New funding opportunities

The UDF report contains many recommendations that aim to enhance local features and attractions to facilitate visitation and community participation.

The UDF proposed a vision for the town to guide future planning  
*"The vision is to create a viable and sustainable township, which protects and builds upon its rural village character. Precious bluestone and natural assets are to be preserved and enhanced. Malmsbury will actively strive to be destination for the traveller, and initiate affiliations within the wider tourism region".*

The vision is to be implemented through objectives, protecting and enhancing small scale village character, heritage icons, scenic valley and rural landscapes and local bluestone character.

**It is not clear how widely the contents of the report are known in the local community.** To reaffirm and promote local commitment, Council might consider marketing the findings again in the community.

### *Rezoning of Land*

Several areas were considered for rezoning from Rural or Low Density Residential to Residential 1 to reflect existing development and urban boundaries consistent with compact town form and new freeway realignment, however the available land supply and information provided by two authorities does not support rezoning of further land:

- Land east of Brodie Street on the south side of the highway is below the 570m AHD contour, meaning water supply standards would not be met.
- VicRoads does not favour rezoning of land on the south west side of the town due to safety issues related to the bridge over the railway line (Daylesford Road).

### □ **Environment, Open Space and Landscape**

#### *Links and Trails*

The unique qualities of Malmsbury stem in large part from the dramatic scale of the open space corridor from the Malmsbury Reservoir through the Botanic Gardens to the Commons, crossing the main street and bisecting the various developed parts of the town. This corridor links or gives access to a variety of interesting features which should be linked to an interpretive trail comprising the Reservoir, Cemetery, Railway Viaduct, Town Heritage, Gardens, Commons and Ellis Falls.

#### *Land Management*

The Commons is extensive and full of potential, but heavily weed infested. Council, Government Agencies, and the community, working together, can transform this area into a high quality flora and fauna habitat, as well as open space which complements the more manicured Botanic Gardens.

#### *Land Subject to Inundation*

Key issues for the NCCMA are a healthy river and good drainage. An LSIO planning overlay applies to low areas, largely along the Coliban River. Peak flow in the river may lead to closure of the Calder Highway. Willows have now been removed - this should improve flows during a flood event subject to the choke point remaining clear. There is a drainage line on the northern edge of the town that should be protected.



Bluestone railway viaduct

### *Recreation Reserve*

The Malmsbury Recreation Reserve is an important community asset. Ongoing management and maintenance will be needed so it continues to meet community needs.

The community identified a redeveloped multi-purpose court space as being required to service tennis, netball and basketball.

### □ **Community Infrastructure**

Infrastructure issues raised by the community as requiring attention include:

- The provision of safe pedestrian crossing opportunities at the bluestone railway bridge. Review upgrade of underpass amenity.
- The upgrade and maintenance of the heritage and community values of the Community Hall / Mechanics Institute building.
- Investigation of the development potential of the railway precinct mansion for community purposes.
- Improved access and parking arrangements at the primary school
- Re-sheeting and maintenance of gravel roads in the town.

The freeway bypass presents the challenge of developing enhanced tourism infrastructure to attract visitation. Potential opportunities (in addition to the above initiatives) identified by the community include:

- development of a local Arts Precinct
- a tourist route connecting towns on the Calder Highway and in the region
- heritage interpreted tours both within the town, and between towns in a broader central towns strategy

## Recommendations

### 1. Town Centre

Develop a program to prioritise and progressively implement town centre improvements identified in the Malmsbury Urban Design Framework 2003.

Amend the Planning Scheme to give planning status to the Malmsbury Urban Design Framework 2003 as a Reference Document, and apply the guidelines contained in that report in consideration of development proposals and works in public areas.

Rezone land in the B4 Zone (highway business) on the south side of the Kyneton entrance to the town between Wills Street and Ross Street to Residential 1 Zone.

### 2. Residential Development

Protect the landscape and built form characteristics and qualities of residential areas in Malmsbury, promoting the theme of a rural village. No further land should be rezoned at this time as there is land available for development in excess of 10 years supply.

Apply the findings of the Kyneton Shire Heritage Study 1991 in consideration of development proposals and works in public areas.

Undertake a neighbourhood character study of areas in the Residential 1 Zone, and prepare a Neighbourhood Character Overlay for inclusion in the Planning Scheme. The planning control should include guidelines relating to streetscapes, built form (bulk, scale, height), materials and colours, garden settings and fencing.

Investigate water pressure issues for development above the 570m AHD contour with Coliban Water, especially to properties on the east side in the Residential 1 Zone.

### 3. Environment, Open Space and Landscape

Conserve and enhance Malmsbury Botanic Gardens as a town feature. Seek heritage funding for management of the gardens.

Develop a program to prioritise and progressively implement trails and links identified in the Malmsbury Urban Design Framework 2003, in particular develop an interpretive trail comprising the Malmsbury Reservoir, Cemetery, Railway Viaduct, Town Heritage, Gardens, Commons and Ellis Falls as a priority project.

Develop the Commons area into a high quality flora and fauna habitat.

Develop a management and maintenance plan for the Malmsbury Recreation Reserve.

Investigate the need for multi-purpose court space for tennis, netball and basketball.

Enhance town entries, in particular the entrance from the new freeway along Malmsbury East Road, and the Taradale entrance.

### 4. Community Infrastructure

Develop a signage and marketing strategy to promote Malmsbury as a place to visit.

Develop a program to prioritise and progressively implement community infrastructure needs and opportunities.



Malmsbury Botanic Gardens

## Community Survey

Surveys Returned
18
Most liked asset(s):
Rural atmosphere Botanic Gardens & open space
Most needed improvements:
6 Road maintenance & safety 6 Tree & garden maintenance
Most satisfied with:
14 Community facilities 13 Environment
Least satisfied with:
10 Roads 10 Council services

## Community Aspirations

The notes of the Community Meeting held in July 2005 are included in Appendix B.

## Policy References

Malmsbury Urban Design Framework 2003

Kyneton Heritage Study 1991

Macedon Ranges Planning Scheme



## 4.8 Newham

### Context

Newham is centrally located within Macedon Ranges Shire, close to Woodend and the Calder Freeway corridor. The landscape setting is a feature, with the Macedon / Cobaw Ranges and Hanging Rock all visible from the town. The community that lives in the town and surrounding area comprises perhaps 100 households.

### Key Issues

#### □ Town Centre

The core of the town is clustered about the main road intersection, consisting of a (modern “in an old style”) shop, Mechanics Institute, small park and CFA shed. This area has a distinct “village” character, and is a place that is a stopping point for visitors and passing traffic.

The most important community concern is the safety of the road intersection (Lancefield-Woodend (Rochford) and Dons Road). Urgent attention to traffic management and improved community safety was requested. VicRoads and Council share responsibilities for the intersecting roads. An investigation is required to determine whether there is a case for upgrading of the intersection. The form and nature of any improvement would depend on this assessment - one option may be the creation of a slip road for the priority road (Lancefield – Woodend Road).

There is an opportunity to further enhance the physical setting. The CFA shed is a functional building that serves an important community purpose. When the CFA brigade is operational / meeting, the area around the building is utilised for car parking. Landscaping of the area between the CFA shed and road intersection would provide a more integrated village setting, particularly in front of the CFA shed, however a context for any design is any intersection treatment above.

Visitor information signage would benefit the town centre. Well designed interpretative signage telling the story of Newham and District, and identifying attractions such as Hanging Rock, local wineries and farm gate produce, would enhance the shop area.

#### □ Residential Development

The strong consensus of the community is that some additional development should be supported provided it was well sited and designed so as not to impact on the rural village character of Newham. Some additional permanent residents was seen as advantageous.

The zoning of land in the town and surrounding the town recently changed with the approval of Amendment C21 to the Macedon Ranges Planning Scheme (2006). Areas on the eastern side of the town were rezoned from Township Zone to Rural Conservation Zone, despite a recommendation by the Panel that zoning of these areas should be considered following a township study. The areas included in the Rural Conservation Zone included the site of the General Store.



The former Mechanics Institute building is the community hall

### Town History

“The 1866 Plan of the Road District of Gisborne shows the Parish of Newham with a few large blocks ... the 1919 County of Bourke plan shows the area divided into small rural blocks. Further subdivision appears to have occurred in recent years from hobby farm blocks. Newham appears to have always been only a hamlet but yet had a church and a Mechanics Institute ...”

*Macedon Ranges Cultural Heritage and Landscape Study 1994*

### Future Character Statement

*Newham will be a small town that continues to meet the aspirations of people looking for a quiet rural lifestyle close to a service centre and in a natural environmental setting.*

*The future objective is to promote sustainable development only, and to improve the quality of both the local environment and facilities to meet the long term needs of the community.*

The Township Zone now only applies to the west side of the town. In this area, the land form is undulating which, when combined with contoured pattern of subdivision and landscaping that has taken place, has assisted in screening recent modern housing development from the village centre. Lot sizes of 1ha and 2ha exist in this precinct. There is community resistance to further subdivision of the 2ha lots on the outer edge as these were designed to form a buffer to the abutting rural area.

