



2277R01B
March 2003.

malmesbury

urban design framework



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in association with:



for:



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Executive Summary

The purpose of this Urban Design Framework (UDF) is to assist Malmesbury and its community to adapt to and benefit from the bypass of the township by the Calder freeway.

Nine critical existing and/or emerging issues currently affecting the Malmesbury township have been identified through the UDF process:

- Considering entrance and signage issues resulting from the bypass;
- Identifying and consulting with major stakeholders;
- Enhancing the use of public space for the benefit of the Malmesbury Community and its visitors;
- Linking and utilising key sites in Malmesbury including the Reservoir and Ellis falls;
- Taking advantage of the nature of the area, giving sympathetic consideration to the native flora and fauna in the bushland / rural setting and the flood prone river flats;
- Enhancing and protecting Malmesbury's important Heritage assets such as the Botanical Gardens, Mechanics Institute, The Mill, and Railway Station precinct;
- Identifying the opportunities and constraints of the town;
- Adding a new dimension to the existing network of tracks and paths;
- Linking wider tourism regions and destinations ie. Goldfields and Daylesford; and
- Identifying any opportunities for further funding.

A 'Vision' for Malmesbury

The Malmesbury Urban Design Framework proposes that the future planning for the township be based on the following Vision Statement, as derived from community consultation and research undertaken to date:

The vision for Malmesbury 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. Malmesbury will actively strive to be a destination for the traveller, and initiate affiliations within the wider tourism region.

Goals and objectives

The Vision is to be implemented through the following goals, and objectives:

To protect and enhance:

- the small scale village character,
- Heritage icons,
- the scenic valley and rural landscapes, and
- the local bluestone character.

To initiate:

- cross marketing between local businesses and wider tourism destinations

EXECUTIVE SUMMARY



The Malmsbury Urban Design Framework focuses upon the development of four tools to guide the future development of the town towards achieving the vision, goals and objectives,

- **Framework** - to identify opportunities and constraints of a number of identified precincts throughout Malmsbury,
- **Design Guidelines** - to ensure future development is consistent with the village character of the town,
- **Urban Design Priorities** - to identify and prioritise works in public areas that will have greatest benefit for the town, and
- **Funding Sources** - to identify possible sources of funding the capital works projects prioritised within the Urban Design Framework document.

The UDF will primarily be implemented through the Macedon Ranges Shire Council Planning Scheme by changes to the Municipal Strategic Statement and Local Planning Policies. A range of other recommendations such as the Urban Design Priorities will be implemented through physical on-ground works and ongoing liaison with the local community and other authorities.

KEY RECOMMENDATIONS:

- Connection of key sites and regional attractions by implementing a complete pathway network throughout the town.
- Environmental and aesthetic improvements to the Coliban River environs.
- Improvements to town gateways and establishment of a tree and signage strategy.
- Addressing the safety and liability issues of the township.
- Prioritisation of proposed works and funding sources to achieve the on ground works outlined in this document.
- Establishment of a Heritage Fund
- Forging partnerships with Authorities and community groups.

EXECUTIVE SUMMARY

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SITE ANALYSIS MAP A - EXTENT OF STUDY



Date: 28.01.03
Drawing No: 2277WDSA01

1.1 Purpose

Purpose

The Malmsbury Urban Design Framework (UDF) has been funded by the Macedon Ranges Shire Council, and the Department of Sustainability and Environment (Pride of Place funding).

The purpose of this UDF is to provide a clear vision, to assist Malmsbury and its community to adapt to, and benefit from the eventual bypass of the township by the Calder Freeway.

This framework will integrate strategic planning objectives for inclusion into the Macedon Ranges Planning Scheme and Municipal Strategic Statement (MSS), with detailed and practical directions outlining future capital works for Malmsbury.

These guidelines and local policies become implementation tools that facilitate and enable funding opportunities for the desired development of the Malmsbury township.

The UDF will also provide a prioritised program for the proposed urban design works and improvements to infrastructure consistent with the vision for the township, and complementary to the policy directions.

Vision

The Malmsbury UDF proposes that the future planning for the township be based on the following Vision Statement, as derived from community consultation and research undertaken to date:

The vision for Malmsbury 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 a destination for the traveller, and initiate affiliations within the wider tourism region.



1 INTRODUCTION

SITE ANALYSIS MAP B - PROPOSED BYPASS LOCATION

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Date: 26.10.02
Drawing No: 2277WDSA02

1.2 Scope / Process

Scope

The subject area of the Malmsbury UDF is the township of Malmsbury and its immediate surrounds, including Ellis Falls, Malmsbury Reservoir and the new planned diamond interchange on the Calder Freeway. This includes :

- the Malmsbury township extending along the current Calder Highway from the proposed diamond interchange (refer MapB), to the Coliban River, from Raleigh Street in the north, to Lasslett Street in the south. This includes features such as:
 - the Town Centre, including Village Green and the Mechanics Institute
 - the Botanic Gardens and associated Arboretum
 - the Malmsbury Cricket Ground
 - the Cemetery
 - the Malmsbury State School and Church of England grounds.
- the Malmsbury West township extending along the current Calder Highway from the Coliban River to the McCrane Street intersection, from Bennet Street to the north, and Fraser St to the south. This includes features such as:
 - the Malmsbury Reservoir and associated Coliban Reserve
 - The Mill
 - the Viaduct and aqueduct surrounds
 - the 'Common'
 - the Railway Station Precinct
- all entries and exits to the Malmsbury township.

This study does not include the Malmsbury Juvenile Justice Centre. This facility is under the authority of the Department of Human Services (Juvenile Justice Branch), and is therefore excluded.

The extent of the study area is shown on Map A.

Management of the UDF

The Macedon Ranges Shire Council engaged consultants in April 2002 to commence preparation of the UDF, and appointed a Steering Committee of local community members the following month.

The consultant team is led by KLM Gerner Consulting Group, town planners, landscape architects and urban designers, with input provided by Mary Maddock Consulting (tourism), and Hyder Consulting (traffic).

The role of the Steering Committee is to review and discuss the consultants' work at regular meetings. The Steering Committee does not have voting rights or the right to veto the consultants' work. Only the Macedon Ranges Shire Council has decision making power with respect to the recommendations contained within the UDF.

A full list of Steering Committee members is contained in Appendix 1.

Community Consultation

Well attended public meetings/workshops were conducted on 25th June and 26th August 2002 to gather local opinions about the township and to test a range of concepts developed by the consultants. Ongoing comments have been provided to the consultants by various members of the Steering Committee, and by individuals contacting the consultants direct.

1.3 Issues

This Urban Design Framework will enhance the strengths and opportunities for Malmesbury through:

- Considering entrance and signage issues resulting from the bypass;
- Identifying and consulting with major stakeholders;
- Enhancing the use of public space for the benefit of the Malmesbury Community and its visitors;
- Linking and utilising key sites in Malmesbury including the Reservoir and Ellis falls;
- Taking advantage of the nature of the area, giving sympathetic consideration to the native flora and fauna in the bushland / rural setting and the flood prone river flats;
- Enhancing and protecting Malmesbury's important Heritage assets such as the Botanical Gardens, Mechanics Institute, The Mill, and Railway Station precinct;
- Identifying the opportunities and constraints of the town;
- Adding a new dimension to the existing network of tracks;
- Linking wider tourism regions and destinations ie. Goldfields and Daylesford; and
- Identifying any opportunities for further funding.

1.4 Initiatives

This Urban Design Framework will be a tool to enable the Macedon Ranges Shire Council and community groups to apply for funding for the on ground works outlined within this document. This document addresses:

- New entry statements at each of the entrances to town including the proposed diamond interchange;
- Possible works and priority actions for sites under management by authorities and stakeholders other than Macedon Ranges Shire Council, (Coliban Water, VicRoads, Community Groups);
- Identifying key actions for the enhancement of public spaces in and around Malmesbury;
- Making recommendations for the protection and enhancement of natural features, and heritage and bluestone features, within the township and surrounds;
- Assessing the opportunities and constraints of the town, and critically identify realistic initiatives to build the village character for the community and visitors alike;
- Identifying strategic locations for the continuation of walking trails to incorporate key features into the proposed 'Heritage Trail' and 'Sculpture Trail';
- Encouraging cross promotion of tourism destinations and products with service providers in other regions; and
- Identifying funding sources to facilitate on ground works and further studies (arborists reports, heritage studies, etc) recommended in this framework study.

1 INTRODUCTION

2 BACKGROUND INFORMATION

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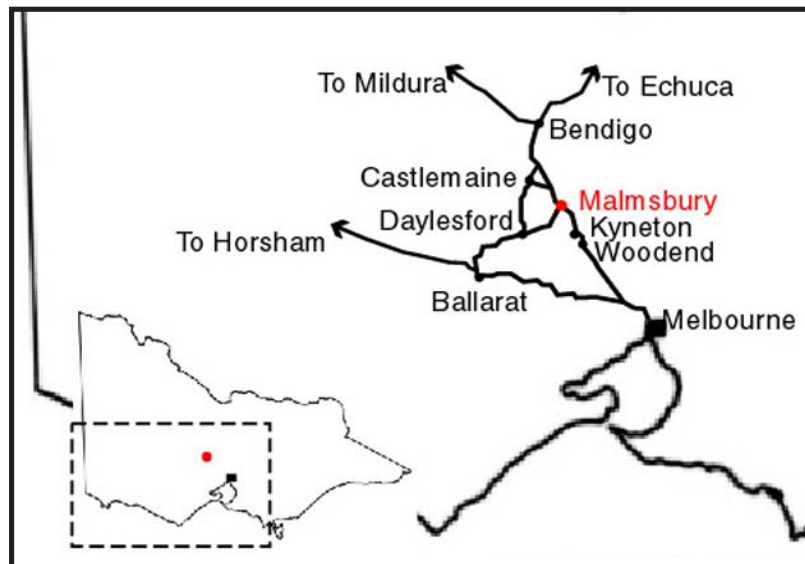


2.1 The Region

Malmsbury is located at the northern edge of the Macedon Ranges Shire. It sits within the valley environs of the Coliban River and the Calder Highway.

The town is approximately 95 kilometres from Melbourne and is currently the first township encountered on the Calder Highway when travelling from Melbourne. Malmsbury is also an entry point to the Central Goldfields District.

Malmsbury is centrally located in Victoria's Macedon Ranges and Spa Country being within a short drive to Daylesford (28km), Bendigo (55km), and Ballarat (80km) to the west, Castlemaine (25km) and Maldon (45km) to the north, and Kyneton (10km) and Woodend (25km) to the south.



KEY ISSUES

The Calder Highway will eventually by-pass Malmsbury. The town centre will be within very close proximity to the diamond interchange, thus making for an ideal stop to break a journey. The Calder Highways by-passing of towns such as Woodend and Kyneton will allow the town to act as a gateway to the region until Malmsbury is bypassed.

Funding from State and Local Government sources and public authorities appears to be concentrated on larger regional centres and key tourism sites such as Daylesford and Castlemaine. Local businesses are encouraged to cross promote and link with artists, wineries and eateries, and accommodation places to develop Malmsbury as a tourism destination. The proposed Malmsbury Urban Design Framework will assist to address these issues.



2 BACKGROUND INFORMATION

SITE ANALYSIS MAP C - REGIONAL CONTEXT

Date: 26.10.02
Drawing No: 2277WDSA03

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2.2 History & Image

The Malmesbury district was first settled in 1837 by Alexander Mollison and Charles Ebdon. Mollison was impressed by the Coliban River and established a sheep and cattle run. Rich soil ensured that the area flourished with farming leases.

Gold was first discovered in Malmesbury in 1858. With the advent of the railway in 1862, access across inland Victoria at this time boomed. By 1865, there were 26 mining companies working in the Malmesbury and Lauriston districts. By this stage the town had grown into a service centre providing goods, services, and a place to rest, for travellers seeking the goldfields of Castlemaine, Bendigo and beyond.

Bluestone was abundant in and around the district. Several bluestone quarries were established in the 19th century to the north east of the Malmesbury township. Stone from these local quarries was extensively utilised to build the significant structures within the town and region. Some examples of these structures are The Mill, The Reservoir, churches, the Mechanics Hall, the Town Hall, and the Malmesbury Viaduct. Malmesbury Bluestone was also used in many significant buildings throughout Melbourne and Hobart.



Four Mills operated extensively in the area to service the many crops once covering the landscape. Several of these bluestone buildings of varying condition still exist today.

Malmesbury retains many elements of an era past. Bluestone structures are prominent throughout the town in the form of buildings, bridges, and gutters. Wide road reserves serve as important tools to maximise and frame views of town icons and the wider region.

The streets, some gravel and others sealed, are lined with established exotic trees reminiscent of the European countryside. These boulevards also enhance the village atmosphere, providing an intimate yet grand scale to the township.

Traditional agricultural practices continue on the outskirts of Malmesbury. These are complemented by new agriculture such as viticulture, with vineyards dotted throughout the immediate landscape. Fencelines are framed by windrow plantings, particularly pine species, which provide an attractive rural backdrop to the township.

Many of the approaches to Malmesbury, particularly from the south are accompanied by these pine windrows.

KEY ISSUES

Malmesbury was first settled for agricultural pursuits. Gold was discovered in and around the region forging Malmesbury as a service centre for prospectors. Many heritage features remain intact, particularly bluestone structures, which must be preserved and given a sympathetic new use.

2 BACKGROUND INFORMATION

2.3 Township Today

Population

The population of Malmsbury is relatively static with a population of approximately 500.

Census data for the Malmsbury collector district indicates that the majority of people are located within 5-17 and 35-49 age groups (48.9%).

Age structure	1991		1996	
	No	%	No	%
0-4	46	8.8	56	10.8
5-17	123	23.8	116	22.6
18-24	72	13.9	45	8.8
25-34	73	14.1	76	14.7
35-49	113	21.9	135	26.3
50-59	37	7.2	43	8.4
60-74	44	8.4	30	5.9
75+	10	2	12	2.4
Total	518	100	514	100

Source: Department of Infrastructure, Towns in Time.

Within the Macedon Ranges municipality, projections to 2021 indicate that the population will increase by 22%. This is above the state average for Regional Victoria (9%), and Metropolitan Melbourne (14%). This projected increase is in line with other ex-urban areas (areas on the edge of Melbourne beyond the urban fringe). This growth is often attributed to 'lifestylers', families from Melbourne seeking a rural lifestyle. This is evident in Malmsbury from the above figures. As with most country towns, young people aged 18-24 leave Malmsbury in search of employment opportunities. The majority of the Shires growth is expected within the southern half of the Shire, due to its proximity to Melbourne.