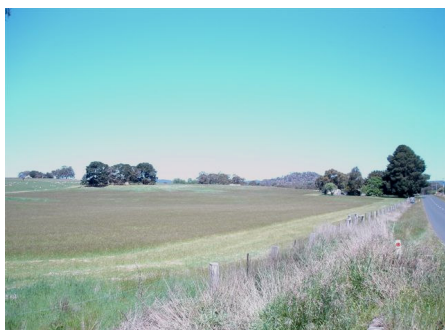


Eastern town entrance

In terms of potential for town growth, there is an area of undeveloped land surrounding the school (that was recently rezoned to Rural Conservation) located in the south eastern quadrant of the town that would be suitable for low density development subject to land capability assessment and planning approval. The community identified this area may be suitable for development.

Any development of this area will need to address landscape protection objectives. New development would need to be sited to avoid the potential to change the town entrance appearance and / or restrict views from the town of Hanging Rock. A planning control (eg Development Plan Overlay) that provides guidelines for low density subdivision and development would be required.

Western Water has advised that there are no proposals to connect water and sewer to Newham, and that this is unlikely to eventuate. Any new development in the town should be accordance with the Septic Tank Code of Practice, requiring land capability assessment and environmental health approval.



Hanging Rock viewed from Newham

□ **Environment, Open Space and Landscape**

Newham is valued by the community for its rural character and environmental setting.

- Protection and enhancement of the town entrances is important, as these landscapes set the scene for arrival at the “village”.
- The surrounding area is predominantly rural land. Maintenance of rural character is an important goal.
- Concern about noxious weeds was raised, with a focus on the need for maintenance of roadsides and public land.

Recreation assets include a tennis court and the park. These facilities may be enhanced and need to be maintained (eg quality of the park and fencing of the courts). There is the opportunity to develop shared cycle / walking trails, but locations are constrained by safety issues related to the nature of roadsides. Further community consultation and investigation on potential locations and linkages, with detailed design, is required.

□ **Community Infrastructure**

The Primary School, former Mechanics Institute (community hall) and church are important local community facilities. These facilities provide a focus for community activity.

Newham is popular stopping point for visitors to the area. New / upgraded public amenities in the park / hall area may need to be considered in the future.

## Recommendations

### 1. Town Centre

Enhance the town centre based on the following elements:

- Council to initiate assessment of traffic safety at the main intersection in collaboration with VicRoads
- Landscape improvements to the main intersection, including the CFA precinct, following resolution of any traffic engineering measures to improve intersection safety
- Directional and interpretive signage highlighting local history, wineries and other points of interest at general store, together with well organised parking, sheltered seating and soft landscape

### 2. Residential Development

All development must provide for sustainable on site wastewater disposal. Apply principles in the Shire Domestic Wastewater Management Plan in the assessment of development applications.

Facilitate limited low density residential development (by rezoning to Township or a Low Density Zone, with a Development Plan Overlay), with the selection of land, layout and design based on protection of rural and environmental character of the town.

### 3. Environment, Open Space, and Landscape

Maintain significant roadside vegetation, with particular priority to control of declared noxious weeds.

In consultation with the community, develop a plan for improved recreation assets, in particular opportunities for bicycle / walking trails.

The town entrances complement the rural setting of Newham. Ensure that any residential development of Township Zone east of the Lancefield-Woodend Road does not adversely impact on entrances.

### 4. Community Infrastructure

Further develop the community hall and park as key town assets.

Further assess the need for public amenities to cater for tourists and other visitors.



Main intersection in Newham

### Community Survey

Surveys Returned
12
Most liked asset(s):
Quiet rural lifestyle Community spirit
Most needed improvements:
7 Road maintenance & safety 3 Environmental maintenance
Most satisfied with:
11 Environment 9 Community facilities
Least satisfied with:
9 Roads

### Community Aspirations

The notes of the Community Meeting held in July 2005 are included in Appendix B.

### Policy References

Macedon Ranges Planning Scheme

Macedon Ranges Cultural Heritage and Landscape Study 1994

## 4.9 Mount Macedon

### Context

Mt Macedon stretches along the upward climbing Mt Macedon Road for four kilometres over 300m in elevation. Mt Macedon is one of the few internationally recognised garden townships of Australia, with a distinctive character because of its large private dwellings and their attached gardens and tree-canopied public streets. The ABS 2001 census estimated the population at 1,183. The town has not been experiencing strong development pressure, but the sensitive landscape character of the town makes it particularly vulnerable.

### Key Issues

#### □ Town Centre

The town centre is relatively small and located predominantly on the eastern side of Mt Macedon Road. The town centre is not defined by a commercial zone as it is located in the Rural Conservation Zone as are most of the residential areas of Mt Macedon. If a core of the town centre is to be defined, it would run between the hotel and the general store. In this core there are three buildings and some vacant infill sites.

The low scale, small commercial development along Mt Macedon Road has a rural village atmosphere. It does however lack focus which could be resolved by sensitive infill development on the existing vacant land in the commercial core. Tourism related facilities would be appropriate in recognition of Mt Macedon's historic and continuing role as a tourism destination. Any straggling of commercial development along Mt Macedon Road should therefore be resisted and development should focus on the consolidation of the commercial core.

The town centre is also part of a landscape that is both notable and remarkable for the harmonious integration of its indigenous and exotic trees and gardens. The town centre does not, however, maintain the characteristics of a strong tree canopy that is evident on the Mt Macedon Road to the north and nearby side residential streets.

A town centre plan needs to be prepared that ensures a compact core. Any new development should be subject to design controls that ensure sympathy with existing natural and cultural heritage values. Guidelines need to be developed for street planting, built form and public spaces. Streetscape elements that deserve attention include footpaths, road side verges and parking, the undergrounding of power, parking arrangements, street furniture, lighting and landscaping.

Close scrutiny by Council will be required for the approval of any new development and public works to ensure that the low scale, relaxed nature and rural village atmosphere is retained and enhanced.



Shopping Village at the Mount

### Town History

“Rising to 1000 metres, Mount Macedon is the most prominent feature of the Macedon Ranges. It was named in 1836 by Major Thomas Mitchell, Surveyor General of NSW ... From the late 1830s, many pastoralists began taking up large tracts of land in the surrounding districts. In the late 1830's, William Robertson took up land on the Barringo Creek ... where he built Victoria's first sawmill which provided much of the timber needed in the development of the new Colony ... By the early 1870's, the timber industry had so denuded the entire mountain, that the Victorian Government established the Macedon State Nursery in 1872, to encourage replanting of the mountain and to supply seedlings to all parts of the Colony. A great number of the trees propagated at the nursery were of the English varieties with which the landowners were familiar, hence the unique character of many of the early plantings in the Mount Macedon district.”

*Mount Macedon Tourism and Business Inc. website*

*Gisborne and Mount Macedon Districts Historical Society web site*



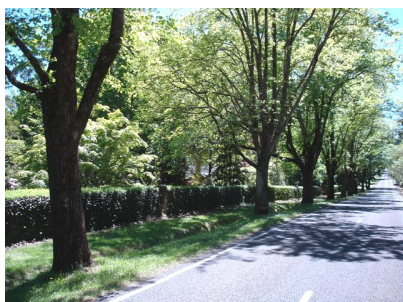
## □ Residential Development

The residential areas are remarkable for their harmonious integration of native and exotic vegetation. The residential areas are of low density and have traditionally been set into the natural landscape and topography. Many are large holdings with historically significant houses and gardens.

Mt Macedon is unsewered and Western Water has advised that there are no proposals to connect water and sewer to the town and that it is unlikely to eventuate. Applications for subdivision need to demonstrate that each proposal is capable of treating and retaining all wastewater and any new development in the town should be in accordance with the Shire's Septic Tank Code of Practice, requiring a land capability assessment and environmental health approval.

Applications are also subject to a number of planning scheme overlays, particularly those dealing with wild fire management (WMO), vegetation protection (VPO1), significant landscapes (SLO1 and SLO2), environmental significance (ESO5) and restructure (RO10). The overlays set out requirements for applicants to provide full details of their proposal and the existing features and conditions of their site and, for example, how the development has responded to the landscape feature and that all fire protection requirements for water supply access, buildings and works, vegetation and other relevant matters have been considered and incorporated.

All the planning scheme requirements for subdivision and development need to be met, and the community expressed strong support for the existing controls over residential development to be strictly enforced in order to maintain the existing character of the town, including its heritage landscape values.



Mount Macedon streetscape

## Future Character Statement

Mount Macedon will continue to be a viable and sustainable hillside garden township which protects and builds on its cultural and heritage landscape values.

The future objectives are to conserve and enhance the landscape character of its private and public spaces, consolidate and improve the quality of its town centre and promote cultural and heritage protection in local residential neighbourhoods

Despite these apparently thorough requirements of the planning scheme, the community also expressed concern about the more intensive residential subdivision and development having the potential to fundamentally change the character of the town. While the annual pressure for new housing appears to be low (an annual average of 17 building approvals over the period 1999 to 2003), there is likely to be continuing pressure for subdivision within the existing residential development boundary. This is primarily because the further outward expansion of the residential areas to the north, east and west is constrained by native forests, and the Macedon township lies immediately to the south.