Statewide pop. statistics	1999	2021	%
Regional Victoria	1 304 833	1 424 238	9% increase
Metro. Melbourne	3 387 394	3 934 878	14% increase
Macedon Ranges			
Total Population	35221	42927	22% increase
Males	49.7%	49.3%	0.4% decrease
Females	50.3%	50.7%	0.4% increase
Total	100%	100%	
Migration: Macedon Ranges	0.3%	0.9%	0.6% increase

Source: Department of Infrastructure, Victoria in Future 1996 - 2021.

The attraction of Malmsbury is not solely dependent upon its physical features and built form. The town's heart relies upon the tireless efforts of the local population which is engendered through the various community groups including:

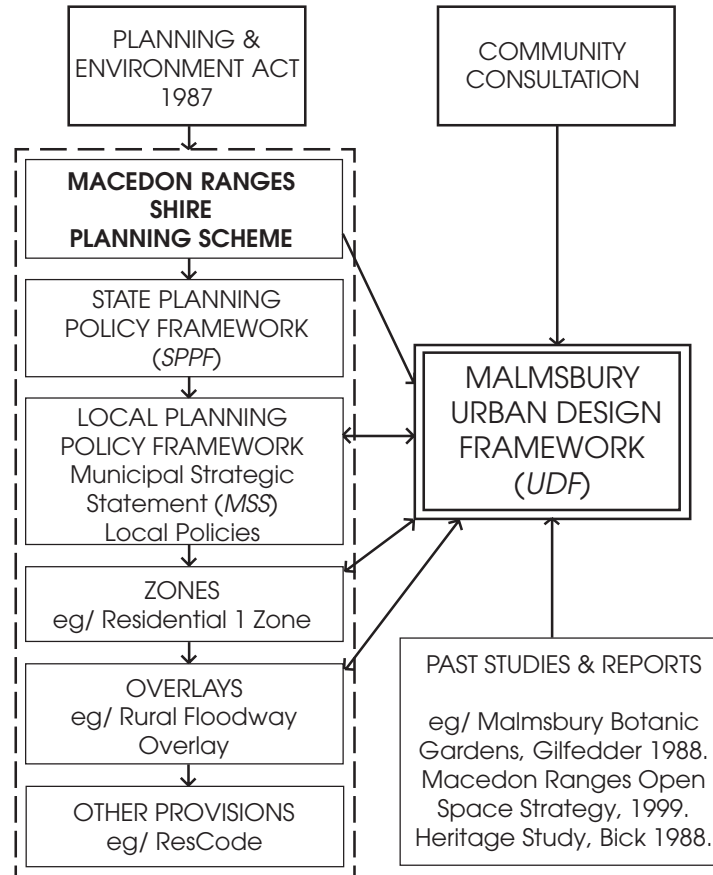
- Friends of the Malmsbury Botanic Gardens and environs,
- The Malmsbury Historical Society,
- The Primary School Community, &
- The CFA.

2 BACKGROUND INFORMATION

2.4 Policy References

Policy Context

The preparation of the Malmsbury UDF requires consideration of the wider policy context.



Key Sections of the Macedon Ranges Planning Scheme as it relates to Malmsbury include:

Local Planning Policy Framework

- 21.01 What is a Municipal Strategic Statement
- 21.02 Municipal Snapshot
- 21.03 Key Issues and Trends
- 21.04 State and Regional Planning context
- 21.05 Corporate Plan 1998
- 21.06 Municipal Vision and Strategic Framework
- 21.07 Strategic Directions
- 21.08 Reference Documents
- 21.09 Implementation and Review

Local Policies

- 22.01 Macedon Ranges and Surrounds;
- 22.02 Townships Clause 22.02-10 Malmsbury (see pgs 13-14);
- 22.03 Catchment Management and Water Quality Protection;
- 22.04 Erosion Risk;
- 22.05 Environmental Management Guidelines;
- 22.06 Vegetation Protection;
- 22.07 Soil Removal;
- 22.11 Heritage;
- 22.16 Calder Freeway and Calder Highway environs;

Zones

- 32.01 Residential 1 Zone;
- 34.01 Business 1 Zone;
- 34.04 Business 4 Zone
- 35.01 Rural Zone - Schedule 2
- 35.03 Rural Living Zone – Schedule 2
- 36.01 Public Use Zone (various);
- 36.02 Public Parks and Recreation Zone
- 36.03 Public Conservation and Resource Zone
- 36.04 Road Zone Category 1.

2 BACKGROUND INFORMATION

2.4 Policy References cont.

Overlays

- 42.01 Erosion Management Overlay Schedule 1
- 42.01 Environmental Significance Overlay – Schedule 4
- 43.01 Heritage Overlay
- 44.04 Land Subject to Inundation Overlay
- 44.06 Wildfire Management Overlay
- 45.01 Public Acquisition Overlay

Particular Provisions

- 54. One dwelling on a lot
- 55. Two or more dwellings on a lot and residential buildings;
- 56. Residential subdivision

22.02-10 MALMSBURY

This policy currently applies to the use and development of land within the Malmsbury township and environs as shown on the Malmsbury Township Structure Plan attached to this Local Policy.

Role and Character

Malmsbury had a population of 509 persons in 1996. The population increased by 11.1 % between 1986 and 1996. Malmsbury performs the role of a local service centre for town residents and the community in the surrounding agricultural area. Limited services are available in the town centre.

The introduction of sewerage to the town will improve the amenity of the urban area and enhance opportunities for infill development on lots previously too small for sustainable effluent disposal. Sustainable effluent disposal in Malmsbury is of regional significance as the Malmsbury Reservoir supplies urban water to much of central Victoria, including Bendigo.

Elements that define the character of Malmsbury include:

- Gold mining heritage
- Malmsbury Botanical Gardens of heritage significance ¹.
- Malmsbury Juvenile Justice Centre is located in the town.
- The township has a 'small country town' atmosphere.
- A range of residential lifestyles are offered including township, low density residential and rural living.
- Railway heritage significance.

Objectives

- To ensure that all-new development is within the township sewerage district.
- To protect heritage buildings, streetscapes and gardens.
- To maximise opportunities of through traffic by providing for limited expansion of the retail business area along the highway.
- To maintain and enhance the Coliban River and environs as the basis of an integrated open space network.
- To protect the quality of water in the Malmsbury Reservoir and the Coliban River.

¹: Placed on the Victorian Heritage Register - July 2002

2 BACKGROUND INFORMATION



2.4 Policy References cont.

Policy

It is policy that:

- Use and development of land within the township is to be generally consistent with the Policy Reference Documents.
- Development proposals within the town centre, on the south side of the highway, will need to demonstrate how the design of the proposed development will sympathise with or add to the existing heritage and townscape character of the town centre.
- All new allotments and development within Malmesbury township shall be provided with sewerage when available. Council may require the extension of the existing system, at the cost of the developer, where it is considered appropriate for the future growth of the town and the protection of water quality and the amenity of the area.

Policy Reference Documents

- Malmesbury Township Structure Plan.
- Kyneton Framework Plan, John Bennet & Associates and Newell Barret, 1991.

Heritage

Policy Basis:

The Shire is rich in heritage encompassing pre and post European settlement. The heritage features include buildings, areas, streetscapes, natural landforms, archaeological sites and landscapes.

Objectives:

To protect and enhance all heritage features to ensure residents, visitors and future generations can enjoy the unique heritage of the Shire.

Policy – key points

- In assessing development and land use applications the responsible authority shall have regard to the strategies in the Policy Reference Documents.
- Alternative uses of heritage buildings will be considered to achieve the protection of significant buildings.
- Development of land adjoining or nearby a heritage building or place shall have regard to any likely impact on the heritage building or place.
- The views of relevant local heritage bodies shall be considered as appropriate.
- Comment shall be sought from the National Trust on all planning applications which may have a significant impact on a place classified by the National Trust.
- The identification, protection and management of Aboriginal cultural heritage values be promoted.

Setting

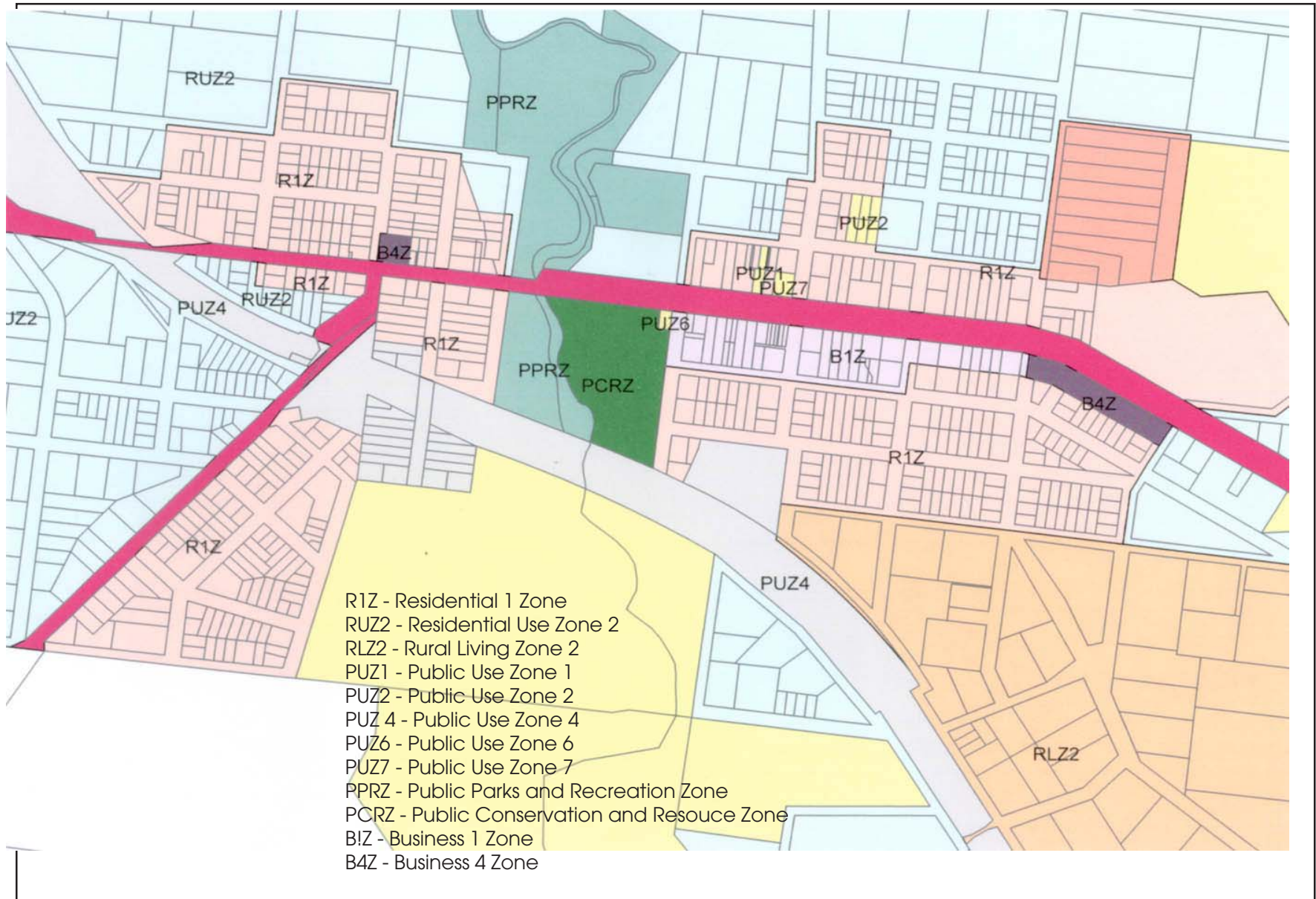
Clause 27.01- Management of Urban Growth

Key points include:

- The character of the Shire's towns needs to be protected. The existing character of the Shire's urban areas is defined by compact town centres, significant landscape views, heritage streetscapes and sites, and rural landscape and bushland settings.
- Villages have high standards of amenity that are products of their size, form, design and rural location.

The existing character of the Malmesbury is defined by the Coliban River, the compact town centre, significant landscape views, heritage streetscapes significant bluestone buildings and sites, and the surrounding rural landscape.

2 BACKGROUND INFORMATION



2.5 Regional Market Assessment

To establish Malmsbury's Tourism role the following tasks were undertaken:

- Township and regional site familiarisation to ascertain tourism opportunities and constraints of Malmsbury;
- Review of available market research data held by organisations such as Bureau of Tourism Research, Tourism Victoria, Tourism Forecasting Council, Australian Bureau of Statistics;
- Review of previous tourism consulting reports;
- Review of the various strategies and plans conducted on behalf of Macedon Ranges Shire Council;
- Interview key industry representatives, including Tourism Victoria, Macedon Ranges & Spa Country Campaign Committee, and Macedon Ranges Shire Council officers, together with tourism operators located within the region and Malmsbury community
- Preparation of a summary report for consideration in the development of the Urban Design Framework

Tourism comments

- Significant cross touring activity between Shires and towns has been identified. This is advantaged by the short driving distances and demand pull of key attractions distributed throughout the region
- High value is also placed on the opportunity to relax and engage in passive recreational pursuits such as sightseeing, walking, fishing and cycling
- High importance is placed on information provision (pre and during the experience), for services, attractions, heritage, etc, together with well maintained support infrastructure (eg, public toilets)



2 BACKGROUND INFORMATION

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3 FRAMEWORK

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3.1 Opportunities and Constraints

To determine Malmesbury's opportunities and constraints, a series of public workshops were held. Information provided by the community was enhanced by key interest groups such as the Historical Society and Friends of the Malmesbury Gardens and Environs. Representatives from Council and responsible authorities such as Coliban Water, North Central Catchment Management Authority, and VicRoads provided valuable input.