An overall neighbourhood and natural landscape assessment character study will help to protect the existing cultural and heritage landscape values of Mt Macedon. The study would draw upon the key elements of the existing local character, including the low density development, the individually significant gardens and buildings, the road verge planting and remnant vegetation and the protection of key vistas into and from the surrounding landscape.

A thorough assessment of the neighbourhood and natural landscape character of the town is required to provide the extent of information necessary to support the planning objectives, particularly when tested on a case by case basis.

While the assessment of character may always be considered to be subjective, statements of neighbourhood character have become an accepted method of establishing common objectives and principles for new development and therefore represent a more robust basis for the application and defence of planning decisions.

## □ Environment, Open Space and Landscape

In regard to the protection of key vistas, Parks Victoria has indicated concern about the landscape impacts of vegetation clearance associated with development, and the size and intensity of such development, particularly within the context of high sensitivity within the town, looking at the Macedon Regional Park from the distance and views from scenic lookouts within the Park over Mt Macedon. These issues will need to be addressed by the study.



A Mount Macedon vista

Parks Victoria has also indicated a concern about the interface between the township and surrounding native forests, which include significant concerns regarding access through these areas during emergency fire escape, the invasion of introduced garden plants, the inadequate control of domestic pets, rubbish dumping, increased numbers of park access points and associated water catchment issues (i.e. increased fire risk). These matters should be addressed in the neighbourhood and natural landscape character study and should involve detailed discussions between Council, Parks Victoria and the CFA.

The public landscaped places throughout Mt Macedon include the roadside verges along the Mt Macedon Road, residential streets and the walkways and reserves, particularly Stanley Park. The public landscaped places are characterised by remnant native and exotic vegetation which, in most instances, provides a strong tree canopy and soft engineering drainage solutions.

This ensures a successful transition between the public and private landscaped spaces and is a key component of the overall landscape character of the township. Where the public landscaped spaces are poorly landscaped as in the core of the town centre, the overall character is significantly diminished.

Where public spaces are well landscaped, as to the north of the town centre, the overall character is significantly enhanced. The treatment and maintenance of the public landscape is therefore a key element that should be addressed by the neighbourhood and natural landscape study.

The public reserves and walkways provide additional open space and passive recreational activity opportunities. They provide additional habitat for native animals and birds and are home to a wide range of indigenous plant species and communities. They also provide walkways that link Mt Macedon with Macedon.

## □ Community Infrastructure

The community has expressed concern about the safety of the school crossing in its current location where sun glare confronting north bound motorists can present a hazard. The location of the crossing should be reviewed.

A plan should be prepared for the long-term undergrounding of power with the dual benefits of both fire management and the street-scape.



The natural environment is a feature

## Recommendations

### 1. Town Centre

Prepare a plan for the town centre addressing vehicle and pedestrian access and parking, power undergrounding, street furniture, and road verge landscape character, having regard to the needs of both residents and tourists.

Limit commercial development to the core commercial area as shown on plan. Allow infill development of vacant land in the core area for commercial and tourism related activities subject to guideline controls on building form, scale, colour and materials to ensure sympathy with existing cultural and natural heritage.

## 2. Residential Development

Maintain existing character, including heritage landscape values, by retaining and strictly enforcing existing controls over residential development. Those controls should be supplemented by an overall cultural and natural landscape study which draws upon the key elements of local character, being the individually significant gardens and buildings, the road verge planting and remnant vegetation, and the key vistas, and provides guidelines to protect that character and allow careful control of the interface between private allotments and native forests.

The absence of sewerage infrastructure will require continuation of low development density, which is also consistent with fire management imperatives, and protection of natural and cultural heritage.

## 3. Environment, Open Space and Landscape

Continue protection of declared catchments, and strictly monitor performance and enforce septic tank controls to conserve and enhance water resources.

Retain the pre-eminence of fire management controls, recognising the corollary of low development density.

Maintain the rural character of roads and lanes by appropriate landscape management, including protection of remnant vegetation, and soft engineered drainage.

Give priority to maintenance of Stanley Park and further development of trail connections to Tony Clark Reserve and the Macedon and Mt Macedon commercial centres.

Maintain Honour Avenue and Centennial Park as key landscape links between Macedon and Mt Macedon.

Enhance identification of points of arrival and departure from Mt Macedon by appropriate signs and landscaping at both northern and southern entries.

## 4. Community Infrastructure

Provide underground power, particularly to Mt Macedon Road, to allow full canopy development of existing deciduous street trees.

Review safety of current location of school pedestrian crossing where extreme sun glare facing north bound motorists in some seasons presents a hazard.



Stanley Park

## Community Survey

Surveys Returned
19
Most liked asset(s):
Natural environment Quiet & peaceful
Most needed improvements:
8 Road improvements 4 Development control 4 Public transport
Most satisfied with:
16 Recreation facilities 14 Education facilities 14 Environment 14 Community facilities
Least satisfied with:
4 Health facilities

## Community Aspirations

The notes of the Community Meeting held in July 2005 are included in Appendix B.

## Policy References

Macedon Ranges Cultural Heritage and Landscape Study 1994

## 4.10 Macedon

### Context

Macedon is located at the foot of Mt Macedon and on the Melbourne to Bendigo railway line. The original township was developed on a street grid pattern to the west and east of the railway station and now provides a level of 'convenience' facilities for both Macedon and Mt Macedon. The townscape is one of smaller residential lots than Mt Macedon, and modest commercial development set in a gently sloping, heavily treed terrain. The ABS 2001 census estimated the population at 1,419. The town has been experiencing a modest level of development pressure.

### Key Issues

#### □ Town Centre

The town centre provides a range of local convenience stores and has developed on both sides of Victoria Street, directly east of the railway station.

The town centre is located in a Business 1 Zone which extends from Smith Street to Bruce Street and incorporates a number of cafes, a small supermarket, a post office, a hotel and convenience shops. The town centre is located a slope that falls gently from Smith Street to Bruce Street.

The low scale town centre has a village feel, though it does present three distinct entities: the upper section between Smith and Margaret Streets is relatively narrow with shops on the northern side of Victoria Street and a large vacant block of land on the southern side. Parallel car parking is provided. The lower section between Margaret and Bruce Streets widens, as the shops on the southern side of Victoria Street have been set back to provide indented off street car parking. Street plantings are also more noticeable in this section of the town centre. The third entity includes the Smith Street frontages and extends across to the railway precinct. This is normally an area of pedestrian access from the station and the pedestrian underpass. Consideration should be given to the development of additional commercial and community uses in the railway precinct.

A town centre plan needs to be prepared to bring greater unity to the town centre, ensure a compact core and identify priorities for sequencing of development. Any new development should be subject to design controls that ensure sympathy with the village atmosphere and natural landscape values. Guidelines need to be developed for street planting, built form, building setbacks and public space. Streetscape elements that deserve attention include footpaths, car parking, undergrounding of power, street furniture, lighting and landscaping. The plan should also address the entries to the town centre from Bruce Street and Smith Street.

The town centre plan needs to ensure a compact core. Priority needs to be given to sites within the existing commercial centre and development should not extend beyond the boundary of the Business 1 Zone which ends at Bruce Street.



Avenue of Honour

### Town History

“When gold was discovered in 1851 at Castlemaine and Bendigo, the village of Middle Gully, now known as Macedon, sprang up. The fledgling township provided inns, beer houses, coffee tents, blacksmiths' forges and stores to supply the needs of the weary travellers heading north to try their luck at the gold fields. In one week in 1851, over one ton of gold was conveyed through Macedon on route to Melbourne.

The construction of the railway in 1861 brought many workers and their families to the district. At the villages of Lower Macedon and Upper Macedon, churches and schools were built to meet the needs of the growing communities.”

*Mount Macedon Tourism and Business Inc. website*

*Gisborne and Mount Macedon Districts Historical Society web site*



In the longer term, consideration could be given to linking the railway precinct more formally with the commercial centre, particularly with pedestrian access and urban and landscape design measures. Consideration should be also be given to suitable community and commercial uses of the existing railway building, though the precinct would not be suitable for a major commercial facility such a supermarket.

The form of development of the vacant land on the south side of Victoria Street is crucial to the realisation of a cohesive and coherent town centre. Specific guidelines should be prepared for the development of this land, concentrating on building form, scale, character and setback.

#### □ Residential Development

The residential areas are notable for their conventional development nestled amongst the native and exotic vegetation. Small blocks and a grid pattern of street development are a feature of the residential areas close to the town centre, while newer and larger subdivisions radiate out from the traditional town centre. Macedon has become a popular location for commuter residents and is experiencing a moderate level of pressure for new housing (an annual average of 25 building approvals over the period 1999 to 2003).

Western Water is currently implementing a new sewerage scheme for the town, which is likely to increase the pressure for new subdivisions and the re-subdivision of larger existing allotments. The declared Macedon Sewage District does not, however, conform with the current zone boundaries for township and residential development. A major review of the anomalies between existing residential zone boundaries and the sewerage infrastructure is required. The review should also examine a rationalisation of existing zones, given the existence of different zones covering areas of similar development density.



Residential environment

#### Future Character Statement

Macedon will be a viable and sustainable township, which protects and builds upon its village character. Precious natural and planted landscapes will be protected and enhanced.

The future objectives are to protect scenic and rural landscapes, improve the quality of the town centre, define the boundary of residential development, and promote natural landscape character protection in local residential neighbourhoods.

Residential development should be confined to existing zoned and serviceable land pending the findings of the review of anomalies and rationalisation. The review should be based on the following principles:

- retention of a compact township development pattern
- some restructure of lot sizes adjacent to the existing township area to allow efficient access to sewer and retention of compact town form
- infill development subject to strict controls over building envelopes, form, materials, colours, and subject to serviceability
- revision of zones to place areas of similar existing lot densities in the same zone to simplify application and enforcement of planning controls
- restructuring of lot sizes between the railway easement and the Calder Highway (between McBean and Nursery Roads), and between the Calder Highway and the Calder Freeway, subject to approved Outline Development Plans based on protection of native vegetation, access to sewer, permeable grid pattern of subdivision.

Applications for development within the Macedon township are not subject to the extent of overlay provisions that apply to the applications in Mt Macedon. There is a vegetation protection overlay (VPO1) along some of the more prominent roads, including Honour Avenue and the Mt Macedon Road, an environmental significance overlay (ESO5) applies to land generally west of the railway line, a restructure overlay (RO 4, 5, 6 and 10) applies to land around the town centre and north of Honour Avenue and there are some isolated areas of wildfire management (WMO). However, there are no vegetation protection or significant landscape overlay provisions applying to the bulk of the township to the east of the railway line.

The community expressed strong support for the existing controls over residential development to be strictly enforced in order to maintain the existing character, including its landscape values. The community also expressed concern that the village and landscape character was endangered by ongoing and more intensive residential development.

It is timely that a study is undertaken to identify the elements that contribute to Macedon's village and natural character. An overall neighbourhood and natural landscape character assessment study will help to protect the existing cultural and landscape values of Macedon. The study would draw upon the key elements of the existing local character, including setbacks, lot sizes, remnant roadside vegetation, soft engineering solutions and key vistas into and from the surrounding landscape.

A thorough assessment of the neighbourhood and natural landscape character of the town is required to provide the extent of information necessary to support the planning objectives, particularly when tested on a case by case basis. The study may provide support to the administration of existing planning provisions or the introduction of additional overlay provisions. While the assessment of character may always be considered to be subjective, statements of neighbourhood character have become an accepted method of establishing common objectives and principles for new development and therefore represent a more robust basis for the application and defence of planning decisions.



Macedon – Nursery Road entrance

#### □ Environment, Open Space and Landscape

In regard to the protection of key vistas, Parks Victoria has indicated concern about the landscape impacts of vegetation clearance associated with development, and the size and intensity of such development, particularly within the context of views from scenic lookouts within the Macedon Regional Park. These issues will need to be addressed by the study.

Parks Victoria has also indicated a concern about the interface between the township and surrounding native forests, which include significant concerns regarding access through these areas during emergency fire escape, the invasion of introduced garden plants, the inadequate control of domestic pets, rubbish dumping, increased numbers of park access points and associated water catchment issues (i.e. increased fire risk). These matters should be addressed in the neighbourhood and natural landscape character study and should involve detailed discussions between Council, Parks Victoria and the CFA.

The public landscaped places throughout Macedon include the roadside verges along Honour Avenue and the Mt Macedon Road, residential streets and the walkways and reserves.

The public landscaped places are characterised by remnant native and exotic vegetation which, in most instances, provides a strong tree canopy and soft engineering drainage solutions.

The public landscape provides a transition between the public and private landscaped spaces and is particularly important in retaining a natural landscape character where residential subdivision and development is more intensive. The treatment and maintenance of the public landscape is therefore a key element that should be addressed by the neighbourhood and natural landscape character study.

Specific Roadside Vegetation Management Plans should be prepared and implemented to protect remnant vegetation in road reserves, including the retention of soft drainage solutions for roadside stormwater runoff. The plans should also address a long-term plan to underground power to protect key areas of remnant roadside vegetation.

The public reserves and walkways provide additional open space and passive recreational activity opportunities. They provide additional habitat for native animals and birds and are home to a wide range of indigenous plant species and communities. They also provide walkways that link Macedon with Mt Macedon.

A network of safe pedestrian and cycle paths should be developed to link schools, the town centre and railway precinct, and key reserves, open spaces and community facilities. Priority should be given to safe crossings of the rail easement at the Nursery Road and McBean Street rail bridges and upgraded links to the existing pedestrian underpass in the railway precinct. The pedestrian underpass at the railway precinct should be upgraded.

The key points of arrival and departure from Macedon need to be enhanced. This can be achieved by maintaining and enhancing gateway and arrival landscapes in McBean Street, Nursery Road and Honour Avenue and the roundabout landscape setting at the Black Forest Drive connection.

#### ❑ Community Infrastructure

The community has expressed concern about the safety of parking arrangements adjacent to schools. Parking arrangements should be reviewed.

There are a number of community buildings on the western side of Smith Street immediately north of the railway precinct. Vehicular access to and parking at these facilities is poorly arranged and requires review, as does the protection of remnant native vegetation and pedestrian access.



Macedon – McBean Avenue entrance



Macedon Railway Station

## Recommendations

### 1. Town Centre

Prepare a plan for the town centre addressing pedestrian and vehicle access and parking, active commercial frontages, power undergrounding, street furniture and landscaping, having regard to the needs of both residents and visitors.

Reinforce the commercial centre in Victoria Street. Limit eastward commercial development to Bruce Street. Priority for development should be given to sites within the existing commercial centre.

Allow development of the key vacant site, on the corner of Victoria Smith and Margaret Streets, subject to guideline controls on building form, scale, colour and materials to ensure sympathy with the existing rural village atmosphere of the town and the scale, character and setbacks within the existing commercial centre.

In the longer term, extend Victoria Street westwards into the railway precinct with active frontages comprising a mixture of commercial and civic uses. Consider suitable community and commercial uses of existing railway buildings. Allow development subject to guideline controls on building form, scale, colour and materials to ensure sympathy with the existing rural village atmosphere of the town.

Provide landscaping and directional signage to the commercial centre at entries from Bruce Street and Smith Street.



## 2. Residential Development

Maintain existing character, including the rural village atmosphere and natural landscape character, by strictly enforcing existing controls over residential development.

Retain a compact township development pattern and confine residential development to existing zoned and serviceable land.

Conduct a review of the anomalies between existing residential zone boundaries and sewerage infrastructure and the existence of different zones covering areas of similar development density. This review should address the restructure of lot sizes, the control of infill development, a reduction in the number of zones, the need for the preparation of Outline Development Plans and fire management requirements.

Protect the rural village and landscape character of the Macedon township by the conduct of an overall neighbourhood and natural landscape character study which draws on the key elements of local character including setbacks, lot sizes, remnant roadside verge vegetation, soft engineering drainage solutions and the key vistas. Provide guidelines to protect that character and control the interface between private allotments and native forests.

## 3. Environment, Open Space and Landscape

Prepare and implement Roadside Vegetation Management Plans to further protect remnant vegetation in road reserves, including the retention of soft drainage solutions for roadside storm water run off. Prepare and implement a long-term plan to underground power to protect key areas of remnant roadside vegetation

Develop a network of safe pedestrian and cycle paths that link schools, the town centre and the railway precinct, and key reserves, open spaces and community facilities. Priority should be given to safe crossings of the rail easement at the Nursery Road and McBean Street rail bridges and upgraded links to the existing pedestrian underpass in the railway precinct. The pedestrian underpass at the railway precinct should be upgraded.

Further develop trail connections to Tony Clark Reserve and Stanley Park and the Mt Macedon commercial centre.

Enhance identification of points of arrival and departure from Macedon by maintaining and enhancing gateway and arrival landscapes in McBean Street, Nursery Road and Honour Avenue and the roundabout landscape setting at the Black Forest Drive connection.

## 4. Community infrastructure

Upgrade safe parking provision adjacent to schools.

Review and upgrade pedestrian links and .vehicle access and parking in and around the community buildings in Smith Street, immediately north of the railway precinct.



Macedon Shopping Precinct

## Community Survey

Surveys Returned
49
Most liked asset(s):
Quiet rural atmosphere Natural environment
Most needed improvements:
16 Road maintenance & safety 12 Public transport 8 Town centre improvements
Most satisfied with:
42 Recreation facilities 39 Community facilities
Least satisfied with:
28 Roads

## Community Aspirations

The notes of the Community Meeting held in July 2005 are included in Appendix B.