Opportunities

Landscape Character

- Malmesbury Botanic Gardens and arboretum
- Deciduous trees predominantly Elms, and autumn colours
- Reservoir and associated gardens
- Coliban River and environs
- Cemetery
- Unmade gravel roads contributing to rural character
- Village Green offering passive open space
- The valley setting including dramatic topography and views
- Wide streets, particularly the Calder Highway
- Nearby waterfalls offering potential trail routes to the wider region

Built Form

- Historic bluestone buildings including the Railway Station precinct, The Mill, Town Hall, churches, and the Mechanics Institute
- Bluestone bridges including the viaduct
- Village centre shops and verandahs
- Rural village - low density atmosphere
- Timber miners cottages

Infrastructure

- Heritage of bluestone gutters
- Sealed and unsealed roads
- Eventual Calder bypass will increase pedestrian safety and amenity within the village

Recreation

- Malmesbury Botanic Gardens
- Reservoir and associated gardens
- Walking tracks to Botanic Gardens, river and Reservoir etc
- Malmesbury Cricket Ground, and tennis courts

General

- Strong community spirit
- Gateway to the Spa Country, Goldfields, Macedon Ranges Region
- Proximity to Melbourne, Bendigo, and Ballarat

Constraints

Landscape Character

- Poor visual entries which do not define the township
- Weed infestation of natural watercourses and open space
- Senescent trees and inappropriate species selection and location which break the visual continuity of some streets

Built Form

- Disrepair of significant buildings ie the Goods Shed in the Railway Station precinct
- Inappropriate or unsympathetic design of newer buildings
- Advertising signage which detracts from the village character

Infrastructure

- Heavy traffic volumes, especially trucks on the Calder Highway
- Poor street lighting
- Inconsistent paths throughout the town that do not link key sites
- Lack of pedestrian amenity to safely cross busy streets
- Public toilets have limited provisions for disabled patrons
- The Daylesford Road bridge is narrow and presents a safety concern for both traffic and pedestrians
- Poor signage and lack of a consistent signage strategy
- Unsafe access over the deep bluestone gutters (liability issues)
- Lack of adequate public transport
- Lack of natural gas
- Overhead powerlines detract from the village visual amenity

Recreation

- Limited recreation facilities;
- Lack of youth activities;
- Existing recreation facilities require significant upgrading;
- Limited cultural facilities.

3.2 Landscape Character

The landscape character is defined by the Coliban River and its valley which traverses the village and the undulating surrounding rural landscape.

Significant landscape features include the Malmsbury Botanical Gardens, the Coliban River, the Reservoir and associated gardens, and the wide Calder Hwy road reserve. The deciduous exotic trees, such as oaks and elms which are found within Malmsbury's road reserves further enhances this village character. The development of the Village Green and the Arboretum will positively add to this character.

Contributory Landscape Character elements include:

- The valley setting
- Deciduous trees within the street reserves
- Valley and village views
- Wide streets with unimpeded views, ie/ the Calder Highway
- Unmade gravel roads in a rural setting
- Arboretum
- Ellis Falls

Elements which detract from the Landscape Character include:

- Willows and other weed species such as Blackberry, Gorse and Broom, particularly within the Coliban River environs
- A sporadic maintenance regime for the upkeep of town facilities and infrastructure, especially beyond the Calder Highway envelope
- Senescent trees, especially in pine plantations and some road reserves.

KEY ISSUES

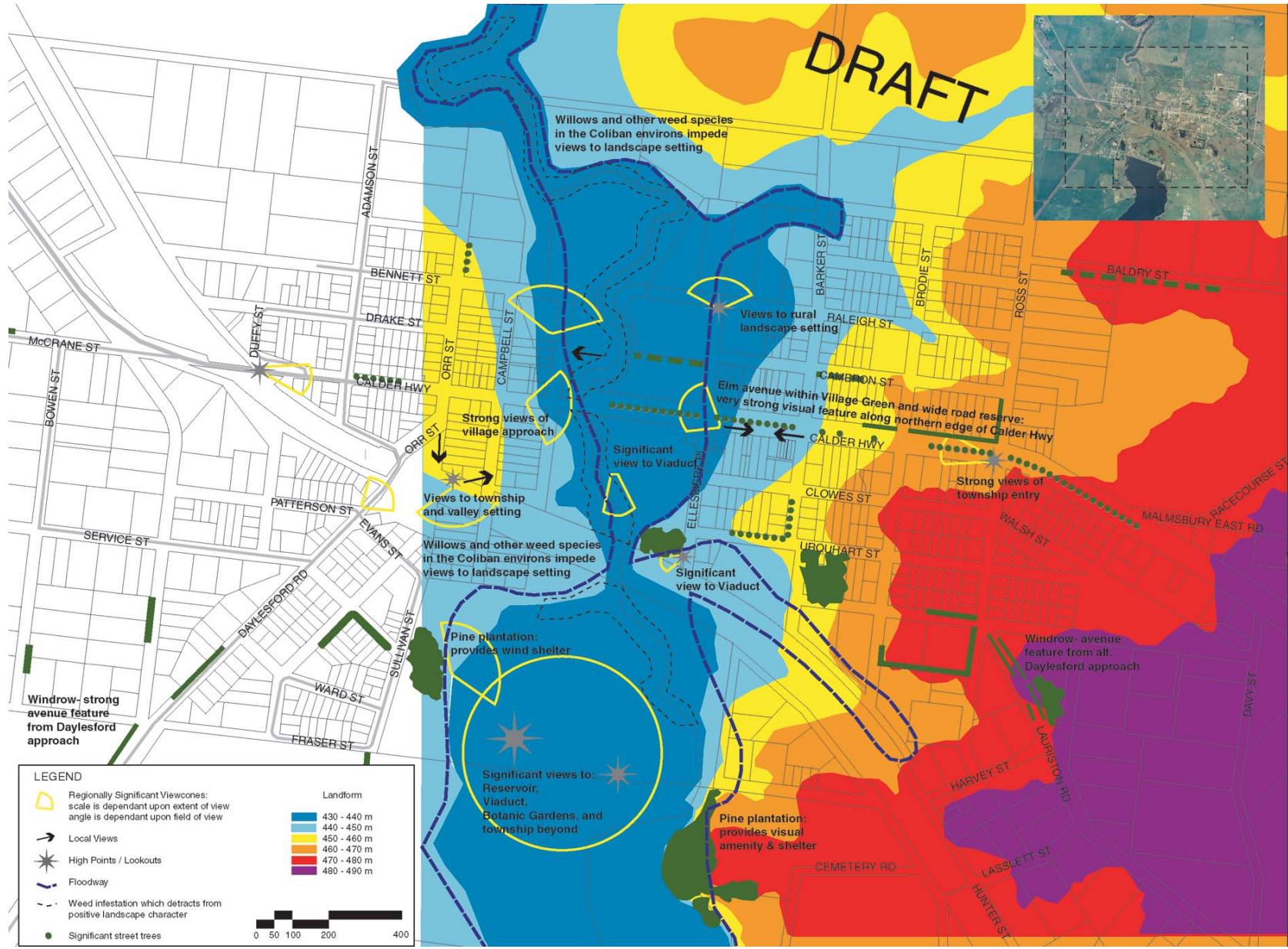
The need to further enhance and maintain the landscape character is crucial to the township of Malmsbury

Senescent trees will require replacement over time.

The continual restoration and enhancement of key features such as the Botanic Gardens, Village Green and Arboretum will add to the landscape character of Malmsbury.



3 FRAMEWORK



MALMSBURY URBAN DESIGN FRAMEWORK JANUARY 2003
 SITE ANALYSIS MAP E - LANDSCAPE CHARACTER



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SITE ANALYSIS MAP E - LANDSCAPE CHARACTER



Date: 26.10.02
 Drawing No: 2277WDSA05 RevA

3.3 Township Precincts and Key Sites

To further define Malmesbury, precincts have been developed based on key characteristics and sites.

The precincts are outlined as:

1. Gardens and Recreation
2. The Reservoir
3. The Village
4. Bluestone Heritage
5. Gateways
6. Residential

Key characteristics and significant sites of each precinct include:

1. Gardens and Recreation

- The Coliban River and Aqueduct;
- The Malmesbury Botanic Gardens;
- The Town Hall;
- The Arboretum;
- Malmesbury Recreation Reserve (MCG);
- The common;
- The Viaduct;
- The opportunity exists to improve links across the Calder Highway between the Botanic Gardens and the recently developed Arboretum;
- Structures around the Malmesbury Recreation Reserve (MCG) need to be relocated and/or redeveloped;
- The opportunity exists to further develop The Common for further passive and active recreational activities;
- A significant portion of the land is subject to inundation, refer Map E (Floodway).



2. The Reservoir

- The Reservoir including the wall, water tower; spillways, pumping station and aqueduct;
- The Coliban Reserve incorporating exotic species, toilets and picnic facilities;
- The Coliban River and wetlands;
- The Viaduct;
- The views of Malmesbury which are available from the Reservoir;
- Weed, blackberry, gorse and broom within the area and willow infestation along the Coliban River detract from the beauty of the site.



The Reservoir

3. The Village

- The village shops
- The Village Green
- The wide Calder Highway road reserve;
- The Churches
- Adequate and safe parking around shopping strip is an issue;
- The village shops are generally built to the boundary, with verandahs over the footpaths;
- Inappropriate commercial signage is considered to be detrimental to the character of the area;
- The deep bluestone gutters which inhibit safe egress, have heritage significance and need to be retained;
- The Mechanics Institute (research centre).

3 FRAMEWORK

3.3 Township Precincts and Key Sites cont.

4. Bluestone Heritage

- The Railway Precinct incorporating the station building and associated platforms, the goods shed and the caretakers residence;
- The Daylesford Road bridge;
- The Mansions
- The Mill
- Strong views to and from the Mill are available, however they can be further improved.
- Disuse of buildings within the railway precinct have seen them fall into a state of disrepair, which is further compounded by graffiti and weed infestation within the general precinct;

5. Gateways

- Kyneton entrance – existing and proposed;
- Taradale entrance;
- Daylesford Entrance;
- Lauriston Entrance;
- There is no consistent theme or signage strategy for the above listed town entrances;
- The opportunity exists to define the towns entrances with a consistent theme;

6. Residential

- Built form is generally single storey dwellings
- Modest timber miners cottages are evident;
- Two storey dwellings exist in the village precinct around Ross Street near the JJC;
- Building settings and allotment sizes have been characterised by the former need to adequately dispose of effluent on site;
- Trees within the road reserves and private properties add to the character of the town.
- Residential character is influenced by English Garden settings.



Bluestone Heritage: Railway buildings & Daylesford Rd bridge

The Village: Village shops, bluestone gutters & angle parking



Gateways: Calder Highway approach from Melbourne



MALMSBURY URBAN DESIGN FRAMEWORK JANUARY 2003
SITE ANALYSIS MAP F - TOWNSHIP PRECINCTS & KEY SITES



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SITE ANALYSIS MAP F - TOWNSHIP PRECINCTS & KEY SITES



Date: 28.01.03
Drawing No: 2277WDSA06 RevA

3.4 Township Character & Built Form

Township Character

Malmsburys character is derived from its scenic landscape setting within the valleys of the Coliban River and the built form that is characterised by a mix of modest sized dwellings and significant bluestone structures. This village atmosphere is further enhanced via the street trees, the Village Green and wide road reserve of the Calder Highway, which allows for views of dominant buildings and the surrounding rural landscape to be achieved.

Built Form

Heritage features are predominant within the townscape, with notable examples being the bluestone structures of the Viaduct, the Railway Precinct, the Mechanics Hall, the Mill, local churches and the Mansions. Added to this are the deep gutters, bridges and dry stone walls, all of which have been constructed from bluestone. The significance of the bluestone within the village is further enhanced by the fact that the material was locally sourced. Minimal front boundary setbacks and the verandahs which have been built over the footpath define the buildings with the village centre. Whilst two storey dwellings exist throughout the town, and in particular around Ross Street, the majority of residential dwellings are modest in size. This is evident by numerous timber miners cottages which are found within the locale.



3 FRAMEWORK

3.5 Infrastructure

The town is well serviced by electricity and water, and sewerage was introduced in the late 1990's. The town relies on bottled gas.

Malmsbury is located on the Melbourne to Bendigo railway line. Services stopping at Malmsbury are however kept to a minimum. The railway line was opened in 1862 with a significant feature of this line being the Viaduct (which crosses the Coliban River), and the Bluestone Station and Goods Shed.

Whilst Malmsbury is currently located on the Calder Highway, the town will be bypassed within the next 5 to 7 years. A diamond interchange will form the new entry to the town.

Malmsbury supports a primary school. Upon completion of primary school education the majority of the students travel to Kyneton for secondary school education.

The Malmsbury Reservoir is a significant landmark within the town and surrounds. The reservoir is managed by the Coliban Water Authority, and supplies water to Castlemaine and Bendigo via a gravity fed open aqueduct system.

The Reservoir which provides a picturesque backdrop to the town, is a favourite amongst many locals and visitors. Fishing and walking are the predominant activities. As the Reservoir provides drinking water to a wide population boating activities are prohibited. At the community consultation sessions undertaken during the Urban Design Framework process, almost all in attendance would like to



see a walking track linking the Reservoir to the Viaduct, Botanic Gardens, Cemetery and the village.

The pathway network is currently incomplete, and in some areas tripping hazards are of concern. Key features such as the Reservoir and significant buildings are often excluded from accessible and safe pathways which link with the main township.

Another safety hazard is the open bluestone gutter lining the village shopping strip. This deep gutter inhibits safe pedestrian egress from the current on-street parking provisions to the village shops. The gutter is over one meter wide and there are few concrete crossing points. The majority of which have no handrails. Community concern for the protection of this heritage asset was noted throughout this study, and measures are required to provide safe accessible crossing. At piped locations under roadways, these gutters do not allow sufficient flow of run off during occasions of very heavy rain.