## Policy References

Macedon Ranges Cultural Heritage and Landscape Study (1994)

## Appendix A

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### Bibliography

*The Early History of Carlsruhe*, BA Birrell, Kyneton Historical Society records, 1953

*Malmsbury Urban Design Framework*, KLM Gerner Consulting Group, 2003

*Macedon Ranges Cultural Heritage and Landscape Study*, TBA Consultants, 1994

*Macedon Ranges Shire Economic Development Strategy*, 1998

*Macedon Ranges Shire Population Projections*, 2006

*Macedon Ranges Planning Scheme*

*Macedon Ranges Planning Scheme, Amendment C21 – Rural Areas Review*, Amendment and Panel Report, Macedon Ranges Shire Council, 2003-04

*Macedon Ranges Shire Recreation and Leisure Study*, Stratcorp, 2006

*Melbourne 2030*, Department of Sustainability and Environment, 2003

*North Central Regional Catchment Strategy*, North Central Catchment Management Authority, 2003

*Regional Victoria in Fact*, Department of Sustainability and Environment

*Romsey – A Veritable Garden of Eden*, Paul Mitchell 2004

*Romsey – When Memory Turns The Key*, John Reid (ed) 1992

*Victoria in Future 2004 Summary*, Department of Sustainability and Environment

*Western Water Regional Action Plan*, Western Water, 2005

*2025 Vision for Macedon Ranges*, Macedon Ranges Shire Council

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Reports identified in the Macedon Ranges Planning Scheme  
with particular relevance to planning for individual small towns:

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Kyneton Heritage Study  
(Malmsbury, Lauriston, Carlsruhe)

Macedon Ranges Cultural Heritage and Landscape Study  
(Macedon, Mount Macedon, Lancefield, Darraweit Guim, Newham)

Local Structure Plans (approved in 2000)  
(Lancefield, Macedon, Mount Macedon, Malmsbury)

## Appendix B

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### Community Consultation Notes

This Appendix contains a consolidated summary of the notes taken by the consultant team during community meetings in the small towns.

Meetings were held in these ten small towns at the end of July / start of August 2005. The meetings were attended by between 10 and 40 persons.

The **Community Consultation Notes** have been prepared by the consultant team from the notes taken at the meetings. The notes aim to summarise the issues, opportunities and constraints identified by community members at the meetings.

In preparing these summary notes, the consultant team grouped the comments made by the communities into the following categories:

<b>Identified Needs:</b>	Important issues that the community identified as requiring attention in the short term
<b>Future Opportunities:</b>	Important issues raised by the community that the consultants felt may need time to resolve
<b>Possible Constraints:</b>	Potential barriers that the community identified as a constraint to resolving identified issues
<b>Other Issues:</b>	Issues requiring attention that may be outside the scope of this planning project
<b>Priority Issues:</b>	Priorities identified by the communities, generally at the conclusion of the meetings.

The notes do not necessarily reflect the views of the consultant team or the Macedon Ranges Shire Council.

The consultant team has addressed the issues raised within the context of the planning study. This task involved inspections of the towns, review of the completed community surveys (over 200 received), meetings with Government Departments and Authorities and discussions with Council, organisations and individuals, as required.

This research led to the preparation of the Draft Report and Structure Plans that the Council considered and made available for community consultation through an exhibition period. This provided the opportunity for each of the communities to respond and add further input to the final report.

TOWN: **DARRAWEIT GUIM**

Community Consultation: 30 July 2005

Issue	Identified Needs	Future Opportunities	Possible Constraints
<b>Town Centre</b>	New street furniture Street lighting Improved parking layout in school / court area	Landscaping of street between the two bridges	General Store has closed (loss of focus)
<b>Residential</b>	Appropriate infill development Maintenance of view lines Ridgeline protection – quality of landscape setting		Town is not connected to sewer Town is not connected to water
<b>Open Space</b>	Multi purpose court (tennis, netball, basketball) Development / landscaping of Recreation Reserve	Path along Deep Creek linking the school and reserve Shelter and BBQ area / picnic tables near to court	Flooding of areas adjacent to creek
<b>Community Facilities</b>	School bus shelter at community hall	Public transport	The number of Local Committees may be affecting the ability of the community to reach a shared view on town priorities and communicate it clearly
<b>Infrastructure</b>	Local road maintenance Footpath adjacent to Primary School More gravel footpaths in the town		
<b>Environment</b>	Management of Creeks (Deep Creek and No.3 Creek)	Reinforce native vegetation planting along the creeks Formation of a Landcare Group	

**Other Issues:** Maintenance / condition of local roads and footpath (especially Bolinda Road), maintenance of the recreation reserve, railing on the bridge, telecommunications (mobile reception), 1999 Shire Recreation Plan has not been implemented, lack of Council support / funding for town

**Priority Projects:** Multi purpose court adjacent to school to replace tennis court that needs to be repaired and passive recreation facilities, particularly street furniture and footpaths

TOWN: **MONEGETTA - BOLINDA**

Community Consultation: 30 July 2005

Issue	Identified Needs	Future Opportunities	Possible Constraints
<b>Town Centre</b>	Reinstate rubbish bins	Post Office facilities	Loss of facilities (shop, PO, hotel, mechanics institute)
<b>Residential</b>	Development plan to consolidate town area		
<b>Open Space</b>	Development that retains small town character	Path connecting Monageetta and Bolinda	
<b>Community Facilities</b>	Safe bus parking for school drop off – pick up Bus shelter near the former Bolinda CFA Shed Maintenance of community hall		Community resources to manage community hall (current handover to Council)
<b>Infrastructure</b>	Town water supply (located a kilometre away) Gas supply	Widening of Bolinda – Darraweit Road	Commercial viability of gas supply
<b>Environment</b>	Arboriculture work to preserve cypress trees Control of noxious weeds (esp. needle grass) Maintenance of rural character	Formation of a Landcare Group	
<b>Economic (employment)</b>	Protect sawmill operation Protect piggery operation (review ESO / buffers)	Maribyrnong army base is moving to Monageetta	

**Other Issues:** Maintenance / condition of local roads (esp. Kilmore Road / Chintin Road), speed limit on ML Road needs to be lowered / managed (town centre and adjacent school), roadside litter management (rubbish thrown from vehicles), vandalism (fences), army site attracts kangaroos (a road hazard), lack of Council support / funding for town

**Priority Projects:** Connection of town to gas and water supply, road improvements and traffic management, and maintenance of rural character

TOWN: **LANCEFIELD**

Community Consultation: 30 July 2005

Issue	Identified Needs	Future Opportunities	Possible Constraints
<b>Town Centre</b>	Maintenance of rural village character Maintenance of town heritage / history Parking layout in the High Street Street lighting at intersection ML – Rochford Roads	Infill development - restaurant, chemist, doctor, motel Tourism businesses	Cost of maintaining heritage buildings
<b>Residential</b>	Protection of neighbourhood character Ensure new development is appropriate to area	Landscape southern entrance to screen development	
<b>Open Space</b>	Need more paths / linkages for youth and elderly Skate park	Shared trail linking Lancefield to Romsey Improve facilities for riding bicycles to schools	
<b>Community Facilities</b>	Improved public transport services	Library services (currently located at Romsey)	
<b>Infrastructure</b>	Improved town entrance signs (night vision)		
<b>Environment</b>	Protection of trees and streetscapes Plan for replacement of older trees Town entrances – maintain / improve gateways	Management of Deep Creek	
<b>Economic (employment)</b>	Plan for economic development (incl. industry)	Enhance economic / employment opportunities	

**Other Issues:** Facilitate establishment of a cricket club, Council needs to have more regard to local views on new development  
**Priority Projects:** Development that retains town character and protects heritage, provision of infrastructure (gas and street lighting)



TOWN: **CARLSRUHE**

Community Consultation: 31 July 2005

Issue	Identified Needs	Future Opportunities	Possible Constraints
<b>Town Centre</b>	Create a village character for town	Landscaping of 3 Chain Road Improve presentation of weighbridge area	
<b>Residential</b>	Expand the size of the town Lot size based on effluent disposal requirements		No town sewer, on site effluent disposal No town water
<b>Open Space</b>	Development of Carlsruhe Memorial Park Children's playground located on "The Common" Completion of Toll Gate Project	Establish Yelka Riverside Reserve (native vegetation) Establish interpretative centre (cultural history) River walk or link – Carlsruhe to Kyneton	Commitment required from VicRoads and Shire
<b>Community Facilities</b>	Relocate bus shelter to weighbridge area Develop community hall at Nicholson / Ebden Sts.	Management plan for cemetery (plant retention) Provision of public transport	
<b>Infrastructure</b>	Connect town to water, sewer and gas Drainage improvements Provision of footpaths Street lighting – 3 Chain Road (unsafe when foggy)	Sealing of Nicholson Street Town entry signage (historical, incl. from freeway)	Commercial viability of gas supply Viability of sewer / water connection
<b>Environment</b>	Establish Avenue of Honour (Nicholson Street), possibly using pin oaks / crimson oaks	Control of noxious weeds (esp. Paterson's curse) Revegetation of roadside reserve (Cobb & Co Road)	

**Other Issues:** Update Carlsruhe Blue Book (George Bremer), restock Campaspe River with native fish, maintenance of well (repair barrier fencing), traffic management (speed control), record second Pioneer Grave, postal delivery to household letterboxes,

**Priority Projects:** Retention of town character / history, town expansion / development, gas supply, sealing of Nicholson Street, bus shelter relocation, street lighting at intersection

TOWN: **LAURISTON**

Community Consultation: 6 August 2005

Issue	Identified Needs	Future Opportunities	Possible Constraints
<b>Town Centre</b>	Landscaping of main street Interpretative signage – gold heritage, town assets	Heritage Study – buildings, bridge, bluestone gutters Repair of old bridge	No discernible town centre (focus)
<b>Residential</b>	Restrictions on dwellings on lots less than 0.4ha Restructure Plan to establish development options	Land Capability Assessment needed	Development on small lots created in 1890's w/o sewer Land locked titles No town water or sewer
<b>Open Space</b>	Restore Recreation Reserve, incl. link to bridge Walking trail along Donnelly's Road	Establish a picnic area and playground	
<b>Community Facilities</b>	Preserving the identity / culture of Lauriston (annual event)	Improve and maintain community hall	
<b>Infrastructure</b>	Signage policy - rationalise signage in the town Street signage is poor Fog lights on main road		
<b>Environment</b>	Retention of rural character Community Fire Plan is needed Coliban Water Reserve contains mine tailings – soil testing to confirm there is no risk to public safety	Catchment management planning Control of noxious weeds (willow, gorse) Define public and private land responsibilities	

**Other Issues:** Need for a trails guide and interpretative information, people acquiring public land (roads by adverse possession), inconsistent planning decisions made by Council, traffic management (reduce speed on main street from 80 to 60kph), road safety (Springhill Road – blind turns)

**Priority Projects:** Streetscape, noxious weeds, retention of rural character, development in accordance with land capability, traffic management (reduced speed limit)

TOWN: **TYLDEN**

Community Consultation: 6 August 2005

Issue	Identified Needs	Future Opportunities	Possible Constraints
<b>Town Centre</b>	Rationalise layout / activity at General Store Landscaping of streetscape		
<b>Residential</b>	Planning for town development (sewer connected)		Potential for adverse impact on surrounding rural land use as town expands
<b>Open Space</b>	Bicycle path / equestrian trail networks Facilities for youth aged 15+ years – skate park	Integrated recreational facilities Indoor sports facility	
<b>Community Facilities</b>	Improve and maintain community hall Upgrading of tennis courts (possible relocation) Children’s crossings are inadequate (locations)	Public toilets	
<b>Infrastructure</b>	Complete construction (sealing) of Clowes Street Address low water pressure	Improve the quality of local roads Fibre-optic communication (broadband) Possible roundabout at major road intersection	
<b>Environment</b>	Maintenance of rural character A “Tidy Town” – need to maintain public spaces	Investigate if quarry use impacts on groundwater Control of noxious weeds (gorse, blackberry)	
<b>Economic (employment)</b>	Provision of land for industrial purposes	Flow on from new thoroughbred horse training centre	

**Other Issues:** Traffic management and safety (speed), delays in Council planning decisions fetter development, lack of Council support / funding for town, letterbox postal delivery  
**Priority Projects:** Planning for future development / services, local road improvements / maintenance, recreation facilities, environmental improvements (landscaping)

TOWN: **MALMSBURY**

Community Consultation: 6 August 2005

Issue	Identified Needs	Future Opportunities	Possible Constraints
<b>Town Centre</b>	Retention of semi-rural / heritage character Maintain historic bluestone buildings (& dwellings) Additional businesses (chemist, doctor)	Arts Precinct Tourist Route – Old Calder (via Taradale)	Land ownership is quite narrow
<b>Residential</b>	Consolidate development within existing township Modern development sensitive to local environment	Protect Neighbourhood Character - planning controls Substantial areas of vacant land are available	Development and infrastructure is not coordinated
<b>Open Space</b>	Bicycle and walking trails around the town Tennis (repair), netball , basketball court	Further development of Gardens and Crown Land Improve trail from Botanic Gardens to Ellis Falls	
<b>Community Facilities</b>	Safe pedestrian crossing at railway bridge Improve access and parking near school Public transport (no taxi, no bus)	Develop railway station / mansion (community use) Maintenance of community hall / mechanics institute	The number of Local Committees may be affecting the ability of the community to reach a shared view on town priorities and communicate it clearly
<b>Infrastructure</b>	Re-sheeting and maintenance of gravel roads Lack of footpaths	Gas supply Town entrance signage (goldfields history)	
<b>Environment</b>	Clear separation of Kyneton and Malmsbury Protect view lines (no development on ridgelines)	Control of noxious weeds (gorse, hawthorn & willow) Elm beetle control – protect exotic trees	
<b>Economic (employment)</b>	Develop assets to attract visitors > freeway bypass		

**Other Issues:** Active police station and fire brigade desirable, lack of Council support / funding for town

**Priority Projects:** Maintain rural character (no asphalt), development of open space (tree planting), retention of railway line, walking and bicycle trails around the town

TOWN: **NEWHAM**

Community Consultation: 7 August 2005

Issue	Identified Needs	Future Opportunities	Possible Constraints
<b>Town Centre</b>	A village, not a town (agreed) Beautify area surrounding intersection (incl. CFA)	Retain village centre as a small town (agreed) ... cf ... village centre with concentrated development	
<b>Residential</b>	Planning for some (limited) future development Guidelines for future subdivision of land Maintenance of 0.6-2.5ha lot size Development that respects rural neighbours		No town sewer ... any development needs to be in accordance with land capability assessment
<b>Open Space</b>	Recreation assets – bicycle / walking paths		
<b>Community Facilities</b>	Public toilets to cater for tourists and visitors		
<b>Infrastructure</b>	Road safety – main intersection Road safety – Dons Road, Egans & 3 Chain Roads	Interpretative signage – town history and touring route Widening of Anderson Road	Commitment required from VicRoads and Shire
<b>Environment</b>	Maintain rural character Maintenance of roadsides and public land	Control of noxious weeds Develop habitat corridors	
<b>Economic (employment)</b>	Need permanent residents to support facilities & associations, ... avoid being a commuting suburb		

**Other Issues:** Safety of tennis court fence (replacement), resolve road names (Rochford and Couch Roads), rate differential for rural properties to minimise subdivision pressure, traffic management (speeding on local roads), retention of PO box, need to address location for trail bike use, lack of Council support / funding for town

**Priority Projects:** Safety of intersection, safety of local roads, development control, control of noxious weeds, lack of Council services

TOWN: **MOUNT MACEDON**

Community Consultation: 7 August 2005

Issue	Identified Needs	Future Opportunities	Possible Constraints
<b>Town Centre</b>	Protection of heritage and landscape values Management of street litter		
<b>Residential</b>	Control over noise and lights Maintain rural character	Tighten planning controls and overlays	Unclear planning processes (VCAT)
<b>Open Space</b>	Parks and gardens Maintenance of Stanley Park Maintain landscape Retention of country feel including lanes and roads		
<b>Community Facilities</b>	Aged care facilities	Public transport	
<b>Infrastructure</b>	Maintenance of roads Better balance between development and availability of infrastructure	Underground power	Funding
<b>Environment</b>	Management of water resources Protect declared catchments Control septic tank pollution Fire management	Improve run-off supply to Rosslyn Reservoir Better policing of controls Green waste collection Better fuel reduction burning Better management of roundabout / gateway	
<b>Economic (employment)</b>	Encourage appropriate tourism Encourage more business opportunities	Defined zones for business uses, Restaurants Preservation of existing lifestyle and environment Better directional signage Local tourism plan	

**Other Issues:** Protection of existing character, cohesive planning, roads

**Priority Projects:** Fire management, noxious weed control, communication with Council, public management of water resources, traffic speed controls



TOWN: **MACEDON**

Community Consultation: 7 August 2005

Issue	Identified Needs	Future Opportunities	Possible Constraints
<b>Town Centre</b>	Protection of heritage values Maintain village atmosphere and shopping Restrict any medium density development within a defined town centre Prohibit inappropriate development	Detailed plan for commercial area of Macedon Streetscape plan for shopping centre Tighter planning controls	Funding
<b>Residential</b>	Protection of semi-rural character Maintain village and historic character Prevent overdevelopment	Coordinated, strengthened and enforceable planning controls	
<b>Open Space</b>	Maintenance of sporting facilities Beautification of gateway	Upgrade Tony Clarke stadium and other facilities	
<b>Community Facilities</b>	Safe pedestrian/bicycle access and circulation Retention of maternal health and child care centre Provision of aged care	Better pedestrian access under the railway bridge	
<b>Infrastructure</b>	Road maintenance and street lighting Parking in town centre Provision and access to public transport	Upgrade railway underpass Solar lighting Better signage	
<b>Environment</b>	Protection of view-lines Protection of flora and fauna Fire management	Landscape plan for township Landscape maintenance Underground power	
<b>Economic (employment)</b>	Areas to be set aside for prospective businesses		

**Other Issues:** Noxious weeds, clean up creeks, mail delivery

**Priority Projects:** Retention of character, pedestrian and cycle circulation

## Appendix C

### Macedon Ranges Planning Scheme Information and References

The Planning Scheme Zones and Overlays that apply to the small towns in Macedon Ranges Shire vary.

A summary of the Zones and Overlays is provided in the Tables, and a copy of the Zone Map is provided to assist with understanding of some of the issues raised in this report and the proposed Structure Plans.