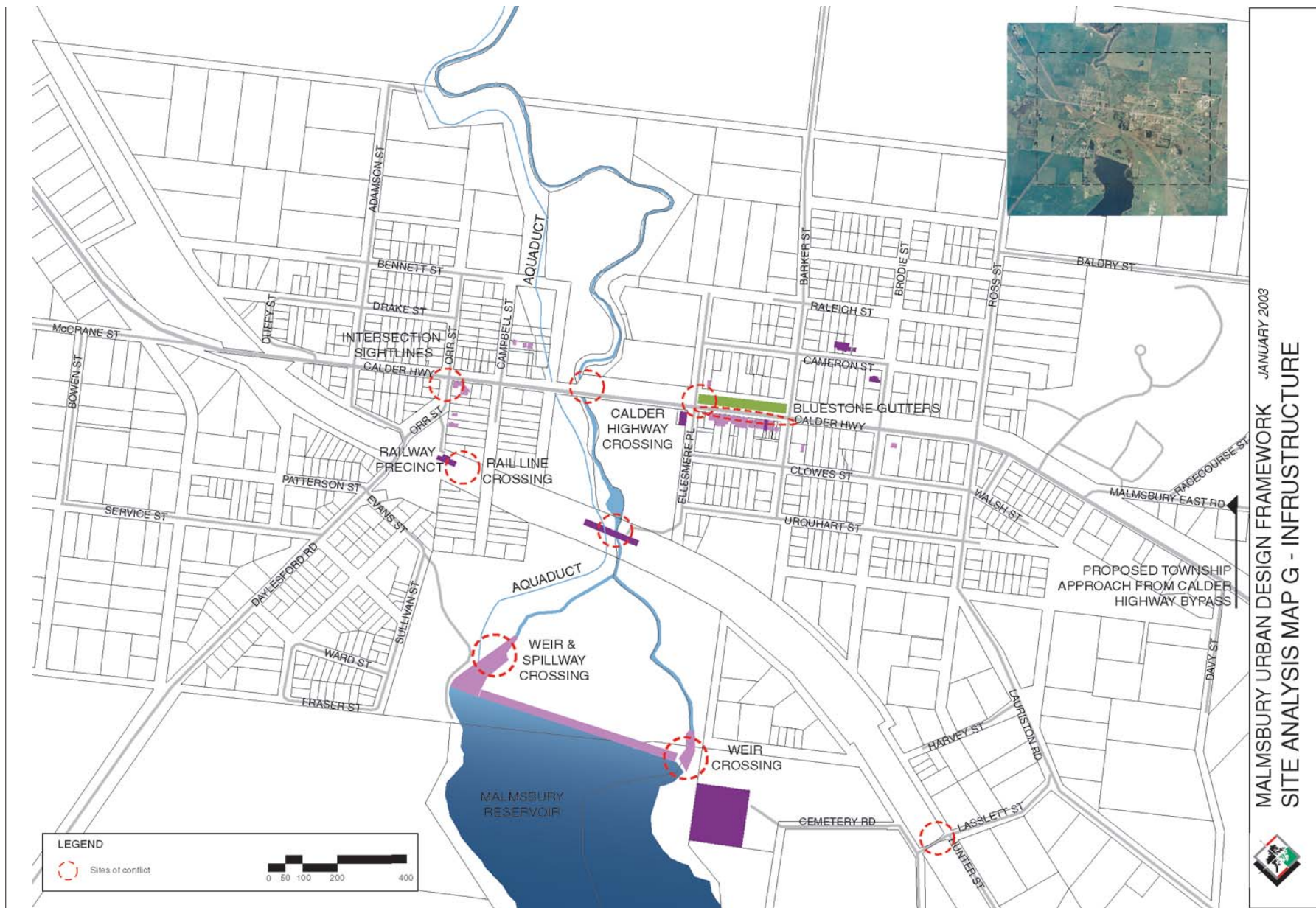
Street lighting is of concern to many residents. The Calder Highway is very dark at night and does not present a good image of the town.

The main roads of Malmsbury are bitumen sealed. Some secondary roads are gravel surfaced which presents a maintenance issue for



the Shire. Vehicle bridges in Malmsbury are mostly in original condition, but due to their narrow width they represent a safety hazard. This is a concern for both the community and the Shire.

3 FRAMEWORK



MALMSBURY URBAN DESIGN FRAMEWORK JANUARY 2003
 SITE ANALYSIS MAP G - INFRASTRUCTURE



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SITE ANALYSIS MAP G - EXISTING INFRASTRUCTURE



Date: 29.01.03
Drawing No: 2260WDSA07 RevA

3.6 Regional Tourism Initiatives

Situated on the Coliban River, Malmesbury is a 'Heritage Town', characterised by its history, bluestone architecture, gardens and parks, and village charm. The town's tourism product includes:

Features (including State significance - Victorian Heritage Register, National Heritage Register)

- Village ambience created by its small scale, heritage character;
- Village Green;
- Range of historic buildings and structures including for example, the main street shop facades, the Mechanics Institute, the railway precinct (currently derelict) and the Railway Viaduct — Classified "A" by the National Trust;
- Botanic Gardens — established in 1865, placed on the Victorian Heritage Register - July 2002, which is a popular meeting place;
- Range of open space and passive recreational opportunities suitable for cycling, walking, fishing and picnicing located within the town and close environs, eg Malmesbury Reservoir & Coliban River.

Services

- Five dining outlets including the General Store, Malmesbury Hotel, Tea Rooms, the Malmesbury Bakery (well known and regarded in the region), and The Mill, a significant well established historic landmark in the town offering restaurant dining, wine sales, art/craft and accommodation;
- Five accommodation establishments ranging from a 2.5 star hotel/motel to four star boutique, self contained, bed and breakfast and farm stay properties, situated in or within close proximity to the town;
- A number of speciality retail shops housing antiques and a growing art and crafts precinct, featuring and promoting local art and artisans, including a proposed art gallery and sculpture space at Bleak House;
- Local produce outlets such as the herb farm and surrounding wineries.

Historically, tourism in Malmesbury has largely been oriented to servicing passing travellers and catering to weekend visitors.

More recently however, as the Macedon Ranges & Spa Country tourism region develops its competitive market position as a short break destination, tourism oriented enterprises are emerging such as bed and breakfast establishments and support businesses (food/beverage, art/craft) that operate seven days a week.

With the proposed Malmesbury bypass, there will be a critical need to create a "reason to visit" in order to support this growing tourism industry.

Therefore, to encourage visitors to stop and/or stay, Malmesbury's opportunity, as identified by the community, is to retain and enhance its village environs, while providing an appropriate retail mix that incorporates a speciality focus.



Specialty focus - Malmesbury Cottage Tea Rooms

3 FRAMEWORK

3.7 Signage

Presently, signage is inconsistent, poorly designed and arbitrarily located throughout Malmsbury. The present signage is often difficult to read for both vehicle traffic and pedestrians.

Developing a coordinated hierarchy of signs, will improve the image and appearance of the town whilst also providing guidance for visitors, and providing certainty for local business operators.

In developing this Signage Strategy, consideration is to be afforded to:

- Tourist Signing Guidelines – Vic Road and Tourism Victoria;
- Local Heritage requirements
- Local Business requirements;
- Local Services requirements;
- Tourism and Heritage Trails, ie Golden Way Signs;



Key Issues

- There is no signage policy to assess the location and design of signage throughout the town;
- Current tourism/informational/way-finding signage is in a poor state and often hard to read;
- Several signs are poorly located;
- There is little consistency in the design and appearance of signs;
- There is no policy on the permissible size of tourism signs;
- Present signage does not promote the town within the wider region;
- There are limited Gateway signs advising of entry to Malmsbury;
- There are limited signs on traffic thoroughfares advising Malmsbury as being a gateway/alternate route to the surrounding regions and key destination points (ie Goldfields and Daylesford);
- A co-ordinated system of signs that are easy for the public to use to orient themselves, identify key sites and facilities, and inform about places of interest is required to effectively improve way finding for visitors.



Current civic guide signage requires updating to include new features such as the arboretum, and proposed trails such as the 'Heritage' and 'Sculpture' Trail. The design and location of this information signage should also be addressed.

Examples of excellent interpretation signage in Malmsbury

3 FRAMEWORK

4 GUIDELINES

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4.1 General Guidelines

The General Guidelines are designed to be applied across the various precincts throughout the study area. Where greater detail of an issue is required it will be discussed in the relevant precinct in Sections 4.3.1 to 4.3.5.

Coliban River and valley setting

- Remove Willows and other weed species from the Coliban environs
- Revegetate Coliban River with endemic trees, shrubs, and ground cover species to protect banks from erosion and create a wildlife corridor from the Reservoir through to the adjacent Arboretum and The Common.

Street Trees

- Retain the existing deciduous Elm character of the township.
- Develop a tree replacement strategy to infill existing tree avenues with same or similar species to achieve visual continuity throughout whole streetscape.
- Introduce new continuous avenues of exotic or indigenous species to selected streets that currently have no street tree planting scheme.
- Street trees are to be planted at a consistent setback from the road edge and have consistent spacing to ensure visual continuity.
- Control future species selection and planting layouts to ensure planting theme is strengthened and protected. Refer Map M.

Valley and Village Views

- Remove selected vegetation and weed species to facilitate views to key features such as the Viaduct, the Mill, and the Railway Precinct under supervision from proper authority.

- Enforce controls through the implementation of Council Policy on built form to ensure that views to town assets are preserved and enhanced.

Road Reserves

- Maintain road reserves for safety and amenity (eg. regular grade and shoulder gravel roads, maintain and remove weeds from open drains)
- Provide pedestrian pathways along road reserves to implement proposed heritage and sculpture trail network. These pathways are to have a minimum width of 1.8 metres to ensure both bicycles and pedestrian use is facilitated.
- The surface of pathways are to conform with AS 1428.1 Design for Access and Mobility. Materials selection could include bluestone flagstones, asphalt, or granitic sand. This is dependant upon the heirarcy of the pavement and the surrounding landscape character. Refer Map H.



Road Reserves: regularly grade and shoulder gravel roads

4 GUIDELINES

4.1 General Guidelines cont.

Landscape

- The current deciduous appearance of key avenues should be maintained and enhanced;
- A tree replacement strategy for street trees and wind row/pine plantations requires development and implementation;
- Investigate funding for undergrounding of power or aerial bundled cable (ABC), particularly along the Calder Highway within the village, and where powerlines interrupt views to the railway precinct and historic viaduct;
- Appropriate selection, location, and maintenance of street trees near powerlines will ensure trees display a natural form;
- Vegetation within road reserves should be consistent with existing trees within that street;
- Willows and other weed species should be removed from the Coliban environs;
- Revegetation of the Coliban River environs with endemic species is required to stabilise the banks of this waterway;
- Planting can be used to hide inappropriate buildings and structures.

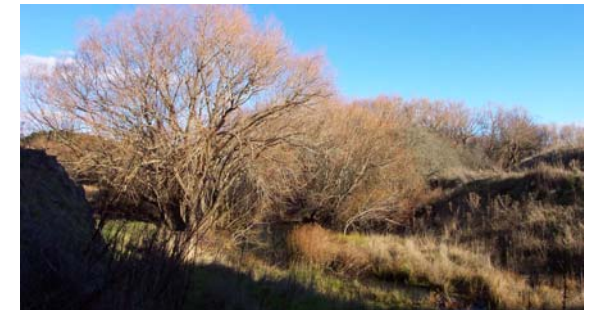
Street furniture

- The design and colour of street furniture requires a consistent treatment, (ie heritage green, robust pieces of one type);
- Replace all inconsistent and damaged street furniture with one type;
- Street lighting should be improved, either with new lighting poles or improve the luminosity and frequency of existing street lights;
- If undergrounding of power is achieved, this presents the opportunity to create a new lighting fixture to the Calder Highway. Appropriate lighting should be selected to enhance the village atmosphere and pedestrian scale of the shopping strip. Investigate the possibility of a solar powered system;
- Public art and street furniture can be implemented over time to create resting points along a sculpture trail which links key sites.

Landscape: deciduous appearance of key avenues should be maintained and enhanced



Landscape: Willows and other weed species should be removed



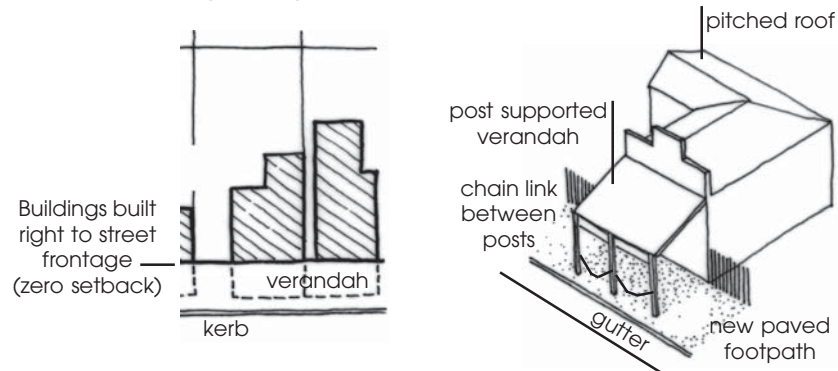
Street furniture: consistent treatments for all street furniture will provide continuity, this seat with municipal logo for example

4 GUIDELINES

4.1 General Guidelines cont.

Built form

- Continue to seek heritage listing for significant town buildings and structures;
- Development of land adjoining or adjacent to heritage buildings or places, shall have regard to any likely impact on that heritage building or place;
- Significant views of heritage buildings or places should not be restricted by the inappropriate siting of new buildings;
- Removal of selected vegetation should occur to open up views of significant structures such as the Mill, Railway Station and Viaduct. This will allow visitors and the community to appreciate the townships historic bluestone assets;
- Encourage new buildings to reflect the scale, form and siting of existing buildings;
- Verandah extensions (post supported not cantilevered) should be encouraged in accordance with original forms;
- Where existing buildings within the shopping village have a setback greater than zero, recesses are to provide a place to pause and rest, contributing visual amenity to the streetscape and allowing resting points for pedestrians.



Calder Highway shopping village built form guidelines



Consistent scale, form, and verandah treatments of frontages to the shopping village will further enhance the village atmosphere



Buildings with setbacks greater than zero along the Calder streetscape to contribute to the streetscape character of the village. Recesses to provide a forecourt for pedestrians, or encourage front fencing to private residences

4 GUIDELINES

4.2 Enhancing the Landscape Character

Coliban River and valley setting

- Remove Willows and other weed species from the Coliban environs
- Revegetate Coliban River with endemic trees, shrubs, and ground cover species to protect banks from erosion and create a wildlife corridor through to arboretum.
- Link township to Ellis Falls with shared trail network along Coliban River.

Botanic Gardens

- The tireless efforts of the Friends of the Malmsbury Gardens and environs have realised many proposed works set out in the 'Malmsbury Botanic Gardens Management Plan', Francine Gilfedder 1988.
- Due to the significance of the gardens being listed on the Victorian Heritage Register, the 'Malmsbury Botanic Gardens Management Plan' requires updating in consultation with Heritage Victoria and the Royal Botanic Gardens.

Arboretum

- Replace failed plantings with endemic species in 'plant community' groupings as per Appendix 3 - Arboretum Planting Plan STAGE ONE.
- Establish pathway network to connect Arboretum to Botanic Gardens and Recreation Reserve (MCG), under Calder Highway bridge. Refer Map I
- Provide interpretative signage along pathway network and to identify plant communities and their environmental significance, together with labeling individual species.

Street Trees

- Conduct Arborist Report on significant tree species and develop a Tree Replacement Strategy for senescent species, and trees of poor health.
- Infill existing avenues with same species within that street.
- Introduce new avenues of exotic and indigenous species to selected streets that currently have no street tree planting scheme. Refer Map M.

Village Green

- Open chain link bollard treatment at key points to allow pedestrian access to the Green.
- Continue to infill / replace senescent Elms within the reserve.
- Provide consistent parkland furniture for picnic provision at key locations
- Relocate sculpture poles to proposed Heritage Trail near Primary School. Commission new art piece to replace poles.
- Provide interpretation and way finding signage/facilities which includes information on the 'Heritage Trail' and associated 'Sculpture Trail'.



Arboretum - planting 2002



Village Green

4.3 Linking Key Sites

A formal pedestrian network does not exist in Malmsbury. Key sites throughout the town are generally linked by a series of informal paths which have developed over time. Where no defined paths exist the road is often used. A sealed path runs along the southern side of Mollison Street between Ross Street and Daylesford Road. This path has been constructed from a variety of materials such as heritage bluestone flagstones, asphalt and concrete, however it is uneven in places and will require works to improve safety. Bluestone flagstones should be used here to compliment the shopfronts and blustone gutters. The opportunity exists to formalise links to key sites and improve public safety. Issues with current linkages include:

- The use of roads for pedestrian movements;
- The narrow crossing points at bridges (ie Daylesford Road);
- Unsafe surfaces of existing tracks and paths;
- Safety issues on the informal paths within the reservoir land, particularly along the weir wall and at the spillway crossing;
- Addressing issues associated with ownership and public liability;
- The informal river crossing at the Viaduct being unaccessible;
- The informal walking tracks adjacent to the aqueduct along the Common to Ellis Falls presents liability issues;
- The path network through the Botanic Gardens is not in accordance with the Masterplan;
- The chained Village Green inhibits east-west movements;
- Lack of directional signage, and identification of Heritage sites;
- Visual sightlines are inadequate in certain areas.

Linkage Improvements

- Improve the existing Mollison Street surface on the southern side;
- Improve the path between the Botanic Gardens and Reservoir;
- Provide a robust pedestrian crossing of the Coliban River near the Viaduct;
- Link the School and Recreation Reserve via a defined path;
- Construct a low concrete bridge, with handrail under the Bridge at the Coliban River to link the Arboretum and Botanic Gardens;
- Update the pathway network within the Botanic Gardens in

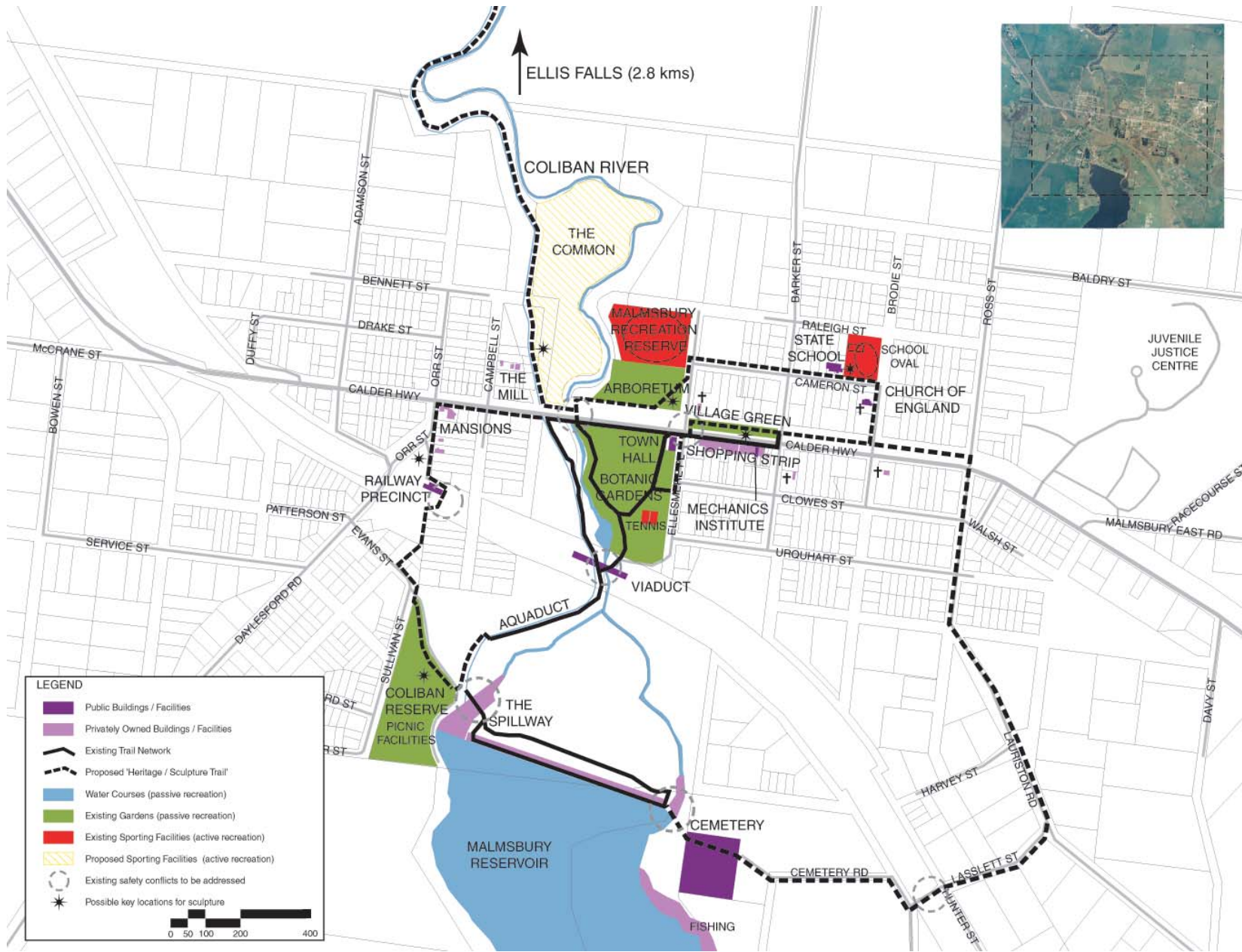
- accordance with the Masterplan;
- Liaise with Coliban Water to improve the informal walking tracks in the Malmsbury Reservoir;
- Provide signage at narrow bridges for safety;
- Further define and formalise links to Ellis Falls and Taradale, (liaise with Taradale & District Walking and Landcare Group Inc);
- Access to key sites require direct, visually clear & safe pathways.

Sculpture Trail (refer Macedon Ranges Sculpture Trail Feasibility Study)

Malmsbury and the wider district is home to a burgeoning artist community, which is supported by an Art Galley in Malmsbury and several business which display local art. The lack of public art within the township was identified as an issue at the community meetings. The links throughout the town can be further strengthened via the strategic placement of public art at key sites along the pathways. Possible locations include the Arboretum, the Reservoir Gardens, on Orr St between the Railway Station and The Mansions, the Village Green and the school. Art can also be used to link with private businesses ie The Mill, Bleak House, Tin Shed Arts and local wineries within the township and surrounds.

An arts and cultural policy will provide the vision for Malmsbury and look at ways of developing the town's cultural vitality. The policy will be the blueprint for a forward thinking town, balancing tradition, innovation, enterprise, and cultural diversity in public arts & liveability. The towns heritage assets have the potential to provide a unique and valuable backdrop to arts and cultural life in Malmsbury and its region. A vigorous and visible artistic and cultural life is important to continuing economic and social development within the region. It is important that the Council allocate funding for public art, but to ensure that the art commissioned complies with the Art Policy, so that the best possible result is achieved for Malmsbury. Heritage Victoria should be represented on the committee to provide expert advice.

4 GUIDELINES



LEGEND

- Public Buildings / Facilities
- Privately Owned Buildings / Facilities
- Existing Trail Network
- Proposed 'Heritage / Sculpture Trail'
- Water Courses (passive recreation)
- Existing Gardens (passive recreation)
- Existing Sporting Facilities (active recreation)
- Proposed Sporting Facilities (active recreation)
- Existing safety conflicts to be addressed
- Possible key locations for sculpture

0 50 100 200 400

MALMSBURY URBAN DESIGN FRAMEWORK OCTOBER 2002
 SITE ANALYSIS MAP H - LINKING KEY SITES



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SITE ANALYSIS MAP H - LINKING KEY SITES



Date: 26.10.02
 Drawing No: 2277WDSA08

4.3.1 Precinct One - Gardens and Recreation

Botanic Gardens

- Review the recommendations contained in the Guilfedder Report, 1988. This should be done in liaison with Heritage Victoria and the Royal Botanic Gardens.
- Investigate the formalisation of parking provisions at the playground and toilet facilities for visitors.
- Provide interpretation signage outlining the history and function of the Railway Viaduct, at the end of Ellesmere Place.

Arboretum - established 2002

- Continue to plant endemic trees, shrubs, and ground cover species in accordance with Appendix 3.
- Ensure that larger trees will not inhibit future views to key buildings and vistas.
- Provide botanic signage to specimens and 'plant community' areas.
- Provide granitic sand walking track to protect grassland species from foot traffic and link with other key sites via the Heritage and Sculpture Trail.
- Ensure the considered placement of species to protect significant town and rural views.

Recreation Reserve (MCG)

- Apply for funding to prepare Recreation Reserve Masterplan.
- Restore makeshift buildings i.e. Grandstand and Tin Shed Toilets, to achieve structurally sound facilities
- Relocate recycling station 5-10m to the west to provide for the placement of additional recreation facilities, ie skate ramps.
- Define edge of Arboretum and Recreation Reserve with 'hedge type' species allowing access at defined points.
- Define entrance with new fencing or bollard treatment and signage indicating facilities.
- Upgrade existing changerooms and toilets.

Town Hall

- Commission Facility Study to investigate best use of Town Hall as a community venue, this may include film nights ;
- Restore and upgrade facility in accordance with recommendations made in Town Hall Facility Study.

Malmsbury Town Hall



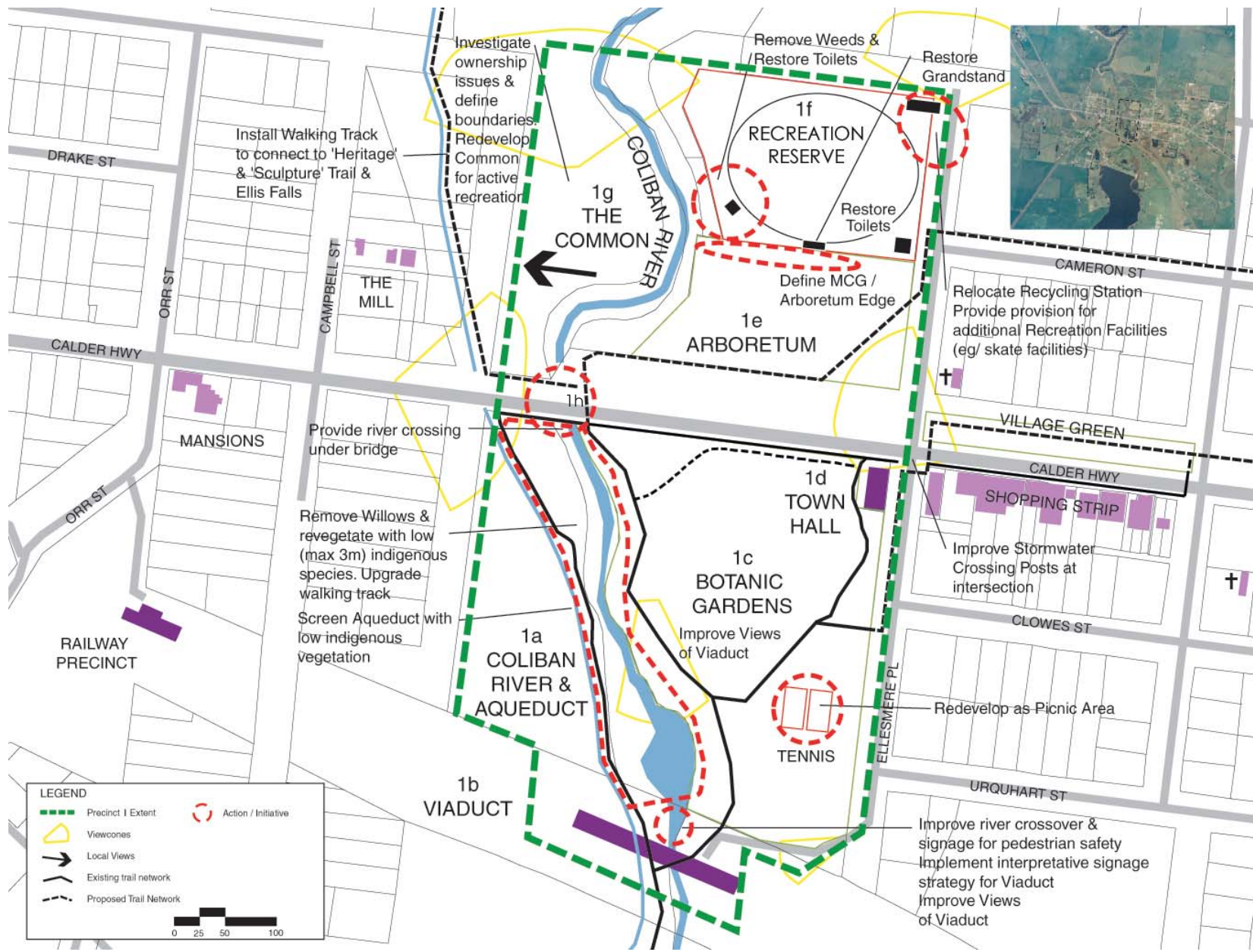
Arboretum - 2002 plantings carried out by the community



Malmsbury Recreation Reserve - define entrance and upgrade facilities



4 GUIDELINES



MALMESBURY URBAN DESIGN FRAMEWORK OCTOBER 2002
 MAP 1 - PRECINCT 1: GARDENS & RECREATION

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SITE ANALYSIS MAP I: PRECINCT 1 - GARDENS AND RECREATION

2277R01B March 2003.