#### Zone Table

Town	Map No.	Zones Applying in Small Towns
Darraweit Guim	31	TZ, RLZ1, RDZ2, PPRZ, PUZ2, PUZ5, PUZ6, PUZ7
Monegeetta Bolinda	30 and 40	RLZ5, RDZ1, RDZ2, CA
Lancefield	19	R1Z, LDRZ, IN3Z, B1Z, B4Z, PUZ1, PUZ2 PUZ7, PPRZ, RLZ1, RDZ1, RDZ2
Carlsruhe	16	TZ, PPRZ, PUZ2, PUZ7, RDZ1, RDZ2
Lauriston	4 and 11	RL5Z, PCRZ, PUZ1, PPRZ
Tylden	14	R1Z, LDRZ, RLZ2, IN1Z, B1Z, RDZ1, PPRZ, PUZ1, PUZ2, PUZ5
Malmsbury	5	R1Z, LDRZ, RLZ5, B1Z, B4Z, PPRZ, PCRZ, PUZ4, RDZ1, PUZ2, PUZ3, PUZ5, PUZ7
Newham	17	TZ, RCZ1, PUZ1, PUZ6, RDZ1
Macedon	25, 27, 33 and 34	LDRZ, RLZ1, RCZ1, B1Z, PCRZ, PPRZ, PUZ2, PUZ4 PUZ5, PUZ6, PUZ7, RDZ1, RDZ2
Mount Macedon	27	RCZ1, PCRZ, PPRZ, PUZ1, PUZ2, RDZ1

#### Residential Zones

LDRZ	Low Density Residential Zone
R1Z	Residential 1 Zone
TZ	Township Zone

#### Rural Zones

RLZ1	Rural Living – Schedule 1
RLZ2	Rural Living – Schedule 2
RLZ5	Rural Living – Schedule 5
FZ	Farming Zone
RCZ1	Rural Conservation – Schedule 1
RCZ2	Rural Conservation – Schedule 2

#### Business Zones

B1Z	Business 1
B4Z	Business 4

#### Industrial Zones

IN1Z	Industrial 1
IN3Z	Industrial 3

#### Public Zones

PCRZ	Public Conservation & Resource
PPRZ	Public Park & Recreational
PUZ1	Public Use - Service & Utility
PUZ2	Public Use - Zone Education
PUZ3	Public Use - Health & Community
PUZ4	Public Use - Transport
PUZ5	Public Use - Cemetery/Crematorium
PUZ6	Public Use - Local Government
PUZ7	Public Use - Other Public Use
RDZ1	Road Zone Category 1
RDZ2	Road Zone Category 2

**Overlay Table**

Town	ESO	EMO	VPO	WMO	DDO	DPO	HO	LSIO	RO	PAO	SLO
Darraweit Guim	--	--	--	Part	--	-	Part	Part	--	--	-
Monegeetta Bolinda	ESO2	--	--	Part	--	-	Part	--	Part	--	-
Lancefield	ESO1	--	--	--	--	-	Part	--	--	--	-
Carlsruhe	ESO4	--	--	--	--	-	--	Part	--	PAO1	-
Lauriston	ESO4	--	VPO2, 6	Part	--	-	--	Part	--	--	-
Tylden	ESO4	--	VPO2, 6	Part	--	-	Part	Part	--	--	-
Malmsbury	ESO4	EMO1	--	Part	Part	-	Part	Part	--	PAO1	-
Newham	ESO4	--	VPO2, 6	Part	--	-	Part	--	--	--	-
Macedon	ESO5	-	VPO2, 9	Yes	DDO8	-	Part	-	RO2, 4-5,10-11	-	SLO2
Mount Macedon	ESO5	-	VPO1, 2	Yes	-	DPO8	Part	-	RO10	-	SLO1, 2

ESO Environment Significance Overlay

DDO Design and Development Overlay

RO Restructure Overlay

EMO Erosion Management Overlay

DPO Development Plan Overlay

PAO Public Acquisition Overlay

VPO Vegetation Protection Overlay

HO Heritage Overlay

SLO Significant Landscape Overlay

WMO Wildfire Management Overlay

LSIO Land Subject to Inundation Overlay

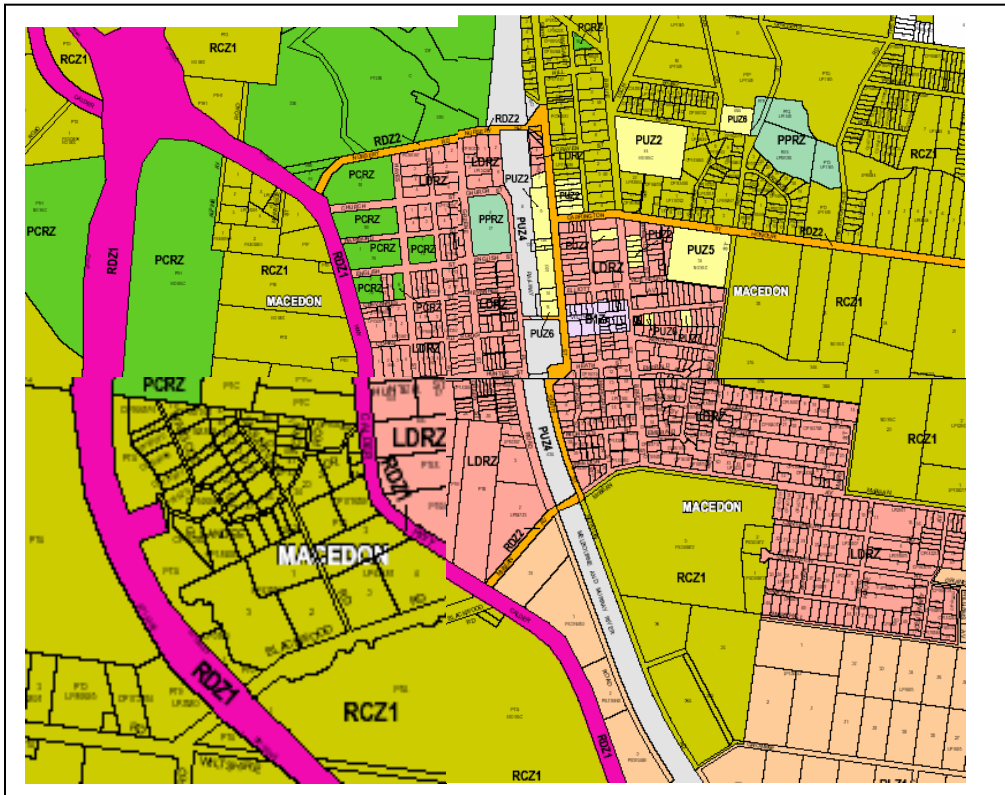
Planning Scheme Overlay maps apply in and / or around the selected towns.

Overlay planning controls provide an additional level of planning requirements to the zoning of the land (eg: for wildfire management or land subject to inundation)

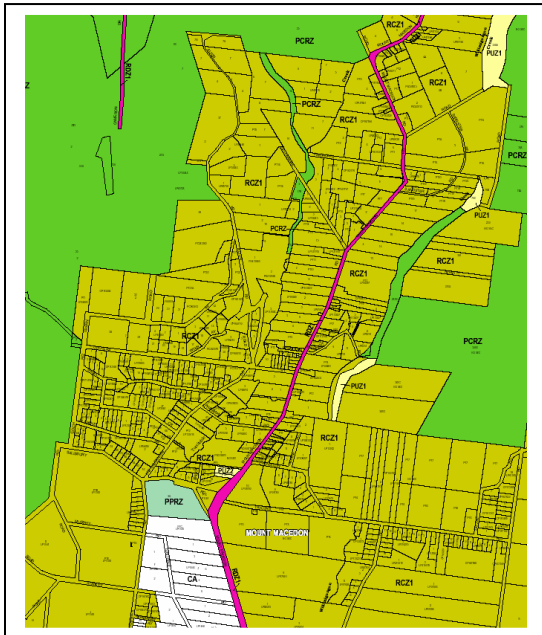
The Overlay Maps may be viewed on the website [www.dse.vic.gov.au](http://www.dse.vic.gov.au) under “planning / planning schemes online”:

### Macedon Ranges Planning Scheme Zone Maps for Small Towns

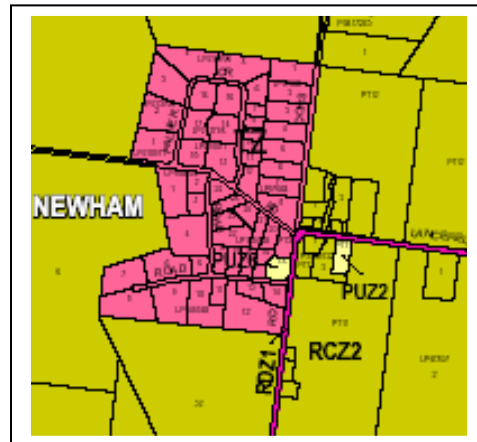
Maps are not to scale



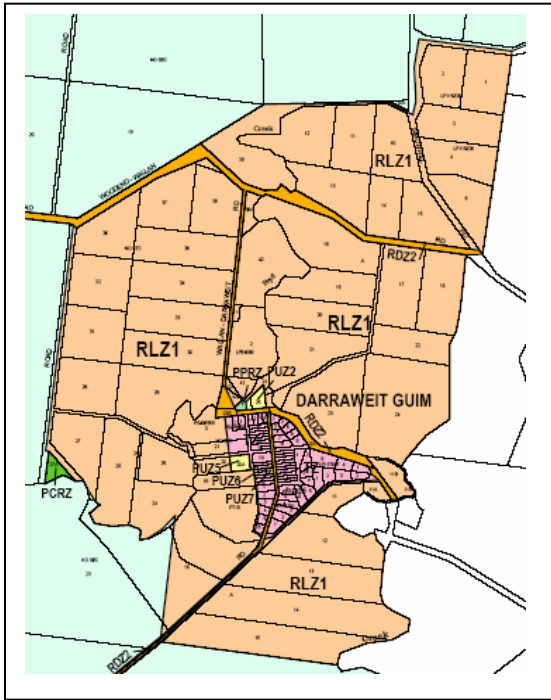
**Macedon** Maps 25, 27, 33 and 34



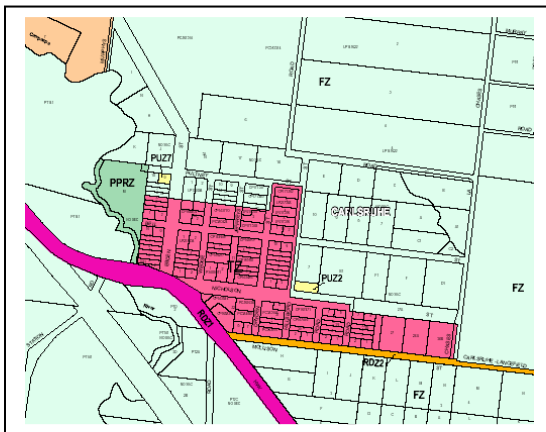
**Mount Macedon** Map 27



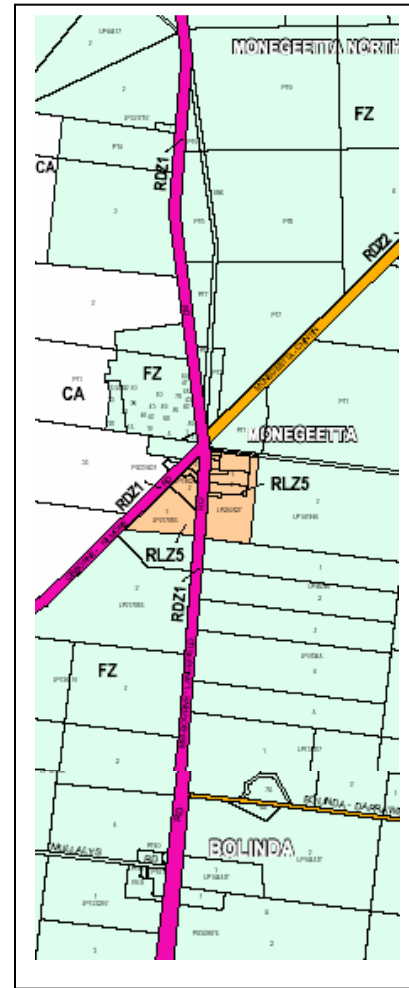
**Newham** Map 17



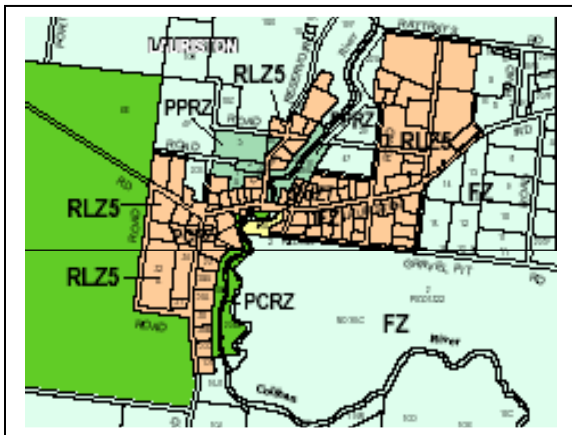
Darraweit Guim Map 31



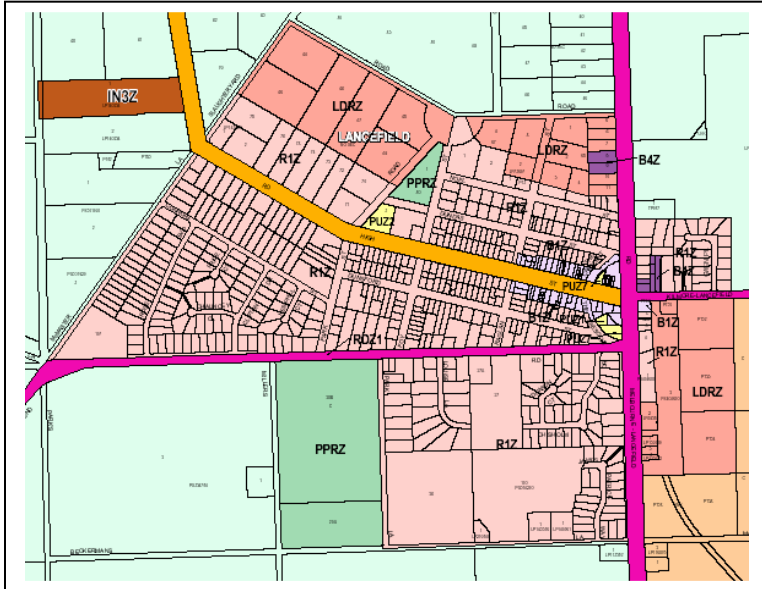
Carlsruhe Map 16



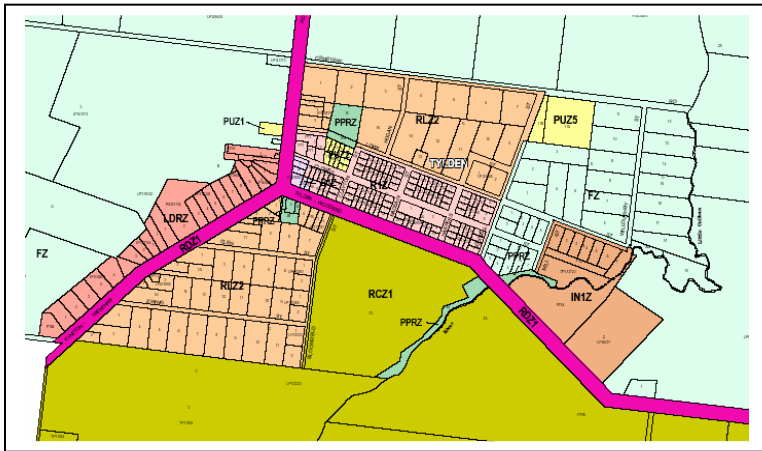
Monegetta Bolinda Maps 30 and 40



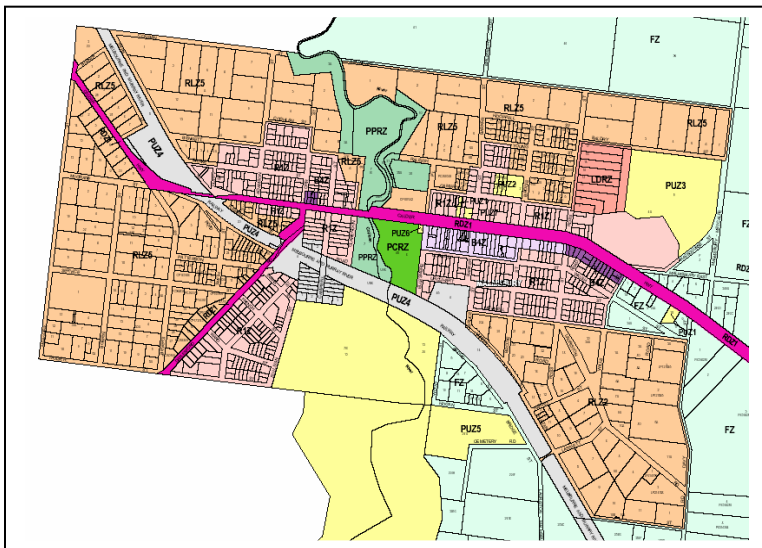
Lauriston Maps 4 and 11



Lancefield Map 19



Tylden Map 14



Malsbury Map 5



## Appendix D

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### List of Organisations

The following list identifies organisations consulted and the area / towns that they service in the Macedon Ranges Shire.

<i>Organisation</i>	<i>Area or Towns</i>
Department of Sustainability and Environment	Macedon Ranges Shire
Department for Victorian Communities	Macedon Ranges Shire
Department of Primary Industries	Macedon Ranges Shire
Department of Education, Employment and Training	Macedon Ranges Shire
Department of Infrastructure	Macedon Ranges Shire
VicRoads	Macedon Ranges Shire
North Central Catchment Management Authority	Malmsbury, Lauriston, Tylden, Carlsruhe, Newham
Melbourne Water (CMA)	Macedon, Mount Macedon, Lancefield, MB, DG
Country Fire Authority	Macedon Ranges Shire
Environment Protection Authority	Macedon Ranges Shire
Parks Victoria	Macedon Ranges Shire
Coliban Water	Malmsbury, Tylden
Western Water	Macedon, Lancefield
Powercor	Macedon Ranges Shire

Consultation with Macedon Ranges Shire included the following departments:

Planning	Kyneton
Engineering	Romsey
Environmental Health	Romsey
Local Laws	Kyneton
Economic Development / Tourism	Kyneton