Date: 29.01.03
 Drawing No: 2277WDSA09

4.3.2 Precinct Two - The Reservoir

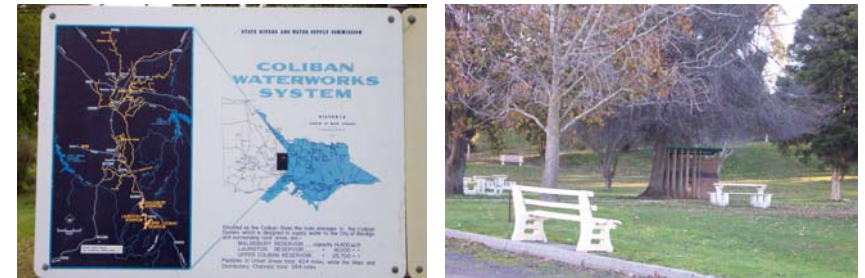
The Reservoir is a favourite amongst many locals. The reasons for this vary from fishing and walking opportunities to providing a picturesque backdrop to the town. Almost all in attendance at the community consultation sessions would like to see a formal walking track which links the Reservoir to the Viaduct, Botanic Gardens, the Village Centre, and the Cemetery.

- Remove Willows and other weed species within the Coliban River environs. Note: this was also identified in the A. Wissendon Report, February 1988.
- Liaise with Coliban Water to continue to address public liability and access issues, particularly along walking trails in and around the Reservoir.
- Investigate options to improve pedestrian crossings over the dam wall and weir.
- Monitor the new safety provisions of the spillway crossing. Improve this access if safety and liability issues are present.
- Undertake arborist study to assess the condition of vegetation within the Coliban Reserve, including the pine plantation. Replace senescent species with those in original design, circa 1872².
- Provide additional BBQ's and upgrade shelter facilities to provide weather coverage within the Gardens.
- Provide interpretation signage outlining the history and function of the Reservoir, the aqueduct, and the Viaduct.
- Remove dying trees which hinder views of key sites and structures.
- Develop natural wetlands where the Coliban River meets the spillway overflow drain. This could become a community planting initiative.

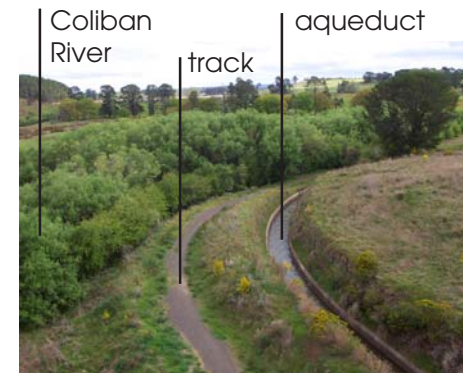
² Refer 1988 Gilfedder Masterplan

Malmsbury Cemetery

- Remove Weed species from the grounds and surrounds
- Identify key grave sites with regard to local history and provide interpretative signage at the gates.
- Continue to liaise with the Malmsbury Historical Society to determine ongoing improvements.

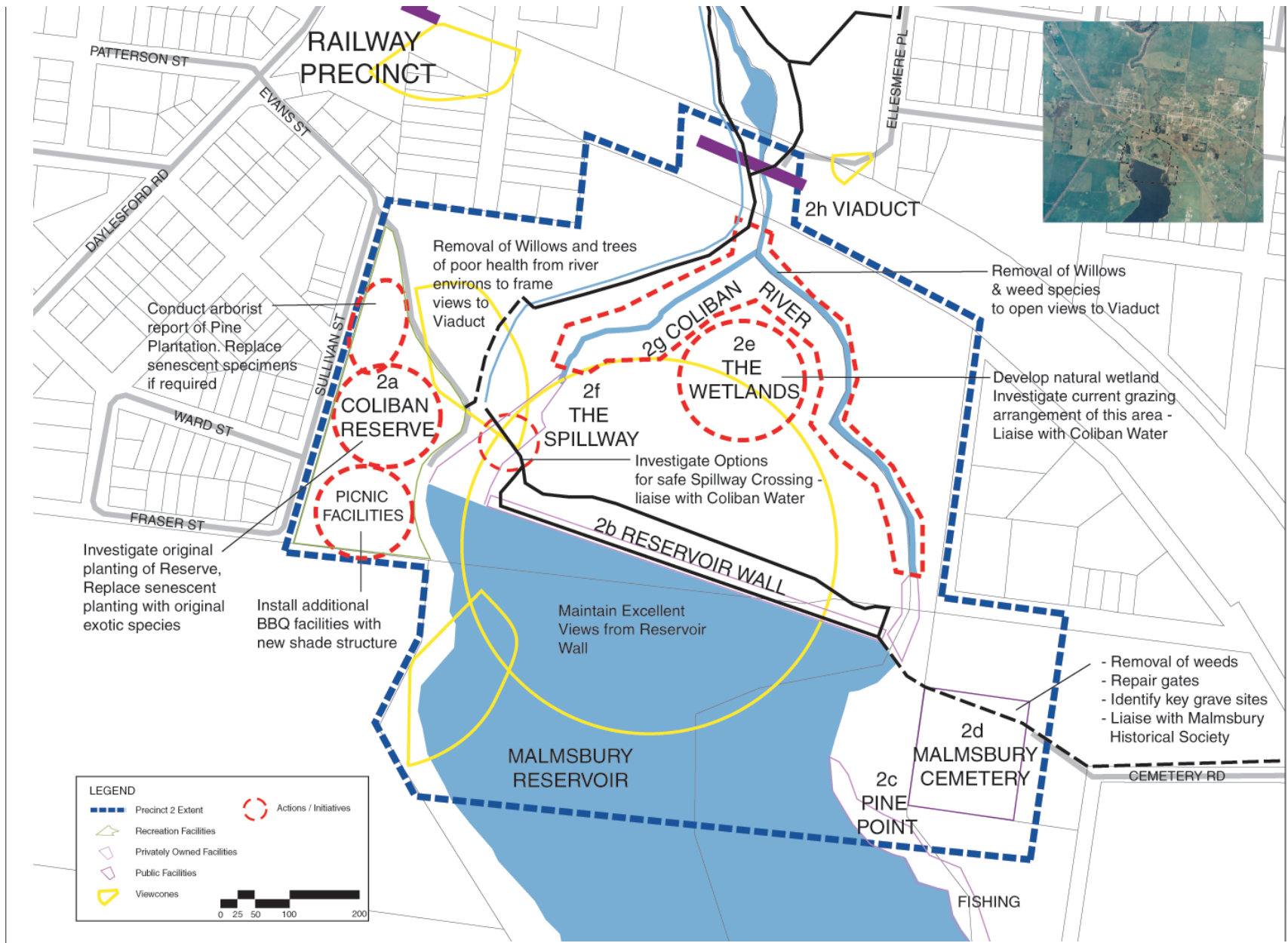


Upgrade existing signage and furniture at Coliban Reserve, in accordance with proposed strategy



Remove Willows from Coliban environs, upgrade walking track along aqueduct, and address possible safety issues in and around the Reservoir

4 GUIDELINES



OCTOBER 2002

MALMSBURY URBAN DESIGN FRAMEWORK
 MAP J - PRECINCT 2: THE RESERVOIR



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2277R01B March 2003.

SITE ANALYSIS MAP J: PRECINCT 2 - THE RESERVOIR



Date: 29.01.03
 Drawing No: 2277WDSA10

4.3.3 Precinct Three - The Village

Village Green

- Open chain link bollard treatment at key points to allow east - west pedestrian access.
- Continue to infill / replace senescent Elms within the reserve.
- Provide consistent parkland furniture for picnic provision at key locations.
- Provide interpretation and way finding signage/facilities which can also include information on any 'Heritage Trail / Sculpture Trail' etc
- Provide granitic sand heritage/sculpture trail through Village Green to connect with churches, school and JJC.
- Relocate Maples on northern side of Village Green as per Map M.
- If additional formalised car parking is required in the future, provide bitumen surface, wheel stops and line marking.

Shopping Strip

- Implement safe pedestrian crossings over the bluestone gutters using concrete crossovers with timber or cast iron handrailing;
- Ensure the safety of pedestrians by installing heavy gauge chain link between verandah posts to indicate edge of gutter.
- Where possible, covered bluestone pavements should be uncovered;
- Use bluestone flagstone paving along the southern side of the Calder Highway to compliment shopfronts and bluestone gutters;
- Path treatments are to be consistent in commercial areas (ie bluestone in highly trafficable areas, asphalt in surrounding areas);
- Introduce a consistent Heritage Lighting Scheme along the Calder Highway (Mollison St) to improve night time amenity;
- Clean and remove weeds from the bluestone gutters, develop a consistent maintenance regime for these heritage icons.

Built form

- Ensure new buildings reflect the scale, form and siting of existing buildings.
- Maintain a consistent built form character along the Calder Highway (Mollison Street), with all new retail to be zero setback and encourage the addition of posted verandahs to front facades.
- Limit advertising and retail signage to below the roof line.



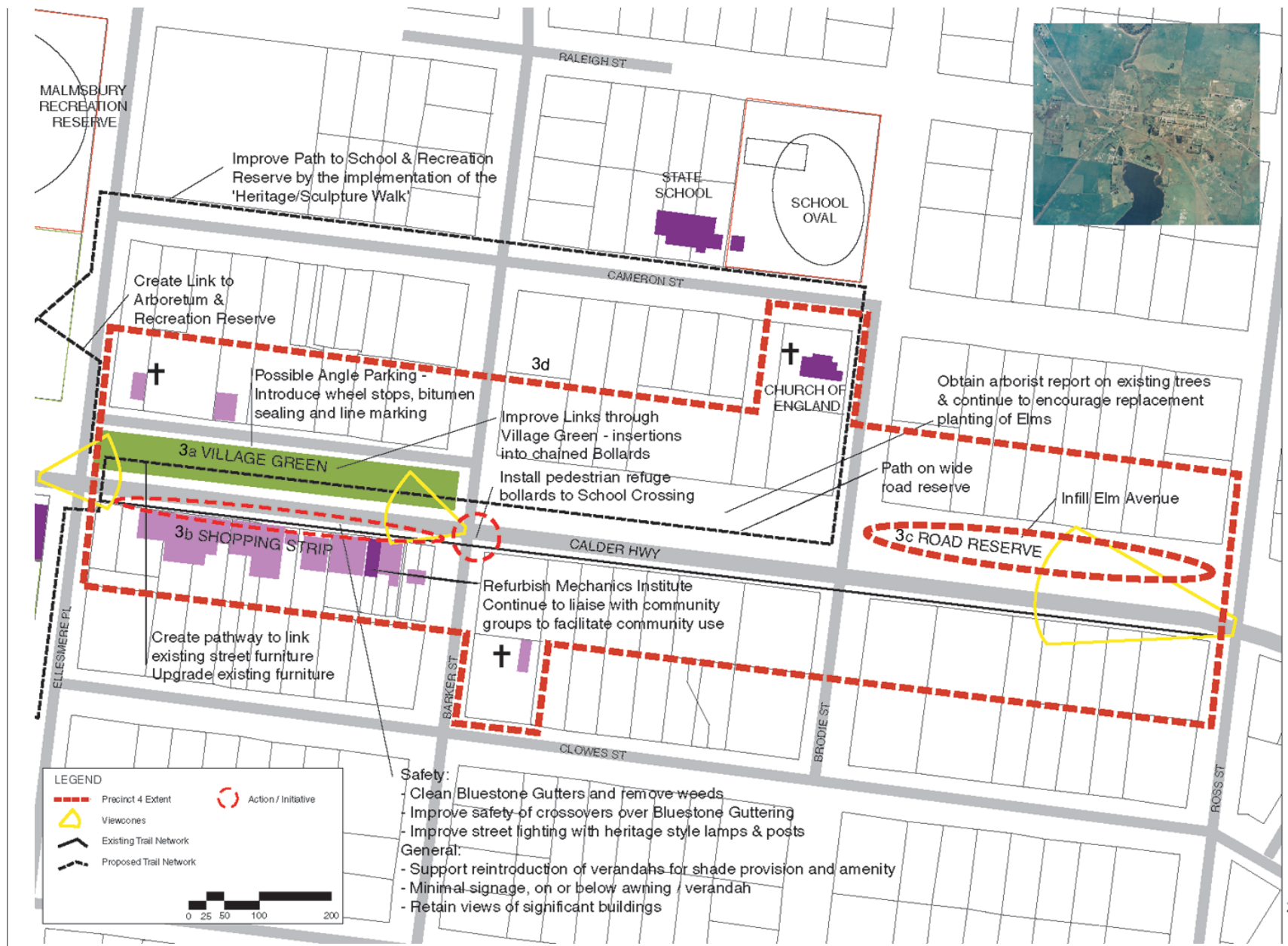
Village Green - implement a Heritage trail to include the Village Green and heritage features



Bluestone gutters - ensure a regular maintenance regime is implemented, and safe crossing points in bluestone heritage style, like this one (left) in Hawthorn are provided



4 GUIDELINES



JANUARY 2003

MALMSBURY URBAN DESIGN FRAMEWORK
 MAP K - PRECINCT 3: THE VILLAGE



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SITE ANALYSIS MAP K: PRECINCT 3 - THE VILLAGE



Date: 29.01.03
 Drawing No: 2277WDSA11 RevA

4.3.4 Precinct Four - Bluestone Heritage

- Development of land adjoining or adjacent to heritage buildings or place, shall have regard to any likely impact on the heritage building or place;
- Significant views of heritage buildings or places should not be restricted by the inappropriate siting of new buildings;
- Encourage new buildings to reflect the scale, form and siting of existing buildings;
- Relocate powerlines where views are impeded by these structures, ie/ underground or Aerial Bundled Cable (ABC).
- Post supported verandah extensions should be encouraged in accordance with original forms.
- Support alternative uses of buildings if they will ensure the protection of significant buildings.
- Encourage extension of Heritage / Sculpture trail into private businesses.
- Removal of selected non-significant vegetation should occur to open up views of significant structures such as the Mill, Railway Station and Viaduct;
- English Oak street trees are to be maintained and protected;

Railway Station Precinct

- Encourage landowner to undertake a general site tidy up;
- Remove or repair existing carriages;
- Repair existing buildings i.e. Goods Shed;
- Address the safety of pedestrian crossing over rail line.

The Mansions

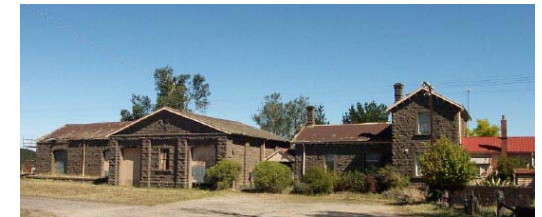
- Encourage facade clean-up
- Re-instatement of balcony;
- Repair and repaint timber building
- Support appropriate dining and accommodation business with the premises.

The Mill

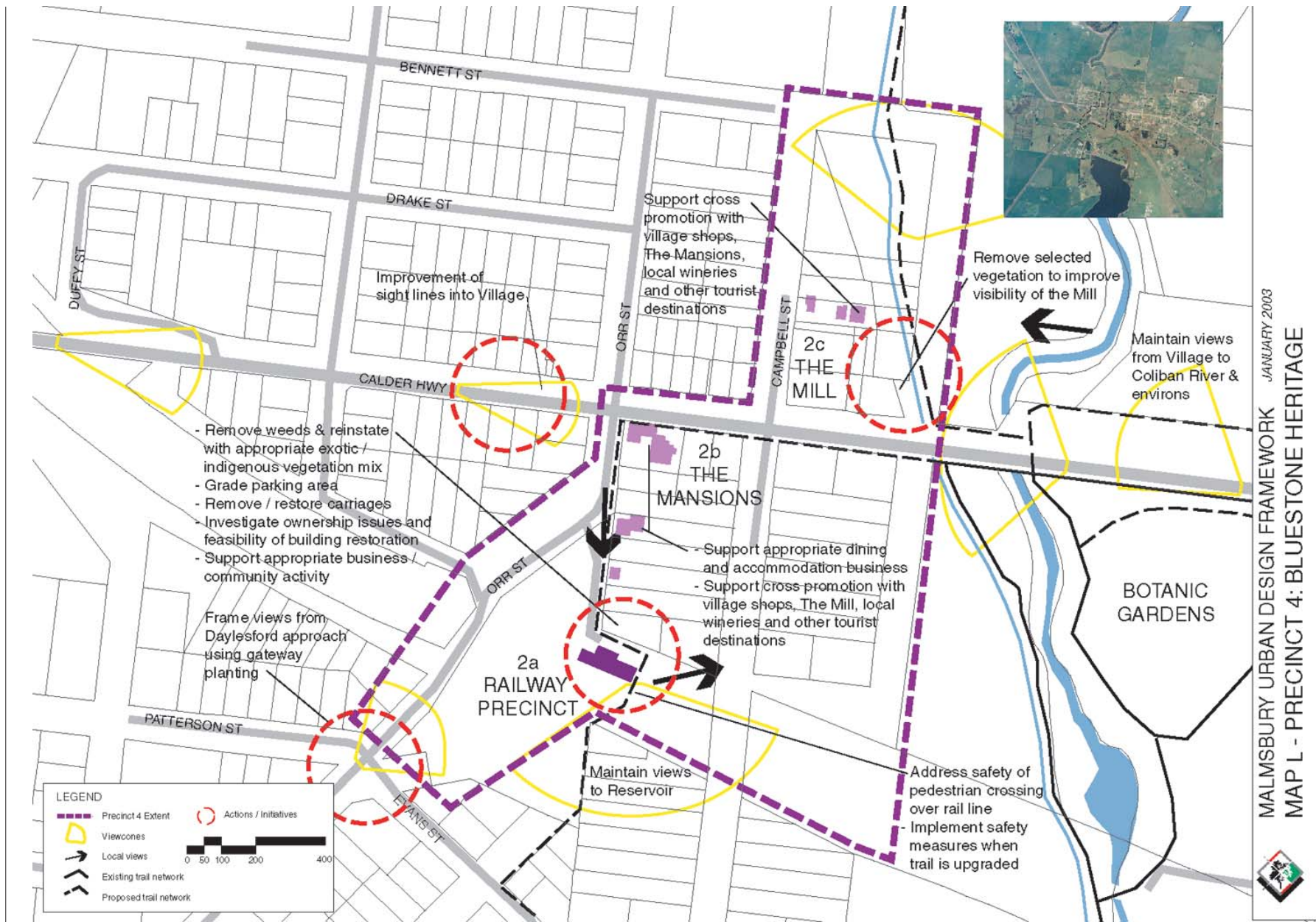
- Remove selected vegetation within property boundary to improve visibility of heritage building and chimney;
- Support cross promotion with other businesses.



The Mill: remove selected vegetation to open views to significant bluestone heritage



Railway Station Precinct: Repair bluestone buildings to ensure they are structurally sound, clean up surrounds and landscape



MALMSBURY URBAN DESIGN FRAMEWORK JANUARY 2003
 MAP L - PRECINCT 4: BLUESTONE HERITAGE



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 SHIRE COUNCIL

SITE ANALYSIS MAP L: PRECINCT 4 - BLUESTONE HERITAGE



Date: 29.01.03
 Drawing No: 2277WDSA12 RevA

4.3.5 Precinct Five - The Gateways

Develop a consistent entry theme from all gateway entrances incorporating:

- Consistent planting themes (ie. Acacias, deciduous specimen trees, pine windrows etc);
- Consistent style and size of signs, refer 4.7 Signage Strategy;
- Possible sculptures at entry points;
- Colour/texture the road (ie golden yellow colour) to define the township entrances, (subject to approval by VicRoads);

Calder by-pass

- Encourage Vic Roads to construct Diamond interchange at an early stage and to ensure that Calder travellers are familiar with the close proximity of Malmsburys village centre, before the town is eventually bypassed;
- Encourage signage which indicates Malmsbury's role as an Alternate Route to the Spa Country and as part of the 'Gold Route' (once by-passed);
- Consider possible relocation of 2 significant Elms near the JJC that will be affected by the alignment of the proposed bypass approach;



Build upon strong windrow feature at Daylesford entry, and improve township approach signage



Existing Malmsbury East Road which will become the Melbourne entry to Malmsbury once the bypass is operational. Note the two affected Elms in the distance which could be relocated.



Mounding planted with golden flowering Acacias to simulate the waves of prospectors flooding into Malmsbury during the Gold Rush Era



Spring approach
- deciduous specimen trees, with golden flowering Acacia groundcover



Autumn approach
- deciduous specimen trees would show autumn colours contrasting with green Acacia groundcover

4 GUIDELINES

4.4 Maintaining a Village Character

Township Character

Maintain and enhance existing tree avenues, and infill with same species if required.

Implement a street tree strategy with selected exotic and indigenous tree avenues to frame views and enhance autumnal character of the township. Refer Map M.

Implement a consistent street furniture suite. Replace damaged or obsolete furniture. Replace all inconsistent furniture over time.

Develop and implement township maintenance regimes for roads, drainage systems, street furniture restoration and replacement, street tree maintenance, and pathway improvements.

Establish heritage scheme to support private restoration of heritage buildings.

Built Form

Continue to assess structures and buildings for possible listing with National Heritage.

Implement the recommendations of Shire of Kyneton Conservation (Heritage) Study, *David Bick* 1990, and liaise with Heritage Victoria.

Continue to implement Rescode provisions for all new residential developments throughout the town.

Ensure that all new developments are not detrimental to either the town 'village' character or the street character concerned.

New buildings to reflect the scale, form and siting of existing buildings

Maintain a consistent built form character along the Calder Highway (Mollison Street), with all new retail to be zero setback and encourage the addition of posted verandahs to front facades.

Limit advertising and associated retail signage to below the roof line.

Maintain bluestone gutters along Calder Highway. Provide safe and accessible crossovers to access village shops from parking areas.

Council to consider establishing a 'Heritage Restoration Fund', where low interest loans can be obtained for works to historic and heritage buildings, (as occurs in Ballarat).

Existing advertising in shopping strip



Limit advertising signage to below verandah height or roofline



4 GUIDELINES



MALMSBURY URBAN DESIGN FRAMEWORK JANUARY 2003
SITE ANALYSIS MAP M - TREE STRATEGY



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SITE ANALYSIS MAP M - TREE PLANTING STRATEGY



Date: 29.01.03
Drawing No: 2277WDSA13

2277R01B March 2003.

4.5 Infrastructure

Infrastructure

- Pedestrian crossings over the bluestone gutters require access and safety improvements;
- Where possible, covered bluestone pavements should be uncovered;
- Use bluestone flagstone paving along the southern side of the Calder Highway to compliment shopfronts and bluestone gutters;
- Path treatments are to be consistent in residential areas (ie asphalt or granitic sand);
- Paths between and through parks/recreation areas should be consistent throughout the town (ie granitic sand and should match the type of path that exists in the Botanical Gardens);
- Develop a walking/bicycle track that links all key sites, refer Map H;
- Introduce a consistent Heritage Lighting Scheme along the Calder Highway (Mollison St) to improve night time amenity;
- Investigate feasibility of solar powered 'coach style' lighting.
- Repaint Calder bridge, and white posts at gutter crossings;
- Remove weeds and clean bluestone gutters.
- Review parking options on the north side of the Village Green;
- Investigate funding opportunities for undergrounding of powerlines or Aerial Bundled Cabling (ABC) of Mollison Street road reserve which includes the Village Green. Also powerline options should be investigated to provide clear views of the Viaduct. This funding should be on the grounds of enriching heritage features and streetscape.
- Construct a visually unobtrusive concrete crossing at the Viaduct to allow for suitable seasonal crossing of Coliban River to connect Botanic Gardens with Coliban Reserve and Reservoir.

Street furniture

- The design and colour of street furniture requires a consistent treatment,(ie heritage green, robust pieces of one type);
- Street lighting should be improved; investigate possibility of solar lighting.
- Link key sites and paths with public art and street furniture, creating resting points along a sculpture trail;



Existing crossing at Viaduct is inundated for most of the year



Proposed crossing and granitic sand pathway at Viaduct.

4 GUIDELINES

4.6 Malmsbury - A Tourism Destination

Based on the strategic regional direction, research findings, and when coupled with the planned bypass of the town, the following has been identified:

Creating a reason to visit

- Opportunity to create a village environment that supports the broader regional positioning by:
 - Strengthening the growing arts/culture product;
 - Encouraging a business mix (that supports residential needs) but offers speciality retail experiences;
 - Supports passive recreation;
 - Engaging in the Village of Victoria strategy.

Village enhancement

- Retaining and enhancing the village ambience;
- Creating characteristic village gateways – entrance/exit points;
- Consideration be given to the Village Green as a focal point or venue for village activities and for visitor orientation and information;
- Create a village theme utilising and integrating art/sculpture in public places;
- Incorporating access for people with disabilities;

Linking village assets

- While the town features a range of historical and natural attractions, linking these assets presents an opportunity to increase their profile and visitor awareness by developing passive recreational activities such as a walking/shared trail(s);
- Encourage interpretation within the town and environs with for example, historic plaques on key heritage buildings and sites, and signage strategy;
- Encourage bicycle lanes to be provided on the old Calder Highway when bypassed and within the village, linking key attributes (Botanic Gardens, Malmsbury Reservoir etc);

Information provision

- Negotiate with VicRoads for appropriate freeway signage;
- Improve orientation and local information with information board(s) and directional signage, the latter based on Tourism Victoria and Shire tourism policy signage guidelines;

Support infrastructure

- Encourage consolidation of visitor amenities (at a site to be agreed – Botanic Gardens) to provide well maintained public toilets, children’s play area, picnic facilities, shelter/shade and parking for cars, bicycles and coaches;

New tourism business opportunities

- Planning considerations to support the tourism industry, in particular:
 - Designation of a niche commercial hub
 - Range of accommodation options, but noting boutique nature
 - Growing conference sector with the potential to cater to the conference market with appropriate venue(s)
 - Undeveloped sites such as the Railway precinct

Regional Perspective

- Malmsbury residents/tourism operators should work with the Macedon Ranges and Spa Country Campaign Committee to identify opportunities associated with the emerging strengths of Malmsbury (ie arts) in terms of cooperative marketing activities and campaigns.
- Malmsbury as a town needs to review the existing Macedon Ranges & Spa Country Campaign Committee Marketing Prospectus to identify how they can be part of this strategy.
- Malmsbury, through the Macedon Ranges Shire, should consider cooperative marketing activities with the Goldfields Region. This may allow for cross regional signage strategies to be developed, or the identification of Malmsbury as an alternate route to the Goldfields, once the bypass is complete.

4 GUIDELINES

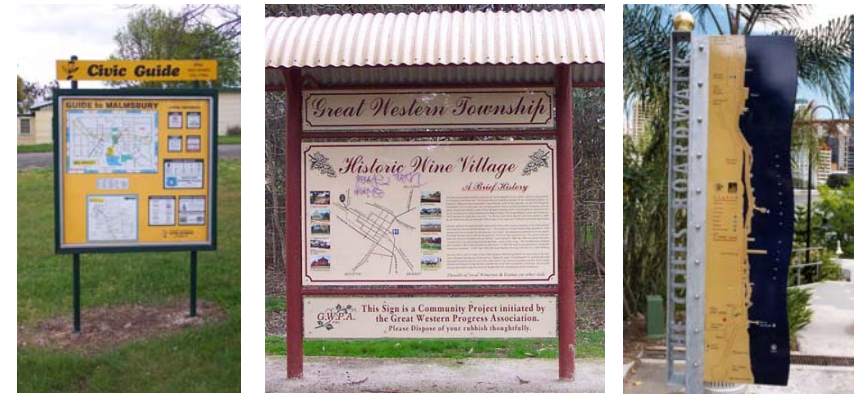
4.7 Signage Strategy

Key Recommendations

- Develop a signage hierarchy as per VicRoads Guidelines;
- Strategically locate new information and directional signage in prominent locations, and relocate existing arbitrary signs.
- Ensure consistent sign size;
- Ensure text is legible in consistent size and font style;
- Ensure consistency in sign frame design;
- Signage frames to be finished in Heritage Green, consistent with current Malmsbury Botanic Gardens signage;
- Locate "Gateway Signs" 1 km from entrances and Diamond Interchange;
- Heritage and Sculpture Trail signage to locate key historic attractions (Mechanics Institute, Malmsbury Botanic Gardens, Cemetery etc);
- Ensure signage at key stops also promotes the wider region;
- Ensure road signs are consistent with the definitions of the VicRoads Tourist Signage Guidelines;
- Incorporate public art into directional signage;
- Consider developing a Highway Logo for town signage along the Calder Highway (ie, similar to the Highway 8);
- Business signage to be located below the parapet;
- Discourage illuminated signage on new developments.



Continue to implement 'Golden Way' plaques and interpretative signage at key sites (ie. Town Hall, Mechanics Institute, Viaduct)



Upgrade existing town way finding signage with a consistent colour size and form, for example this Great Western sign or this directional signage in Brisbane

existing



proposed



Ensure that main road signage is legible, appropriately located, and highlights town features and services.

4 GUIDELINES

5.0 Priorities

5.1 High Priorities (0-2 years)

Allow

Allow

Formalise key pedestrian paths including:

- East-west granitic sand path through the Village Green (3a), to link existing street furniture and proposed sculpture; \$15000
- Granitic sand path through the Arboretum (1e) which links the Botanic Gardens with the Recreation Reserve, refer Appendix 3; \$5000
- Upgrade path along the Aqueduct (1a), to link the Botanic Gardens and Reservoir Gardens; \$20000
- Construct a path along Cameron Street to link the School and Recreation Reserve (3d); \$25000
- Review path network in Botanic Gardens in accordance with Masterplan, finished in granitic sand (1c);
- Safe crossing of Calder Highway with path and handrail under the road bridge on the eastern side of Coliban River (1h). \$5000 to \$8000
- Appropriately indicate trail safety issues with pedestrian warning signs \$800

Establishment of Heritage / Sculpture Trail including:

- Development of an Arts and Cultural Policy;
- Prioritisation of sculpture locations;
- Establishment of key sculpture in Village Green (3a), and Coliban Reserve (2a). *Artist fee & construction.* \$35000
- Production of tourist brochure including map of key sites \$2000per yr

Coliban River - Calder Hwy to Reservoir (1a & 2g)

- Removal of Willows and other weed species; \$35000 per yr
- Revegetate with low level endemic vegetation; \$40000 per yr
- Screen aquaduct with indigenous vegetation up to 3m height. \$12000 per yr

Develop and adopt a Tree Replacement Strategy:

- Selective removal of trees to improve views to key sites such as the Mill (4c) and the Viaduct (1b); \$5000
- Replace failed species in Arboretum (1e) in accordance with Appendix 3; \$12000
- Conduct Arborist Report of Pine Plantations at Coliban Reserve (2a) and Pine Point (2c), and township Elm Species; \$10000
- Replace senescent trees. \$2000 per yr

Improve directional signage throughout the town:

- Adopt signage guidelines;
- Update directional signage to toilets; \$500
- Implement directional signage along key trails; \$20000
- Install town map identifying streets, Heritage / Sculpture Trail, and key sites and businesses in Malmsbury, this may also incorporate the wider region, within the Village Green (3a); \$10000
- Install highway signs 1km from Malmsbury; \$5000
- Implement Gateway Planting at Tarradale & Daylesford entrances identified in Section 4.3.5. \$40000 to \$50000

Improvements to Recreation Reserve - MCG (1f):

- Remove weeds and conduct general site clean up; \$1500 per yr
- Relocate recycling station 5-10 metres east; \$1500
- Implement temporary skate facilities on the recycling station site with unutilised ramps at Woodend. *Transport and labour costs.* \$2000

5 PRIORITIES

5.0 Priorities cont.

Street Furniture (on-going)	Allow
<ul style="list-style-type: none"> • Adopt guidelines for the style and colour of street furniture ie. bins and seats; • Replace damaged or obsolete furniture; • Develop guidelines incorporating heritage style street lighting, <i>liaise with Heritage Victoria</i>; • Repaint white posts at road crossings over bluestone gutters; • Install additional electric BBQ and new shade structure in Coliban Reserve (2a); • Remove sections of chain link between bollards to allow east west movement on Village Green (3a); • Construct concrete crossovers with timber or cast iron handrails to bluestone gutters in front of shops. Install handrails to selected existing concrete crossovers in good condition (3b); • Install thick gauge chain link between verandah posts to ensure pedestrian safety from gutters (3b). 	\$6000 per yr \$1500 \$10000 \$500 \$35000 \$4000
Cemetery Strategy (2d):	
<ul style="list-style-type: none"> • Removal of weeds and general site tidy up; • Identify key grave sites & provide interps signage; • Prepare a masterplan including tree planting and management strategy. 	\$1000 per yr \$6000 \$4000
Planning Scheme	
<ul style="list-style-type: none"> • Review planning scheme to correct anomalies; • Review heritage overlay and design guidelines; • Commission a signage strategy plan to develop guidelines for clear and consistent signage; • Establishment of Heritage Fund to offer low interest loans to restore heritage buildings. 	

TOTAL (HIGH PRIORITIES) up to \$485800 over 2 years

5.2 Medium Priorities(2-6 years)	Allow	
Formalise key pedestrian paths including:		
<ul style="list-style-type: none"> • Path along Orr & Evans Streets to connect the Mansions (4b), the Railway Precinct (4a), and Coliban Reserve (2a), refer Map H; • Resurfacing of southern side of Mollison Street path in bluestone flagstones (3b); • Uncovering existing bluestone, <i>refer Bick report</i>; • A path connecting the Cemetery (2d) to the Village via Lauriston Road and Calder Highway, refer Map H; • Address safety of pedestrian crossing over rail line, <i>liaise with VicTrack</i> (4a). 	\$40000 \$140000 \$25000 \$80000 \$5000	
Improve directional signage:		
<ul style="list-style-type: none"> • Signs indicating Malmsbury as an alternate route to Daylesford and as part of the 'Gold Route'. • Implement Gateway Planting at Kyneton side entrance identified in Section 4.3.5. 	\$10000 \$20000 to \$25000	
Expansion of Sculpture Trail with art piece along Arboretum pathway and on Orr St, refer Map H.		\$30000
Continuation of tree replacement strategy:		
<ul style="list-style-type: none"> • Replace senescent trees. 	\$2000 per yr	
Coliban River between Calder Hwy and Ellis Falls (1g):		
<ul style="list-style-type: none"> • Continue the removal of Willows and other weeds; • Continue planting of low level endemic vegetation to stabilise river banks. 	\$10000 per yr \$15000 per yr	

5 PRIORITIES

5.0 Priorities cont.

Malmsbury Common (1g):

- Define ownership and land use lease arrangements;
- Establish/confirm Committee of Management;
- Redevelop for active recreation (golf driving range, etc) Note: Land is subject to inundation. \$undetermined

Town Hall (1d):

- Commission facility study into use and identify upgrade works of this heritage building for inclusive community use \$3000

Parking

- Assess parking requirements and address any shortfalls by formalising existing parking bays with wheel stops, bitumen sealing and linemarking at Botanic Gardens (1c), and north side of Village Green (3a). \$50000
- Linemarking at heritage places ie/ Botanic Gardens (3a) and Village shops (3b), to be bluestone flagstones or bluestone coloured concrete pavers rather than road paint (see image). \$5000

TOTAL (MEDIUM PRIORITIES)

up to \$548000
over 5 years



Allow

5.3 Low Priorities (7+ years)

Allow

Continuation of tree replacement strategy \$2000 per yr

Formalise key pedestrian paths including:

- Pathway link to Ellis Falls with regular mowing / slashing of grassland, refer Coliban Access Track Feasibility Study, August 1994; \$4000 per yr
- Investigate feasibility of pathway links to the Taradale - Coliban Aqueduct Trail. \$2000

Continuation of Sculpture Trail to the Calder Highway frontage of the Malmsbury Common (1g) and near entry gates of Cemetery (2d). \$20000

Cemetery (2d):

- Coliban Weir and Wall - Improve the safety of this connection with the cemetery in accordance with the proposed Heritage and Sculpture Trail, refer Map H. *Liaise with Coliban Water.* \$50000

Reservoir:

- Develop and enhance natural wetland within Coliban River environs (2e). \$200000

Implement Gateway Planting at Lauriston Entrance identified in Section 4.3.5. \$20000 to \$25000

Once bypass is open to traffic, commission artist or designer to liaise with VicRoads on a Gateway structure announcing the arrival or turnoff to Malmsbury. *VicRoads contribution.* \$undetermined

TOTAL (LOW PRIORITIES) \$327000

5 PRIORITIES

5.0 Priorities cont.

5.4 General

Railway Station Precinct (4a), refer Bick study:

- Confirm ownership and leasehold and encourage landowner to undertake general site tidy up;
- Remove or repair existing carriages;
- Repair existing buildings i.e. Goods Shed to make structurally sound;
- Grade parking area and landscape entry.

Malmsbury Reservoir, refer Map J:

- Remove weeds ie blackberries, gorse, broom
- Remove Willows
- Formalise existing walkways and address safety concerns;
- Cease agistment lease, establish wetland (2e);
- Fence/screen aqueduct north of Calder Highway for safety purposes;

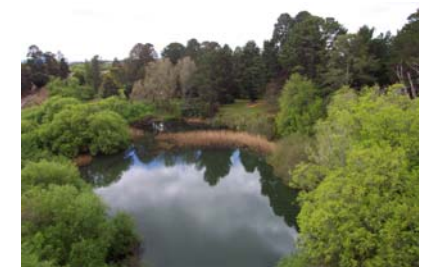
Vegetation - private properties:

- Encourage the removal of selected vegetation on private properties where it will improve views to key buildings, eg The Mill (4c);

The Village:

- Clean bluestone gutters of weeds and debris. Ensure that harmful herbicides are not used as the runoff from these gutters enters the Coliban River.

Continue to liaise with the Community Groups ie Friends of the Botanic Gardens and Environs, Malmsbury Historical Society, Primary School etc. to identify works as township priorities develop and change. This will continue to engender community support and ownership.



Protect and Enhance Bluestone and Natural Assets



Foster Business Partnerships to Deliver a Destination to the Visitor



Build Upon Existing Recreation Facilities to cater for all residents

5 PRIORITIES

6.1 Funding Sources

Whilst a variety of funding sources exist, it is generally anticipated that the Macedon Ranges Shire Council will provide the majority of funding for works within and around Malmsbury or will be the main lead in sources for grants.

Where possible the links that exist between the Shire and community groups should be enhanced to reduce costs ie. through voluntary labour.

Community / Private

- Coliban Water;
- Landcare Australia
- Friends of the Malmsbury Botanic Gardens and environs.
- Greening Australia
- Myer Foundation

State

- Vic Roads (including Bicycle Victoria);
- Department of Sustainability and Environment (including Heritage Victoria - Public Heritage Program, Urban Design Unit, Pride of Place Program);
- Department of Innovation Industry and Regional Development - Regional Area Improvement Program;
- Department of Premier & Cabinet;
- Sport & Recreation Victoria – (Minor and major facilities grants);
- North Central Catchment Management Authority;
- Department of Primary Industries (former Natural Resources and Environment) - Powerline Relocation Committee;
- VicTrack;
- Regional Arts Victoria.

Federal

- National Heritage Trust - National Heritage and Waterways

Note: Several funding sources may overlap (ie. The local Landcare group may receive funding for works through the National Heritage Trust).

Appendix 1

Malmsbury Urban Design Framework Steering Committee members:

- Shane Murphy, Manager Economic Development, Macedon Ranges Shire Council
- Louise Johnstone - Town Planner, Macedon Ranges Shire Council
- Cr Noel Harvey - Macedon Ranges Shire Council
- Emma Bryant - Department of Sustainability and Environment
- Dale Duncan - Friends of the Malmsbury Gardens and Environs
- Jan Grant - Trader
- Barb Slimmon - Malmsbury Historical Society
- John Murphy - Town Planner, KLM Gerner Consulting Group
- Erika Jeremy - Landscape Architect, KLM Gerner Consulting Group

NOTE: Representatives from many Authorities groups were in attendance at steering committee meetings to inform the Urban Design Framework outcomes. These representatives include:

- John Baldock, VicRoads
- Bruce Duncan - Coliban Water
- Doug Poole - Coliban Water
- Miranda Bain - Malmsbury Juvenile Justice Centre
- Nick Haslinghouse - Manager Infrastructure, Macedon Ranges Shire Council
- Simon Aalbers - Engineering, Macedon Ranges Shire Council

We thank these people for their contribution.

Appendix 2

Summary of the information gathered from the community consultation workshop, held 25th June, 2002.

IMPROVEMENTS TO MALMSBURY	NO. OF GROUPS RESPONDING
Restore the Railway precinct	6
Better path and trail networks - inc. surfaces	5
Landscape the entrance to town from the bypass & signage	4
Encourage a small petrol station	3
Landscape the Railway precinct - trees, lawn, enhance	2
Implement a heritage lighting scheme	2
Better Public Transport service	2
Build a skate park - just require an area, maybe old tennis court	2
Clean up Coliban River	2
Consistent maintenance program for the town, incl. roadside mowing	2
Restore Town Hall	2
Improve sporting facilities	2
Establish Hard rubbish / green waste pick up service	2
Better signage - heritage, facilities, services, walks.	2
Reservoir is currently under utilised - fishing, boating	2
Fix / improve public toilets	2
Re-enliven the Sunday twilight market and have festivals	2
Tourist Information Centre	2
Rotunda in Village Green	1
Find a home for a permanent display for the Historical Society	1
Seal the car park at the Railway Precinct	1
Paint all the buildings	1
Toilets on Village Green - next to CFA	1
Improve Village Green	1
Build a bridge from viaduct to Botanic Gardens	1
Encourage a small supermarket	1
More access points / ramps over bluestone gutters	1
Avenue planting of exotic trees on current Calder Hwy	1
Drop in centre at the Recreation reserve (MCG)	1
Radio tourism program	1
Enhance cultural aspects - sculptures in gardens	1
Tea rooms in Botanic Gardens	1
More trees both exotic and indigenous	1
More Public Art and use public buildings for performing arts	1
An adventure playground and maze	1

7 SUPPORTING DOCUMENTS

Appendix 3



DRAWING ISSUED		EKL GROUP CONSULTING GROUP ARCHITECTS		CLIENT	PROJECT	DRAWING TITLE	DRAWN BY: EJ		DATE
DESIGNATION	APPROVAL	DATE	DATE	MACEDON RANGES SHIRE COUNCIL	MALMSBURY URBAN DESIGN FRAMEWORK	ARBORETUM - Planting Plan	SCALE	1:1000 at A3	30.7.02
TENDER	CONSTRUCTION	DESIGNED	DRAWN			STAGE ONE	DRAWING NO:	2277SKPP01	REVISION
REV. DATE	DESCRIPTION	REV. DATE	DESCRIPTION						

7 SUPPORTING DOCUMENTS

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Appendix 4

REFERENCES

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'Malmsbury Botanic Gardens - Part Two Management Plan', Francine Gilfedder, 1988.

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'Shire of Kyneton Conservation (Heritage) Study', David Bick, 1990.

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'Malmsbury Project - Report on a study of outdoor recreational associated with Malmsbury Reservoir', A. Wissenden, February 1988.

7 SUPPORTING DOCUMENTS

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Consulting
Group

